

# OREGON CITY ENTERPRISE

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FORTY-SIXTH YEAR—No. 24.

OREGON CITY, OREGON, FRIDAY, JUNE 14, 1912

ESTABLISHED 1866

## THOUSANDS PAY HOMAGE TO ROSE

### CHILDREN'S PARADE IS MOST AT- TRACTIONAL FEATURE OF CELEBRATION

## BABY SHOW DRAWS LARGE CROWD

### B. T. McBain Winner Of First Prize For Best Decorated Car In Auto Parade—W. T. Sul- livan Is Second

One of the most successful rose shows ever given in Oregon City was held Saturday. It was on a much larger scale than the shows in former years, and the president, Mrs. A. C. Warner, and her able assistants, are deserving of much praise for the success of the exhibition. Mrs. S. S. Walker was chairman of the children's parade, which took place at 11 o'clock, forming at Twelfth and Main streets and proceeding to the Hawley Pulp & Paper Company's plant and back to the Suspension Bridge.

The morning program opened with an open-air concert given by the Oregon City Concert Band at the Suspension Bridge at 10:11 o'clock. The concert attracted large crowds. Many of the latest selections were played.

The children's parade was participated in by children of Oregon City, Willamette, Maple Lane, Mount Pleasant and other sections of the county. Many of the little ones were attired in white wearing wreaths of roses and carrying bouquets, and many had prettily decorated doll carriages, and wagons. The parade was headed by a prettily decorated buggy belonging to K. F. Mitchell, and driven by Mrs. Carl Joeska. In the carriage were the little Misses Velma Randall and Geradine Schwab, who were attired in white, Velma Randall representing a bride. She wore a veil and carried bride's roses. Following this buggy was the Girl's Oak Grove band, the members being dressed in white. The divisions, Oregon City, Mount Pleasant, Maple Lane, Willamette followed. Eastham Park (Oregon City) had a large representation, the children being dressed as Indians, negroes, Chinese, etc. "Tom Thumb" and "Bride" attracted much attention as they passed along Main street. Willamette had a large representation. Many of the children being dressed to represent Puritans, and several were dressed in white wearing wreaths of roses, while many of the boys carried large American flags. Maple Lane was represented by Margaret and Mildred Reynolds and Dorothy Svalby. Dorothy Reynolds drew a little carriage in which was Margaret Reynolds prettily attired in white and pink and white. The carriage was decorated in white and pink and roses. Other attractive vehicles were in line.

The automobile parade was the attraction at 1:30 o'clock and many prettily decorated automobiles were in line. Among those having decorated floats were B. T. McBain, T. W. Sullivan, Joseph Sheahan, C. Shubel, H. J. Bigger, E. J. Daulton and C. G. Miller. The McBain automobile was prettily decorated with red and white streamers, the canopy being decorated with roses and evergreens, and contained Jeanette McBain and several of her little friends. Charles G. Miller's automobile driven by Miller and with him were Mrs. Miller and son. The machine was artistically decorated with ivy and Caroline Testout roses. C. Schuebel's car was prettily decorated with rhododendrons. E. J. Daulton's car was in pink rhododendrons and pink chiffon. H. J. Bigger's car was in cedar and red roses, while the car of Joseph Sheahan was handsomely decorated with evergreens and large American flag, and T. W. Sullivan's in wild roses and American flag. It was driven by George Sullivan. There were many other cars in the parade, which was headed by the Oregon City Concert Band in four automobiles.

The baby show was among the attractions of the afternoon. It was held in the Congregational church at 2 o'clock. There were babies from two weeks old to three years old entered. This was the first baby show ever held in Oregon City and from the representation of babies there is no doubt Clackamas County can produce some of the finest youngsters in the world. Many of the tots were awarded handsome prizes.

Many persons visited the rose show at Busch's hall, where roses of nearly every variety were on exhibition being tastefully arranged in the hall on the long tables. The Girls' Oak Grove band played many pretty selections during the afternoon. Ice cream was served.

The Oregon City Concert Band gave an open air concert on the courthouse lawn that was attended by a large crowd. The band also played at Sixth Fifth and Seventh streets, the concert at the suspension bridge, being held from 5:15 until 8 o'clock. The music by both the Oregon City Concert Band and Girls' Oak Grove band was highly pleasing, and was among the chief attractions of the day's program.

The awarding of the prizes took place at 8 o'clock in the evening. B. T. McBain acted as master of ceremonies. The prize winners followed:

SEC. A, CLASS TEA.—No. 1, 6 red roses, Mrs. C. Farr; No. 2, 6 white roses, Mrs. C. Farr; No. 3, 6 yellow roses, Mrs. C. Farr; No. 4, 6 pink roses, Mrs. W. C. Green; No. 5, General collection, no award.

SEC. B, CLASS HYBRID TEA.—No. 1, 9 white roses, 3 varieties, 3 each no entry; No. 2, 9 red roses, 3 varieties, 3 each, Mrs. H. E. Straight; No. 3, 9 pink roses, 3 varieties, 3 each, Mrs. G. B. Dimick; No. 4, 9 yellow roses, 3 varieties, 3 each, Mrs. J. H. Walker; No. 5, General collection, Mrs. G. B. Dimick.

SEC. C, CLASS HYBRID PERPETUAL.—No. 1, best 8 red roses, Mrs. John Ostfeld, No. 2, best 8 red roses, (Continued on page 4)

## FAIR WORKERS EXPECT TO WIN FIRST PRIZE

O. E. Freytag, O. D. Eby and T. W. Sullivan who are arranging for the Clackamas County exhibit for the coming state fair, are confident the county will win first prize this year. The honor was lost by only a small margin last year. The county has allowed \$450 for use in obtaining samples and it is probable that this amount and more will be received in premiums to reimburse the county. Mr. Freytag announced Monday that all persons having particularly fine fruit, vegetables, etc., are urged to take samples to the Promotion office for exhibition at the fair. Messrs. Downer and Teter of Clairmont, have furnished fine samples of strawberries, and Mrs. Armstrong of Milwaukie, has furnished berries. Mr. Stevens, of Gladstone has left several fine samples of asparagus at the office and Miss Mahan Gill of Logan, has furnished through S. Macdonald, a lashed rhubarb. The committee has fine fish exhibit consisting of sturgeon chub, shad, salmon, trout and crawfish. Mr. Freytag has preserved the fish in glass jars.

## CANAL TO REDUCE WATER TARIFFS

### WILLAMETTE GROWERS WILL BENEFIT UNDER FEDERAL CONTROL

## RATE SHEETS READY TO BE ISSUED

### Charges For Farm And Garden Pro- duce Fixed At \$1.50 Ton From Salem To Portland

With the passing of the locks and canal at the falls of the Willamette to control of the War Department, there will be a reduction in water rates that will give growers in the Upper Willamette River district the same advantages as those enjoyed on the Lower Columbia. Tariff sheets have been published and will be issued as soon as the locks are purchased.

On potatoes, hay, grain, onions and such things now abundant along the Willamette, the rate to Portland will be \$1.50 a ton from points as far south as Salem, and on other commodities there will be a lowering of rates in keeping with the amount saved when the lockage tariff charged by the Portland Railway, Light & Power Company is eliminated by the Government.

If Major Melndoe, Corps of Engineers, U. S. A., decides to undertake the deepening of the lower basin of the locks this year the Oregon City Transportation Company will continue to handle cargoes between Portland and points as far as Corvallis, for though the locks will be closed, one steamer will run between Portland and Oregon City and another south from Canemah, freight being transferred between them on wagons.

## NAVAL MILITIA IS TO BE DISBANDED

### GOVERNOR PLANS DRASTIC AC- TION TO PUT END TO SHEPHERD AFFAIR

## CONFERENCE TO BE HELD TODAY

### Controversy Over Cruiser Boston Is Cause Of Trouble—Agree- ment Provides For Re- turning Of Ship

SALEM, Or., June 12.—Governor West will issue orders tomorrow or Friday disbanding the Oregon Naval Militia according to information which leaked out here today. The executive would make no definite statement as to what his plans are in this regard, but it is certain that the move will be taken before the end of the week.

Disbanding of the Militia probably will mean that automatically under the terms of agreement with the Government the cruiser Boston will be returned to the Government Navy-yard at Bremerton. The agreement between the state and Government, it is understood, contemplates the boat will immediately be returned in event the Militia disbands.

Tomorrow a conference will be held between Governor West and Adjutant General Finzer relative to the matter, and it is more than probable that following the conference, which will be held at the executive offices here, Governor West will arrange for the issuance of the orders and the present Oregon Naval Militia will be done away with.

The incident yesterday when Geo. S. Shepherd, claiming his right as Captain under the court decision, attempted to take charge of the cruiser Boston against the wishes of Commander Simpson, is the actuating cause of the Governor's decision to take speedy action in the matter.

## WIRES URGED TO AID BRIDGE PLAN

### COMMITTEE NAMED TO INVESTI- GATE BUILDING SPAN ACROSS CLACKAMAS

## EASTERN PART OF COUNTY WANTS IT

### Committee On Public Baths Reports That Lot Should Be Obtained In City—Charter Revision To Be Discussed

A demand that a steel bridge to cost \$12,000 be erected across the Clackamas River between Logan and Barton will be investigated by the Live Wires. That organization at its weekly luncheon Tuesday was urged by citizens of the Eastern section of the county to investigate the feasibility of the proposed bridge and a committee was appointed to look into the scheme.

The committee which is composed of M. D. Latourette, C. G. Miller, E. E. Brodie, H. T. McLean, T. W. Sullivan, L. Adams, Frank Busch, W. A. Huntley, O. D. Eby, John W. Loder, A. A. Price, William Hammond, L. L. Pickens, O. E. Freytag and F. A. Olmstead, will go to Logan and Barton in a few days to make the investigation. A survey for a road between Logan and Barton has been made. The residents of the Eastern section of the county think if the plan for the bridge is approved by the Live Wires the County Court will have it built.

Rev. C. W. Robinson, of a committee named to find out the cost of a proposed free swimming pool and baths, reported that it would be more desirable to have the baths and pool in the city instead of erecting a platform in the river. He said the cost of a lot, cement pool and shower baths would be about \$4,000, and the cost of a platform in the river about \$500. Mr. Robinson said the pool and shower baths in the city could be used the entire year, while the river plan would only be available in the summer. He also announced that the danger to boys swimming in the river would not be obviated by the platform for they would swim any place desired, while if a pool was established in the city, the boys would not be tempted to go to the river. The other members of the committee are William Sheahan and John W. Loder.

H. E. Cross said if the city would relieve him of his street improvement assessments he would donate one of four lots owned by him in block 157 for the pool and public baths. Mr. Loder suggested that Mr. Cross owned a lot at Ninth and Jefferson streets much more centrally located which he might donate. Mr. Cross replied that Mr. Loder had even a more desirable lot near Ninth and Jefferson streets which he might donate.

It was decided to devote the next evening meeting and luncheon, two weeks hence, to a discussion of the amendments to the city charter providing among other things a business form of government, to be voted upon in July.

## Oregon City Is Given Just Praise

(Morning Oregonian)  
Oregon City, not to be outdone by Portland, on a scale commensurate with size—and a rose show, a baby exhibition, an automobile parade and a children's parade Saturday, in which the historic city fairly outdid itself in its grand display of roses, of babies, of automobiles and of children. In each of these specialties the city shone with beauty and swelled with pardonable pride; for were not the rose it home grown and the children, too, for that matter? The storied county of Clackamas—"Thalckamas," as some Indian antiquarian has it—was invited to come in and show the world thereabouts that race suicide was a figment of disordered imagination, at least as far as that broad and opulent county is concerned.

Proud as we are of Portland as the metropolis of Oregon, we are not less proud of Oregon City. For was that not the one spot in Oregon that held place in the dreams of our adventurous progenitors, the sturdy pioneers of a past generation? Was this not the seat of government of Oregon in the early days of its occupancy by Americans? Was this not the seat of the first manufacturing plant on the Pacific coast? And long prior to that, did not the riotous falls of "beautiful Willamette" at that point give promise of whirring spindles and mighty mills? And when the light of electricity, chained and distributed throughout a wondering land, first became a possibility, it was it not there harnessing and sent out upon its errand? And were not the first steamboats to ply the waters of the state built there? And was not the first newspaper in the state published there? And did not some of the sturdiest pioneers of Oregon live and work and die there? Was not Oregon City for many years the mecca of plainworn empire-builders, the long-sought goal of weary travelers, the grateful halting place of weary caravans? And having with Portland and other cities and sections of Oregon, awakened from the torpor of long isolation, is not the storied city at the falls alive to the possibilities of growth and beauty and prosperity on every hand?

Let the echoes of its latest festival bout answer. And as we, in the exuberance of the spirit of high carnival, call out in lusty tones "Good for Oregon City!" the voices of the rocks on either side take up the cry and "good, good for Oregon City, Oregon City," comes back to us in reassuring echoes, making us glad that its people have got in their work at home this early in the festival week and are coming down en masse to help swell Portland's gala throng.

Couple Gets License  
A license to marry was issued Friday to Sarah Ellen Gilmore, of Gladstone, and Willard Weston Harvey, of 288 Fourteenth street Portland.

## O'REN AND VEAZIE DEBATE SINGLE TAX

### OREGON CITY LAWYER MAKES PLEA FOR GRADUATED MEASURE

## GEORGE SYSTEM MAY COME LATER

### Opponent Declares That Proposed Law Would Not Induce Own- ers To Improve Real Estate

The single tax idea was discussed for and against by W. S. U'Ren and A. L. Veazie, at the Selwood Y. M. C. A. Following the debate persons in the audience discussed the proposition among themselves.

Mr. U'Ren devoted his time largely to explaining the meaning of the new measure of graduated single tax, which will be voted on at the coming election. Mr. Veazie rather drifted away from the graduated tax idea and talked on the theory of single tax as proposed by Henry George.

In answer to Mr. Veazie's statement that the graduated single tax measure proposed as a question for the voters to decide, is merely a bait at the trap of the Henry George single tax idea, in which it is hoped to eventually catch the taxpayers, Mr. U'Ren said:

"All that is intended in offering the voters an opportunity is to give them a chance to try it. They do not want to accept it, and if they do not want it they will reject the proposition by their ballots.

"If, however, they do try it, we expect that the results will be so gratifying that they will eventually accept the Henry George system. However, they will be given opportunity again to vote on that. We can force nothing on the taxpayers, and we are not trying to do so."

In giving his reasons for supporting the graduated tax idea, and the reasons why he believes the plan would work to the advantage of taxpayers who most need help, Mr. U'Ren said:

"The adoption of the graduated tax system would tend at once to reduce the taxes of the business man and the home owner, because a greater tax would be required from the speculators on the big estates and the land owners. Multnomah county would realize from 65 to 100 per cent more money in taxes under the workings of the graduated tax plan. The system does not exempt the land tax values, but from valuations upward of \$10,000 in additional graduated tax is required."

In voicing his opposition to the single tax plan, Mr. Veazie said: "Confiscation of land by the government and the overthrow of the theory of private ownership is really the final conclusion of the single tax idea. I believe that any doctrine that would permit the government to appropriate the patents to land it has allowed individuals is altogether wrong."

"The single tax idea applied to timber lands would force owners of timber to cut their timber as rapidly as possible and convert their holdings into stump land. Single tax would induce men to improve and build up their land, because the system would relieve from taxation those who have already built and assured their (Continued on page 4)

## GOVERNOR TO SPEAK AT AURORA BARBECUE

### Arrangements have been completed for the second annual barbecue to be given at Kraus' Park, Aurora, June 29. The principal address will be delivered by Governor West, and the Aurora band will play. There will be a ball game in the afternoon between two fast teams for a large purse, and in the evening a grand ball will be given. The program will be as follows:

Morning, beginning at 10 o'clock—Selection, Aurora band; vocal selection, Aurora quartet; solo "Oregon," Mrs. Thurston Yergen, of Champego; address, Governor West. Barbecue carving.

Afternoon, starting at 1:30 o'clock—Ball game; tug of war, \$5 to winners; 200 yard dash, \$5 to winner; fat men's race, 150 yards, first prize \$5, second prize \$1; young men's race, 100 yards, first prize \$4, second prize \$2; boy's race, 100 yards, first prize \$3, second prize \$1.50; girl's race, 100 yards, first prize \$3, second prize \$1.50; horse race, Miller's "Minnie" and Wurster's "Frank," \$50 a side.

## OREGON CITY IS LAUDED BY HILL

### HEAD OF GREAT NORTHERN RAILWAY AMAZED AT IN- DUSTRIAL WORK HERE

## RUGS ORDERED BY HIM FOR HOTELS

### Railroad Man is Guest Of A. R. Jacobs President Of Woolen Mills— Buys Navajo Blankets For Auto

Louis W. Hill, President of the Board of Directors of the Great Northern Railway, spent several hours in this city Tuesday looking through the big woolen and paper mills. The railroad man was the guest of A. R. Jacobs, President of the Oregon City Manufacturing Company. The party which included William Hanley, the cattle man, and W. P. Kenney, General Traffic Manager of the Great Northern Railroad came to this city in Mr. Jacob's automobile.

Mr. Hill was impressed by the manufacturing industries here, and was so impressed with the quality of goods made by the Oregon City Manufacturing Company that he obtained several Navajo blankets for his automobile, and placed a large order for use in several hotels in the East in which he is interested. The distinguished visitor predicted a great future for Oregon City because of the great water power and the fertility of the surrounding country. He thinks it will be only a short time when all the available water power here is put to use, which would mean the building of at least twice as many manufacturing establishments as the city now has.

First in line were a platoon of police carried in eight appropriately decorated cars. The mayor and high officials of the state and city followed. The car next in line and occupied by W. J. Clemens, president of the Auto Club, was one of the most beautiful in the entire parade.

A long line of electric pleasure vehicles, vivid with blossoms and flags, musical with the joy of those who rode in them, was followed by the brightly adorned runabouts and roadsters each carrying two persons.

In the touring car division entries that attracted special attention because of their signal attractiveness and originality were the cars belonging to Oliver K. Jeffery, parade chairman; Henry Ladd Corbett, the Columbia Trust company and the Great Northern railway.

## TAX EXPERT HERE FOR SIGNATURES

### C. L. STARR, OF STATE COMMISSION, WORKING FOR "RA- TIONAL REFORM"

## COUNTY ASSESSOR HAS PETITIONS

### Measures Provide For Taxing Of In- comes, Exemption Of House- hold Furniture And Mort- gage Notes

C. L. Starr, secretary of the State Tax Commission, is in Oregon City obtaining signatures to petitions for "Rational Tax Reform." The proposed measures were prepared by a committee appointed at the last session of the Legislature, and the State Tax Commission, composed of Governor West, Secretary of State Olcott, State Treasurer Kay, J. B. Easton and Charles V. Galloway. Mr. Starr has obtained 200 names, and must obtain 400 more in this county this week. Petitions have been left with County Assessor Jack, and all voters who have not signed are urged to do so.

The measures proposed are:

A constitutional amendment authorizing the taxation of incomes.

A law to exempt from taxation household furniture, wearing apparel and smaller non-productive personalty.

A law to exempt mortgage notes and other credits from taxation, thereby abolishing double taxation of the same property value.

A revision of the inheritance tax law, following the model law recommended by the National Tax Association. The proposed law would increase the State revenue from indirect sources.

Directions to signers and circulators of petitions—

Every petitioner must sign his own name. No person is allowed to sign another person's name under any circumstances. Every signer must give his residence and postoffice address. Names of signers on each sheet are (Continued on page 4)

## 200,000 WITNESS BIG AUTO PARADE

### PROCESSION MORE THAN SIX MILES LONG IS CHEERED BY THROGS

## ELECTRICAL PAGEANT POSTPONED

### Stirring Music Rendered As Decorat- ed Cars Pass—Floral Caravan Is Most Attractive Ever Given

PORTLAND, June 12.—Because of the rain the electrical parade was postponed again tonight. The parade will be held Friday and Saturday nights if there is no rain. The Rose Festival committee decided not to hold it tomorrow night, because it would interfere with the river pageant.

A rose decked procession of lavishly decorated automobiles in a parade longer than its line of march is, with its bewildering, sinuous beauty, evoking deafening applause from 200,000 witnesses of it this afternoon.

More than six miles long, more than 500 cars, more roses than could be counted, and phrases to describe the magnitude of the greatest floral auto parade ever given anywhere.

That Portland has more automobiles considering population, than any other American city, was easy to believe after seeing the vivid pageantry of this afternoon.

At Thirteenth and Burnside streets the automobiles in all their glowing magnificence of decoration began congregating even before noon.

By 1 o'clock the streets leading to the point of formation were congested. Only the careful planning perfected weeks ago by Oliver K. Jeffery, chairman of the parade committee, made it possible for one panting machine after another to bear its burden of beauty into the line of march and through the great crowds—the greatest ever assembled in the Rose City.

The music of the five bands interspersed with the beats of the militant, thrilling nature calculated to harmonize curiously with the crashing volume of cheers from the bystanders.

The cheering, in fact, became a prominent feature of the parade. It was a murmur of approval at the beginning of the parade. It increased in volume as the streets farther down town were reached. It burst forth in a great crescendo from the new stands of Eleventh and Morrison streets.

First in line were a platoon of police carried in eight appropriately decorated cars. The mayor and high officials of the state and city followed. The car next in line and occupied by W. J. Clemens, president of the Auto Club, was one of the most beautiful in the entire parade.

A long line of electric pleasure vehicles, vivid with blossoms and flags, musical with the joy of those who rode in them, was followed by the brightly adorned runabouts and roadsters each carrying two persons.

## FARMER ASKS WEST TO PUT BAN ON AUTOS

### SALEM, Or., June 10.—All sorts of appeals are made to Governor West, and the latest is from G. W. Slonecker of Gardiner, Or., who asked the Governor to keep automobiles off the new road just completed between Gardiner and Glenada.

"We don't consider that these autos have any right or privileges on this road," he said. "We look upon them as a dangerous nuisance and in restraint of trade."

He explained that the road had been built after twenty years of effort; that it was narrow and had short turns, and had but few places for teams to pass. He said for eleven miles there was not a house and for sixteen miles not a telephone, and that the teams became almost scared to death at the approach of an automobile.

"Either the farmers or the autolists will have to stay off," he said. He added as a postscript that he thought the settlers would be willing to give the road over to the autolists on "Sunday to chase themselves if they wish, providing they don't abuse the privilege."

Governor West turned the communication over to Attorney General Crawford for reply.

## MOLALLA AVENUE TO BE REPAIRED AT ONCE

Councilman Toose, a member of the Committee on streets, at a meeting of the City Council Friday afternoon, announced that the work of repairing Molalla Avenue would be started next week. The street will be thoroughly drained, and broken rock will be placed in the holes. It is the intention of the council to put the street in good condition. The contract for the extension of the sewer on Monroe street was let to the Oregon Engineering & Construction Company, the cost to be about \$700.