

OREGON CITY ENTERPRISE

FORTY-NINTH YEAR—No. 11.

OREGON CITY, OREGON, FRIDAY, MARCH 12, 1915.

ESTABLISHED 1866

300 FROM OREGON CITY ATTEND THE BIG CELEBRATION

MARION COUNTY TOWN CROWDED WITH VISITORS FROM MANY CITIES.

GRANT B. DIMICK, T. W. SULLIVAN AND MANY OTHERS ARE SPEAKERS

Golden Spikes Driven Upon Arrival of Excursion Trains—Molalla, Beaver Creek, Mullins, Mosier Represented.

Over 300 people left Oregon City Saturday morning at 8:30 o'clock, the destination being Mt. Angel, where the final ceremonies of the completion of the Willamette Valley Southern Railway company took place. It was necessary to take six passenger coaches of the railway company to accommodate the large delegation from this city and other way points, including Beaver Creek, Mullins, Liberal, Molalla, Mosier, Yoder.



Grant B. Dimick.

The Oregon City delegation was accompanied by the Moose band. At Molalla the Molalla band with the delegation from that city boarded the cars for Mt. Angel. Upon the arrival of the excursionists at Mt. Angel 2000 people had gathered to give them a royal welcome, when the Mt. Angel band played a lively selection.

Shortly after the arrival of the officials of the Willamette Valley Southern Railway company and the executive committees at Mt. Angel the impressive ceremonies of driving the last spike took place. The master of ceremonies, H. C. Jones, editor of the Mt. Angel Times, with a few appropriate remarks for the occasion, introduced P. S. Fuchs, mayor of Mt. Angel, and at the same time presenting him with the golden spike who in turn presented of this to Abbot Placidus, of the Mt. Angel college. After the golden spike had been given its final position by this reverend gentleman, Rev. Adolph Odenmatt, prior, was introduced by Mr. Jones, and completed the final impressive ceremony by blessing the line of the railway company, following with an address. During his remarks, Rev. Adolph Odenmatt stated that with the completion of this railway line into Marion county that he trusted that the people in Mt. Angel and vicinity as well as along the line would give their patronage to the company, for he believed that there was a great future for the country through which this railway line passes.

He spoke of the untiring efforts of the late F. M. Swift, one of the promoters of the railway line, and Judge Grant B. Dimick, also promoter, and now president of the company, in establishing the railway line from Clackamas county to that part of Marion county. He mentioned the meeting held by these two to interest the people of Mt. Angel, when \$20,000 was raised within half hour's time, and within two weeks from that time, when another meeting was held by Mr. Swift and Mr. Dimick \$30,000 was subscribed. With this amount these two energetic promoters of the railway were satisfied that the work of constructing the line with assistance from other sources could be accomplished, and he emphasized the fact that great credit was due these two men for the railway line now passing from Clackamas county into Marion county.

Franklin T. Griffith, president of the Portland Railway, Light & Power company, of Portland, was introduced and made an eloquent address praising the officials and stockholders and promoters in the construction and completion of this railway line. Mr. Griffith, in his address, spoke feelingly of the late F. M. Swift, regretting he was not present to take part in the final ceremonies of driving the golden spike. He also stated that many years ago he was interested in the building of a railway line from Oregon City to Mt. Angel, and that he had subscribed toward the surveying of a roadbed. He complimented the management of the company for the honest dealings with the people who are interested financially in this enterprise, and for the perseverance they

(Continued on Page 4).

GLADSTONE FIGHTING FOR RIVER FRONTAGE

Circuit Judge Makin, who was here early this week, in place of Judge Campbell, has under advisement the suit by the city of Gladstone to gain possession of a triangular piece of land on the bank of the Clackamas river just west of the Portland Railway, Light & Power company bridge. The property is valued at \$1500. The town has a claim to the land through a deed from Rheterson heirs and Mrs. Cornelia McCowan claims title to the property on the same grounds. The city alleges that the strip was vacated as a road when the city was incorporated, the land became property of the city. Hammond & Hammond represent Gladstone.

SUBMARINES SINK THREE STEAMERS IN ONLY ONE DAY

37 OF ONE BRITISH CREW ARE REPORTED LOST IN OFFICIAL ANNOUNCEMENT.

GERMANS DO NOT WARN BEFORE SHOOTING SAYS BRITISH ADMIRALTY

All Boats Torpedoed Within Period of Less Than Nine Hours—2393-Ton Ship is Among Victims.

LONDON, March 10.—An official announcement just issued shows that German submarines yesterday (Tuesday) sank three steamships. The statement follows: "The steamer Tangistan was sunk by a German off Scarborough at 12:30 o'clock the morning of March 9. Only one man of her crew of 35 men was saved. "The steamer Blackwood was sunk by a submarine without warning off Hastings at 6 o'clock the morning of March 9. Her crew of 17 was saved. "The steamer Princess Royal, of Glasgow, was sunk without warning by a German submarine at 9:15 o'clock the morning of March 9 off Liverpool. Her crew of 34 was saved."

The official report announcing the torpedoing of the British steamers Tangistan, Blackwood and Princess Royal—the two former cargo boats and the latter once a coastwise passenger ship—indicates that German submarines again are raiding at widely separated points around the British Isles. As all the boats were torpedoed in a period of less than nine hours it would seem probable that all three were sunk by different underwater boats.

Scarborough, off which port the Tangistan was sunk, is on the North sea, in Yorkshire; Hastings is on the English channel, in Sussex, and Liverpool is on the Irish sea. "The Tangistan, the largest of the sunken vessel, was of 2393 tons displacement. She was built in 1906 and owned by the Strick line of Swansea. "The Blackwood was built in 1907 and belonged to the Tyne-side line of North Shields. She was a 741-ton vessel.

The Princess Royal was owned by M. Langlands & Sons, of Glasgow. She was a steamer of 559 tons displacement and was built in 1912.

NATURALIZED VOTERS MUST SHOW PAPERS

COUNTY CLERK HARRINGTON PREPARES TO CARRY NEW LAWS INTO EFFECT

Following the intent of the citizenship voting measure approved by the people at the last initiative and referendum election and an act of the legislature, County Clerk Harrington has announced that the registration of all naturalized citizens will be cancelled unless they appear at the courthouse and show final papers.

The new laws limit the right of suffrage to native born citizens and naturalized citizens with their second papers only. The registration books, compiled before the measures were passed, make no distinction between naturalized citizens with second papers and those with only the first so that an appearance at the clerk's office is necessary. Miss Harrington has made the decision upon the advice of the state clerk's association.

SALEM, Ore., Mar. 4.—Ex-Captain of Police Joe Keller of Portland, was today appointed state parole officer by the state board of control. The position pays \$125 a month. Keller was, until recently, an applicant for appointment as warden of the state penitentiary.

CLEARING ALONG 25-MILE STRETCH TO BE FIRST STEP

PRELIMINARY WORK WILL BE UNDER WAY BY MIDDLE OF THE MONTH

SOUTH FORK COMMISSION MAY BE ORGANIZED SATURDAY

Committee of Five Will Not be Legally Clothed With Authority Until Vote is Conveyed—West Linn Line Planned.

Construction on the 25-mile steel pipeline from the east branch of the South Fork of the Clackamas river will begin by the middle of this month and will be completed before the first of the new year, according to the statement of J. W. Moffatt, of the Oregon Engineering & Construction company, and Engineer Harold A. Rands. The South Fork commission, composed of William Anderson, M. D. Latourette, W. A. Long, L. L. Porter and H. T. Mellish, will be legally clothed with authority Friday night when the councils of Oregon City and West Linn will meet and canvass the vote. Saturday the commission will probably meet and organize.

The charter amendment authorized by a majority of over seven to one Wednesday provides that the commission shall have a treasurer and a secretary. H. A. Rands will be the engineer in charge of the project although the commission cannot go through the formality of appointing him until Saturday.

The first step toward building the line will be clearing. Then the heavy rock work and tunneling in a few places will be undertaken. The right-of-way for the entire distance is practically secured at the present time as both private individuals and corporations are taking a friendly position. The pipe will probably be on the ground within the next three months as the Crane company intends to take advantage of a freight rate that will be changed April 1. The pipe will come by rail. When the work is underway, at least 200 men will be employed. Instead of paying for excavation work by the day, the Oregon Engineering & Construction company will pay laborers by the yard of material handled. Residents of Oregon City and West Linn will be given preference at all times.

The construction of a \$375,000 pipeline was not the only project authorized Wednesday. West Linn will install the first units of a water system to cost \$75,000. The total bond issue of West Linn is \$200,000, of which \$125,000 will pay one-third cost of the pipeline. With the remainder a line will be constructed across the river to the West Linn reservoir, yet to be constructed. Only preliminary surveys have been made and the entire project rests largely with a committee composed of L. L. Porter, B. T. McBain and L. L. Pickens.

Engineer Rands has very detail of the preliminary engineering work well in hand so that the contractors will not find it necessary to wait for plans or specifications.

SOUTH FORK PROJECT HAS MANY PROBLEMS

Some may believe that the South Fork project is nothing more than digging a ditch 25 miles over a route carefully surveyed, laying a pipe and filling in the ditch. Such is not the case.

Few realize that dam-building, tunneling and even road-building enter into the project, yet these are the problems that confront Engineer Rands and Contractor Moffatt at the very outset of their work.

The transportation of the big steel pipes, 18 inches in diameter, up the canyon of the Clackamas river, five miles from the end of a wagon road or railroad track and then several thousand feet up the canyon of the South Fork of the Clackamas in a country that does not even boast of a trail, is one of the big problems of the work. On the west side of the Clackamas, the Portland Railway, Light & Power company now owns a partially completed trail but Engineer Rands has reached the conclusion that this trail does not solve the transportation problem and that it will be cheaper and quicker to build a new road up the south bank.

LOST CAR FOUND.

When Elmer Leisman, a rancher near Willamette went out Monday morning to work, he saw an automobile a short distance from his barn. The marshal of West Linn was notified and took the machine to Oregon City. Deputy Sheriffs Christofferson and Hill took the car to Portland where it was transferred to Orton Goodwin, its rightful owner, who lost it Sunday night.

WINNERS IN STORY CONTEST ANNOUNCED

After several weeks of careful consideration, the Enterprise is ready to announce the winners of the short story contest, inaugurated last January. Twenty short stories were submitted, many of them of real merit, and the task of selecting the winners was no easy one.

The first prize of \$15 has been awarded to Elbert Charman, of Oregon City. His story is entitled "Reservist No. 5478." This is a story of the present European war, with a local setting.

The second prize of \$10 was awarded to Miss Linn Schmidt, of West Linn. Her story is entitled "As Man to Man." It is of particular interest to the people of Oregon City and West Linn, as it covers an incident in the paper mills.

The story of Mr. Charman will appear in next Tuesday's Enterprise. The story of Miss Schmidt will be published within a few days thereafter.

CONGRESS ENDS; MEMBERS LEAVE FOR THEIR HOMES

POSTOFFICE AND INDIAN BILLS FAIL DESPITE DESPERATE EFFORTS.

MEMBERS ASSURED AN EXTRA SESSION WILL NOT COME SOON

Many Measures in Administration Program, Including Ship Purchase Bill, Will be Held to Next Session.

WASHINGTON, March 4.—After two years of almost continuous session the 63rd congress, which revised the tariff and the currency system of the nation, supplemented the trust laws, created an income tax and experienced the first popular election of United States senators, ended at noon today.

Strenuous scenes enlivened the closing hours, devoted chiefly to completing the appropriations for subsistence to the government. Two important measures, the postoffice and Indian supply bills, failed after desperate efforts by the president continuing in force appropriations of the present year.

While tired senators and representatives were devoting their energies to final essentials President Wilson spent more than an hour in his room at the capitol surrounded by members of his cabinet, signing the last fruits of legislation.

Scores of members of both houses joined tonight in an exodus from Washington, taking with them assurances that no extra session of congress would be called at least before fall. Despite the fact that many important bills of consideration because of the long filibuster against the ship purchase bill, it was generally understood that congress would have a rest and the country a respite from legislation.

Besides the government ship purchase bill important measures which were forced over until another time included the Philippine enlarged self-government bill, rural credits legislation, the bill to prohibit interstate commerce in goods manufactured by child labor and the conservation bills, so energetically urged by the president.

Little general legislation is carried in the appropriation bills. Much was proposed, but most of the measures practically were cleared of such provisions by points of order, and the postoffice bill, which failed to pass, which contained more legislation than any other.

PORTLAND BUSINESS MAN TAKES HIS LIFE

PORTLAND, Ore., Mar. 4.—Ralph William Feeney, aged 59, engaged in the insurance business at 306 Commercial building, committed suicide by taking strychnine in the garage at his home, 1481 East Burnside street, this morning.

Mrs. Feeney found her husband in convulsions, seated in the automobile at 7:30 o'clock. He said to her: "I have ended it all."

The man was removed to his home and medical aid was summoned. Death ensued, however, in 30 minutes. The act is believed to have been committed while Mr. Feeney was laboring under a mental strain as a result of the fact that the companies which he represented had gone into the hands of a receiver.

Rains and snows ensure good crops for central Oregon.

WAYS OF RAISING FUNDS FOR NEW SPAN DISCUSSED

COMMITTEE APPOINTED TO LOOK INTO PLAN AND MAKE EARLY REPORT.

ROAD ENGINEER MARTINI FROM UMATILLA COUNTY MAKES TALK

Construction of Macadam Highways in Dry Climate Described—J. Dean Butler Charges Discrimination.

The construction of a new suspension bridge across the Willamette river connecting Oregon City and West Linn is the newest project that may be fathered by the Live Wires of the Commercial club.

The matter was broached at Tuesday's luncheon by B. T. McBain, mill manager of the Crown Willamette Paper company, and a detailed explanation of the proposed plan was discussed by Dr. L. L. Pickens, who said he had been advised by Dr. Hugh S. Mount that the county court several years ago had considered erecting a new steel bridge at a cost of about \$125,000. Dr. Pickens said the present bridge has about outlived its usefulness, that it is inadequate for the travel of today and that it is only a question of a few years at most when a new bridge will be absolutely necessary.

He said that under the recent act of the legislature incorporated cities are entitled to two-thirds of the road money collected from taxable property in their respective boundaries, and the county receives one-third, and he said it had been suggested that the county use the one-third collected from Oregon City and West Linn property and establish a suspension bridge fund, which would amount to approximately \$14,000 per year. Such a plan, it was pointed out, would mean that the bridge could be built and paid for within eight or ten years, without entailing any additional tax on the property owners.

T. W. Sullivan stated that the present bridge was built at an expense of about \$23,000, of which amount the county paid about \$18,000, and the power company that preceded the Portland Railway, Light & Power company, had contributed \$4500. He said the bridge is dangerous, and that lives and property are in danger because of the fact that the structure is too narrow for present day traffic and that no foot walks have been provided. Main Trunk Line Osmund was authorized to appoint a committee to look into the plan and make a report and the personnel of the committee will be announced later.

Road Engineer Martin, of Umatilla county, made an interesting talk on road construction in his county, where conditions are favorable to the construction of water bound macadam roads, many miles of which have been built at a cost of about \$2000 a mile. He explained the method of construction, and answered a volley of questions that were fired at him from members of the Live Wires who are interested in good roads. Umatilla county has a rain fall of about 14 inches, and rock and gravel are plentiful, which makes road-building less costly than in the Willamette valley.

J. Dean Butler, an Oregon City attorney who lives at Oak Grove, expressed considerable interest by his talk on the discrimination in favor of Portland as against Oregon City by the Portland Railway, Light & Power Co. Mr. Butler said Oak Grove is farther away from Portland than from Oregon City, and yet the railway company makes a cash fare from Oak Grove to Portland of ten cents, with a commutation rate of 8 1/2 cents, while the fare from Oak Grove to Oregon City is 15 cents, and no commutation rates are allowed. Mr. Butler pointed out that the business interests of Oregon City suffered because of this discrimination, and it is expected that the matter will be taken up by the Live Wires at their next meeting.

CIVIC BODY BOOSTS ROAD BOND ISSUE

PORTLAND, Ore., March 9.—By a unanimous vote, the board of governors of the Portland Commercial club, at its meeting today, indorsed the proposed bond issue of \$1,250,000 to build permanent trunk highways.

The following executive committee was appointed to procure the necessary signatures to the petition calling for a special election and conduct the campaign for the same:

John B. Yeon (chairman), J. C. Ainsworth, Julius Meier, E. E. Coover, Frank B. Riley, W. L. Boise, Phil Metschan Jr., George L. Baker and A. S. Benson.

The committee will open headquarters on the ground floor of the Yeon building this afternoon or tomorrow, where signatures will be received and information dispensed.

In addition, blank petitions will be placed in business houses and clubs.

COURT AUTHORIZES TWO NEW HIGHWAYS

Two new roads, each about a mile in length, have been authorized by the county court at the March term; the Hoffmeister road is in the Danawasson district and the Jim Hayden road, running west from Estacada. Lengthy petitions were presented asking for the construction of each of these roads.

The court was in session Wednesday, Tuesday, Friday and Saturday last week but still there is a large volume of county business to be done. It is probable that commissioners will be in session the greater part of this week. Several important matters, including the appointing of a road engineer, will probably be taken up.

AMERICANS ARE WARNED TO LEAVE MEXICO AT ONCE

BRYAN ANNOUNCES TRANSPORTATION FACILITIES WOULD BE SOUGHT.

ZAPATA OCCUPIES CAPITAL AS OREGON WITHDRAWS FROM CITY

Battleships Georgia and Washington Ordered to Sail to Vera Cruz—Note to Carranza Creates Stir.

WASHINGTON, March 9.—American citizens again have been warned to leave Mexico City, in view of the critical situation that has arisen there. Secretary Bryan announced tonight that transportation facilities would be sought for as many as desired to leave.

The battleship Georgia and the armored cruiser Washington were ordered by Secretary Daniels, after conferences with President Wilson, to proceed at once to Vera Cruz.

Consular messages from Vera Cruz said it was reported there that the evacuation of Mexico City began last night.

Enrique C. Llorente, Washington representative of General Villa received a message saying the Zapalistas forces occupied Mexico City today, immediately on the evacuation by Oregon's troops.

Word came from American Consul Silliman that at a personal interview with General Carranza he has delivered to the latter the formal note from the United States government demanding an improvement in conditions for foreigners in the territory under his control.

Carranza promised a written reply soon, but said orally that General Oregon had not prevented food supplies from reaching the city of Mexico, nor had he sent the available supplies from the capital.

These were the principal developments today in the Mexican situation, the importance of which today overshadowed in official Washington interest in the European war.

Although the contents of the American note to Carranza were not revealed, its emphatic tone impressed members of the diplomatic corps that serious consequences would ensue if Carranza failed to heed the representations made to him.

DOLLY ST. DENIS IS CLACKAMAS WOMAN

YOUNG WOMAN WHO WANTED TO BE PUT IN JAIL IS IDENTIFIED.

PORTLAND, Ore., Mar. 9.—Mrs. "Dolly St. Denis," who recently asked to be locked up in the city jail for 30 days because, she said, her people would not be reconciled to her former husband, whom she wished to remarry who twice attempted to commit suicide, and who was arrested Monday for stealing a dress at Meier & Frank's for her 7-year-old child, was identified today as Mrs. Hazel Tackels, of Milwaukie.

Mrs. Tackels, who gave her name to the local authorities as "Dolly St. Denis," appeared in Municipal court this morning on a charge of larceny.

To all questions asked her by counsel and judge she maintained a stony silence. Whether or not she was too frightened to answer could not be determined.

The young woman was divorced more than a year ago, but wishes to remarry Mr. Tackels. Her parents vigorously objected to such a course, and their opposition seemed to make the girl melancholy. The child, which is a girl, was given by the court into the custody of Mrs. Tackels' mother, who lives at Milwaukie.

Grinding Silica at Terrabonne is a new industry.

CANEMAH LEAGUE AND MRS. JOHNSON ARE THE WINNERS

SHOWER OF GOLD ENDS SATURDAY NIGHT WITH THE ENTRANTS CLOSE.

MISS ELSIE WATTS AND MISS MABLE VAUGHN DISTRICT LEADERS

Miss Ada Bedwell and Mrs. Olive Myers Take Second Place—Complete Final Count is Published.

JUDGES' AFFIDAVIT.

We, the undersigned judges selected to count and tabulate the votes cast in the Enterprise Shower of Gold, hereby certify that we have counted said votes and that the herein named candidates are entitled to prizes as set forth opposite their names:

(Signed) E. H. COOPER, W. L. MULVEY, Grand Capital Prize—\$400.00, Mrs. Anna Johnson, votes 923,200, DISTRICT NO. 1, First Prize—\$100.00, Miss Elsie Watts, votes 854,980, Second Prize—\$50.00, Mrs. Olive Myers, votes 298,960, DISTRICT NO. 2, First Prize—\$100.00, Miss Mabel Vaughn, votes 684,750, Second Prize—\$50.00, Miss Ada Bedwell, votes 611,710, ORGANIZATION PRIZE, Elvers Piano, Canemah League, votes 1,383,410.

The Morning Enterprise Shower of Gold campaign has closed in a blaze of glory, the winning candidates are still receiving the congratulations of their friends, and will for days to come, and the losing candidates, while naturally a bit disappointed are not disheartened.

The question, "When will there be another 'shower' so that we can apply the knowledge we have gained in the present one?" is perhaps the best illustration of the enthusiasm which has grown out of the battle of ballots.

Everywhere since the commencement of the campaign has the greatest interest been displayed, and the crowd around the Enterprise office until a late hour Saturday night bore witness to the anxiety on the part of the race to be.

Promptly at 9 o'clock the judges announced the box closed and voting all over, immediately after which they started the count which was to determine the winners in this great campaign. As the judges commenced their count an air of strained expectancy hung over the throng in the busy office.

Gradually it became apparent that the race was narrowing down to those who eventually won, but it was not until the announcement of the winners at the close of the count, that hope left the breasts of the other candidates and their friends.

When one of the judges announced the winners' names all restraint was thrown to the winds and pandemonium broke loose. The winners of the prizes seemed scarcely able to realize their good fortune, and it was some time after the final announcement that they could make up their minds that the various golden rewards were really theirs.

Notwithstanding the lateness of the hour a large number of the friends of the various candidates and organizations had waited to hear the returns and when it was all over there was a mad scramble to reach various homes and an entire battery of "jitneys" would have had more to do than they could have handled conveniently, but nearly an hour elapsed before the last of the flushed but triumphant victors left the office.

The candidates, one and all, both winners and losers, worked hard. Of course it was out of the question for all to win, much as the management of the Enterprise would have wished it, and those who did not win have the satisfaction of having put up one race in a thousand, and lose out not because they were lacking in hustling ability, but because others had more votes. The management of the Enterprise and the Shower of Gold department extend their hearty congratulations to the winners and trust that they will enjoy a full measure of pleasure from the prizes they have so conscientiously won. To those who through the fortunes of war did not win, this paper extends its heartfelt thanks for the energetic effort they have put forth and trusts that at some future time the Enterprise will launch a campaign where these contestants will be among the capital prize winners.

The best of good feeling has prevailed during the entire period of the "shower" and it was not unusual to see competing candidates out arm in arm enlisted the support of their mutual friends. To the Shower of Gold

(Continued on Page 4).