

OREGON CITY ENTERPRISE

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FORTY-SIXTH YEAR—No. 8.

OREGON CITY, OREGON, FRIDAY, FEBRUARY 23, 1912.

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EXPERT DEFENDS PLANS FOR ROADS

C. T. PRALL, PRESIDENT OF ASSOCIATION, EXPLAINS MEASURES.

BURDEN IS SHIFTED OVER YEARS

Bond Scheme is Discussed and Shown To Be Practicable—Interest Charge To Gradually Decrease.

That the eight highway bills advocated by the Oregon Association for Highway Improvement are good ones is the declaration of C. T. Prall, president of the association. He says: "For the information of the voters throughout the state I wish to say that this association is composed of men drawn from every line of endeavor, and whose interest in the matter of good roads is simply that of good citizens. Our secretary is the only paid officer connected with the organization, and all other officers and members devote their time and contribute their funds without compensation. It is in no sense a political organization, its members being adherents of all political parties. "A word in regard to the committee which formulated all the measures with the exception of the two convict labor bills. The members of this committee were appointed by Governor West from every county in the state, and they were selected entirely because of their interest and activity in good roads legislation. The composition of this committee should dispel from the minds of voters the idea that the legislation which was formulated contemplates the building up of a political machine. "Much criticism has been directed against the highway department bill because of the power which it places in the hands of the governor. In drawing this bill the committee had access to data secured from many other states which proved of great value. Highway commissions in the main have not proven satisfactory because of divided responsibility. For this reason the committee deemed it well to place responsibility directly upon the Governor. "The bill provides that the Highway Commissioner shall have exclusive control over all highways constructed wholly or in part out of moneys appropriated by the state. It further defines his method of procedure in the matter of advertising for bids and letting of contracts. Exception has been taken to the salary which it is proposed to pay the Highway Commissioner, namely, \$5,000 per annum, but it would appear that the long record of inefficient service supplied by unpaid officials in every department of political life in this country is sufficient justification for the payment of a salary commensurate with the responsibilities of the position. We have here only another application of sound business principles applied to state affairs. "It has been suggested that highway construction should be delegated to the State Engineer, but we believe that this would be a very serious error. Road construction is a branch of engineering which is separate and distinct to itself and requires special training. Very few engineers are qualified to construct successfully permanent roads. No railroad company would employ an irrigation engineer to construct a new line and on the other hand, the history of the past few years is full of instances where railroad engineers have made monumental failures when engaged on irrigation work. "Briefly, the state highway fund bill provides that the proceeds of bonds sold by the State of Oregon and 66.23 per cent of license taxes on motor vehicles shall be converted into a fund to be known as the state highway fund. The bill further provides that 75 per cent of the fund so created shall be divided equally among the several counties of the state, and that the remaining 25 per cent shall be apportioned among the counties according to their area in square miles. "Now, as to the proposed \$20,000,000 state bond issue. This is an independent act of the state. No county is obligated to issue bonds because the state does. It may persist in its present method of securing revenues for road construction, maintenance or repair. The state aid fund is created, however, for the help of the counties, and the counties are expected to cooperate in its utilization. "The interest bugaboo has been used to frighten the easily deceived by unscrupulous manipulators of figures. We are discussing the state bond issue, which is to be \$20,000,000. It is to be issued at the rate of \$2,000,000 a year for ten years. It is the same kind of a bond issue as is made by the city or a business organization for an improvement that is expected to earn its own cost. "If no railroad company, for example, had gone into debt to provide funds for betterments and extensions, we would not be enjoying our present transportation facilities. Every citizen of the state is a partner and stockholder in the great corporation known as the State of Oregon. "The bonds, each \$2,000,000, run 30 years and draw interest at 5 per cent, payable semi-annually. For each \$2,000,000, then, there is a semi-annual interest charge of \$50,000. "But the bonds do not draw interest until issued. The interest payments of the first year, therefore, would total \$100,000. Interest on a second \$2,000,000 in bonds the second year would be \$100,000, and, with interest on the first \$2,000,000, makes a total interest charge of \$200,000. For each year up to and including the tenth year, would be an increase of \$100,000 in interest."

LIVE WIRES START WORK FOR ARMORY

STATE WILL GIVE \$15,000 AND CITY WILL BE ASKED FOR LIKE AMOUNT.

COUNCIL TO BE ASKED TO ASSIST

Plan To Establish Playground is Discussed—Dock Committee Reports Favorably on Project.

Unanimously indorsing the proposal for the construction of an Armory building, adequate to the needs of Oregon City, the Live Wires of the Oregon City Commercial Club Wednesday night authorized the appointment of a committee of three of its members to work in conjunction with the committee of the National Guard Company of this city, with the avowed object of bringing about the desired result. R. V. D. Johnston, of the National Guard Association; Quartermaster-Sergeant Spagle and Corporal McFarland, representing the Seventh Company, Oregon National Guard, were the guests of the Live Wires at dinner Wednesday and Mr. Johnston was spokesman for the delegation. He talked forcibly at some length on the advisability of having an Armory here and answered a volley of questions that were fired at him by members of the Commercial Club organization. His speech was seconded by J. W. Moffatt and Dr. L. L. Perkins, both of whom saw service in the United States Volunteers in the Philippines, T. W. Sullivan, A. A. Price and others. It is broadly proposed to raise about \$15,000 in Oregon City and the state will duplicate the amount and supervise the construction of the building. It is expected that the city will provide a site, which would be accepted at a fair valuation, and the county will be asked to contribute not less than \$7,500. For many years the county has paid \$300 per annum for a makeshift Armory here. This amount is 6 per cent on \$5,000, and an appropriation of \$2,500 more would be a large item, and would be justified, as the Armory building could be used for county purposes. Mr. Johnston pointed out that there is no hall or auditorium in the city capable of seating more than 400 persons, and that an Armory building could well be utilized for holding conventions of various kinds, that it would be an excellent place for a poultry show and that its possession would enable Oregon City to make a strong bid for meetings of organizations from any section of the Northwest. From the Armory question the Live Wires turned to the Public Dock proposition and P. J. Toose, chairman of the Public Dock committee, reported the meeting of the Council would be held at its meeting next Monday night to either construct a public dock with city funds or authorize its construction at a suitable place by private means. The Live Wires consumed much time in the discussion of the necessary (Continued on page 4.)

The Story of Washington



WASHINGTON AND LINCOLN LAUDED

BROWNELL AND EDWARDS TELL OF WORK OF TWO GREAT PATRIOTS.

MEADE POST HAS BIG CELEBRATION

Emancipator Held Up To Youth Of Land as Example—Father of Country Called Peace Lover.

George C. Brownell and the Rev. George N. Edwards, pastor of the Congregational church, delivered eloquent and forceful addresses Saturday afternoon at the meeting of Meade Post Grand Army of the Republic and the Woman's Relief Corps in Willamette Hall at the celebration of the anniversaries of the births of Washington and Lincoln. Mr. Brownell declared that only once in a thousand years was a man like Lincoln born. "His life should be an inspiration to our children," said the speaker. "When we think of the hardships he encountered, the deprivations, the misfortunes and how he surmounted all of them it is truly remarkable, and the children of today who have so many advantages should profit by the example set by this great man who was so greatly handicapped and rose above everything." Mr. Brownell's address was considered by those present as one of the best he has ever made. He was in fine voice, and the subject was one to which he has given much study and thought. "Americans can well take time to remember Washington not only for what he did to make the nation a possibility, but for what he was as a man," said Mr. Edwards. "We are deeply concerned nowadays to find a way to keep peace between the nations, yet I venture to think that the soldierly qualities of George Washington are well worth our study." Mr. Edwards told of Washington's struggles and his final successes, closing as follows: "Washington was first in war because he loved peace and he fought as a soldier that he might make American citizenship a peaceful and glorious reality."

CONTEST LIST IS GROWING DAILY

NAMES OF CANDIDATES AND STANDING TO BE PUBLISHED IN FEW DAYS.

EACH NOMINEE GIVEN 1,000 VOTES

Enterprise To Have Special Representative To Aid Contestants In Race For Touring Car.

To every person living in this county the Enterprise presents a chance of a life time to become the owner of one of the best automobiles made without the expenditure of one penny. All that is required is a little work during your spare time. The Enterprise Ford now on exhibition at the Elliott Garage will be presented to the one who gets the largest number of votes between now and the first of June. Votes will be given on every subscription taken for the Weekly or Daily Enterprise. This offer is open to any one regardless of sex or age and as but three days have passed since the start of the contest there is still a chance to go in and catch up with the leaders. In addition to the grand prize of the automobile to be presented to the winner at the close of the contest, the Enterprise has arranged for a series of "ten day contests," which will be held every ten days, a valuable prize being awarded the person who gets the largest number of votes in the ten days. The first of these special contests started Monday and the one who gets the most votes from that time till the first of March will receive a merchandise coupon on one of the prominent stores of this city. This certificate will entitle the holder to choose \$15 worth of merchandise from that store the winner to buy anything he pleases to the extent of the value of the coupon. The different standings of the candidates who are out for the automobile will have no bearing on these ten-day contests, the award being made to the one polling the most votes in the specified time, regardless of former standing. There is still time to enter the game and as long as the nomination blanks appear every one nominated will receive one thousand votes free. At least you can get busy and win one of these ten-day contests even if you don't find time to keep on in the race for the automobile. In order to help all the candidates as much as possible the Enterprise has arranged to have a special representative in the field who will render all assistance possible to the contestants. Each one in the race will receive aid from this contest representative if they desire assistance and coaching. There is still room for a few more to make the race all the more interesting. The one thousand free vote offer will be withdrawn shortly and now is the time to enter.

CANAL WORK WILL CHECK NAVIGATION

CLOSING OF LOCKS NECESSARY WHILE IMPROVEMENT IS BEING MADE.

TRANSFER EXPECTED ABOUT APRIL 1

Freight To Be Transferred Here By Portage While Government Is Making Modern Ditch.

Navigation on the Willamette River will be interrupted during low water periods of 1912 and 1913 when the Government takes over the locks and basin at Oregon City, as the concrete wall to be built dividing the canal property from that of the Portland Railway, Light & Power Company, will practically form one side of the waterway. To do the work the locks will be closed and drained and freight may be transported above the obstruction only by portage. The cost is to be borne equally by the Government and the railway interests, as has been stipulated in the agreement through which the Federal authorities are to buy the plant. Every effort will be made to hurry the work to take advantage of the low water seasons and not delay river movements longer than necessary. The construction of the wall will also mean that new gates, which will be of wood like those in use, will have to be built and other improvements and repairs will be made under the general scheme. Major J. F. McIndoe, Corps of Engineers, U. S. A., did not receive instructions from Washington yesterday to proceed to close the negotiations, but they may arrive today. He completed his recommendations while in Washington Saturday, and the papers were forwarded through the customary channels to General Bixby, chief of engineers. He, in turn, sent them to the Secretary of War, asking formal authority to order the purchase completed. As to when the canal will be declared public property depends on the dispatch with which the Portland Railway, Light & Power Company furnishes the Government with a deed and abstract and the documents are passed on at Washington. As the railway corporation had similar papers executed at the time of the transfer of the Oregon Water Power & Railway Company's property to the merger company several years ago, it is not thought there will be a delay in bringing the record down to date. If the transaction proceeds as expected, the sale will be consummated early in the spring, possibly by April 1. Steamboat owners firmly believe that the transfer of the property will mean more than free locks, as they count on the government improving the channel between Portland and Oregon City to a depth of at least six feet at low water. That will give them plenty of water on which to operate during the seasons regarded as most unfavorable now.

OREGON SYSTEM OFFICE HOLDERS UPHELD BY COURT SEEK RE-ELECTION

HIGHEST TRIBUNAL REFUSES TO TAKE ACTION IN BIG CONTEST.

ISSUE IS CALLED POLITICAL ONE

Master of State Grange Spence Receives Telegram of Congratulations From Attorney Ralston.

This may be termed an off year in local political circles in Clackamas county for aspirants for most of the county officers are candidates for second terms, and will not have the strenuous opposition for re-election that they faced when they ran for first terms. County Clerk Mulvey, Recorder of Conveyances L. E. Williams, Treasurer J. A. Tuffa, School Superintendent T. J. Gary, Surveyor D. T. Meldrum, and Commissioner William Mattoon, Republicans, and Sheriff E. T. Mass and Assessor J. E. Jack, Democrats, anticipate comparatively easy sailing. Mr. Williams will have an opponent in the primaries in the person of C. W. Strucken, of Boring, but the friends of the present County Recorder do not believe Strucken will be a formidable candidate. James F. Nelson, of Mulino, will oppose J. E. Jack for Assessor at the November election. Mr. Nelson is a candidate for the Republican nomination and will probably have no opposition in the primary election. Sheriff Mass, School Superintendent Gary, Commissioner Mattoon and Recorder of Conveyances Williams are the only officials who have not filed their declarations in the County Clerk's office, but they will file in plenty of time to get their names on the ballot at the primary election. There will be at least three Republican candidates for the Republican nomination for Representative, E. P. Carter, M. A. Magone, who served in the house last year, and F. M. Gill, of Estacada, who was a member of the House last session from Hood River and Wasco counties. Mr. Gill has already filed his petition. He is a member of the legislative council of the State Grange. In his declaration he says, "I will support and defend the initiative and referendum, the recall, in face of the 'Oregon system' in full and seek the further advancement of the people's power over their government to the end that Oregon may truly have a government of the people, by the people and for the people. I shall do the people's bidding, not my own. I favor good roads, but I wish them built for commercial use from the market centers and railway depots to the farmers' homes. I oppose the construction of tourist highways by a tax upon the property of the entire state." Mr. Gill endorses Statement No. 1. J. A. Tuffa, Republican candidate for the nomination for County Treasurer, says he will conduct the affairs of the office honestly and efficiently. D. T. Meldrum, Republican, candidate for re-nomination for County Surveyor, declares he will, if elected, conduct the affairs of the office in an efficient, economical, impartial and businesslike manner and treat all with courtesy. W. L. Mulvey, candidate for the Republican nomination for County Clerk, says, "I will in the future, as in the past, conduct and discharge the duties of this office economically to the best of my ability, and will give to all people just and courteous treatment." C. W. Strucken, candidate for the nomination for Recorder of Conveyances on the Republican ticket, says, if elected, he will do his full duty to the taxpayers of Clackamas county. James N. Nelson, who aspires to be the Republican nominee for County Assessor, recites the following in his declaration: "I will give to the taxpayers of Clackamas county honest and faithful service, and will make all assessments fair and equitable without fear or favor." J. E. Jack, who is a candidate for a second term and who seeks the Democratic nomination for County Assessor, says he will conduct the office according to law and will make assessments equal and uniform, with efficiency and strict economy. Candidates for precinct offices are slow in filing, the only one having declared his candidacy being William Hammond, who seeks the Republican nomination for Justice of the Peace for District No. 4. Mr. Hammond says: "I will, if elected, serve the people by giving them my best efforts, using all my ability toward an economical and faithful administration." Candidates for precinct committees who are elected at the April primaries, are likewise slow in coming in. H. T. Melvin of Barlow, is the only candidate for committeeman who has filed his petition. There are forty chosen in as many precincts, four precinct committees to be declared. Petitions for nomination for county officers must be filed and completed in the county clerk's office not later than April 3. The date of the primary nominating election is April 9.

SELLING IN RACE AGAINST BOURNE

PORTLAND BUSINESS MAN SAYS HE WILL OUTLINE PLATFORM IN FEW DAYS.

CANDIDATE QUILTS TAFT COMMITTEE

Merchant Asserts That His Long Identification With Interests of State Qualifies Him For Toga.

PORTLAND, Feb. 20.—(Special.)—Ben Selling, state Senator from Multnomah county and for forty years a business man of Portland, announced today that he would be a candidate for United States Senator against Jonathan Bourne. Mr. Selling will retire immediately as a member of the Portland Taft committee and will devote his personal attention to his Senatorial candidacy. In a few days he will issue a formal statement of the principles on which he seeks the office of Senator. Mr. Selling has been actively identified with the growth and development of Portland and Oregon for the last half century. He has served as president of the People's Power League, an organization by which much of the legislation, enacted by the people under the initiative, was proposed. Mr. Selling served two terms in the Oregon State Senate and at the 1911 session was President of that body. In 1907, when Mr. Selling was last elected to the Senate, he headed the Statement No. 1 ticket from Multnomah county and was elected. "I am fully satisfied," said Mr. Selling tonight, "that as a practical business man, who has lived in Oregon for fifty years, with my every interest and residence in Oregon, and with my experience in public affairs, I am in position faithfully to represent the people of Oregon. Within a few days I shall issue a formal statement in which I will discuss at length the principles on which I will ask for the nomination of United States Senator at the hands of the Republican party."

FULTON AND GEARIN OUT OF SENATE RACE

Formal announcements Monday by C. W. Fulton and John M. Gearin, both ex-United States Senators, that they would not be candidates for the Senatorship has done much to clarify the Oregon Senatorial situation. Neither Mr. Fulton nor Mr. Gearin was a candidate for his party's nomination, but each had been urgently requested by party workers to enter the contest. Their action in declining to become candidates means that Ben Selling is likely to announce his candidacy for the Republican nomination. It is expected also that Dr. Harry Lane will seek the Democratic nomination.

Seeks Property and Damages.

H. L. Goodwin has filed an action against Grant E. Barney, through his attorneys, Dimick & Dimick, to recover the possession of \$100 of personal property, and for the further sum of \$100 damages for the wrongful and unlawful detention of the personal property, and for his costs and disbursements of the action.