

OREGON CITY ENTERPRISE

FORTY-NINTH YEAR—No. 14

OREGON CITY, OREGON, FRIDAY, APRIL 2, 1915.

ESTABLISHED 1866

EARLY TRANSFER OF OPERATION OF LOCKS IS URGED

MESSAGES, REQUESTING IMMEDIATE ACTION, SENT TO WASHINGTON.

DEED, BEARING RECORDER'S SEAL, THOUGHT NOW AT THE CAPITOL

Many Advantages of Joint Celebration of Cello and Willamette Locks Are Seen by T. W. Sullivan.

Pressure is being brought to bear on officials in the treasury department at Washington to hasten the actual transfer of the operation of the Oregon City locks from the Portland Railway Light & Power company to the government.

The committee which is directing the Cello canal celebrations in the cities along the Columbia river, has sent messages to the national capital, urging immediate action.

It is thought probable that the deeds bearing the stamps of the recorder, reached Washington Wednesday. All that will be necessary now, say those here who are in touch with the situation, will be for the officials in the treasury department to approve the recorder's seal and send word to Portland Railway Light & Power company that the money is ready for the payment.

In case the operation of the locks is turned over to the government before May 6, the celebration for the opening of the Cello canal will be combined with the observance of the transfer of the Oregon City locks and cities down the Willamette valley will cooperate with towns along the Columbia river.

Only suggestions have been made for this celebration in Oregon City early next month. If the locks are transferred before that date, it is probably that two river boats, with one or two bands and delegations from all the valley towns, will embark here, visit the locks and go on to Portland.

T. W. Sullivan, president of the Commercial club, strongly favors combining a celebration for the locks with the observance of the completion of the Cello project. It will bring to Oregon City national prominence and secure advertising of real merit in his opinion.

LOGS SCATTERED ON P.E.&E. NEAR MILLS

Two flat-cars loaded with logs went off the track of the Portland, Eugene & Eastern near the paper mills in West Linn Saturday and the logs were thrown in every direction.

Fortunately no one was injured although several men were near the cars when the accident occurred. Beyond damage to the two cars, the loss was small as the logs can be all recovered. The train was stopped before the rest of the cars left the rails.

NEW DEPUTY ASSESSORS OUT

J. O. Staats and B. J. Staats are now working as deputy assessors in place of Charles Thompson and E. W. Randolph who are unable to work on account of illness.

LOCK DEED RETURNED FOR STAMP TAX

The Portland Railway Light & Power company will receive \$75 less than it agreed to sell the Oregon City locks for, according to an announcement made Saturday morning.

When the big deed was filed, the attorneys for the company told County Recorder E. P. Dodman that revenue stamps were not required because the transfer was to the federal government, but it appears that the department at Washington has ruled otherwise and the deed will be returned here to the county recorder to cancel the stamps.

WORK ON PORTLAND-LOGAN LINE RUSHED

Every right-of-way, excepting only across Crystal Lake park near Milwaukee, from Portland to Hook Creek has been secured by the Portland & Oregon City railroad, said T. A. Burke, of the law firm of Cross & Burke, attorneys for the road in this county, Friday.

Several miles of steel are now down on this line, according to Mr. Burke. Two construction gangs are employed and Mr. Carver expects that the line will be completed early in the summer. Even though a title to a right-of-way across Crystal Lake park has not been secured, the company and the owners of the property have reached an agreement so that the road will be allowed to cross until a settlement is made.

150 LIVES LOST WHEN SUBMARINE SINKS TWO SHIPS

SWIFT UNDER-WATER FIGHTERS CHASE AND SINK FLEEING MERCHANTMEN.

SHOTS ARE FIRED WHILE THE PASSENGERS ARE LOWERING BOATS

Trawlers in Vicinity Rescue Many But Scores Drown Before Help Arrives—Explosion Hurls Many from Deck.

LONDON, March 29.—About 150 lives were lost in the sinking by German submarines of the African liner Falaba and the British steamer Aguilabombard from Liverpool for Lisbon.

The Falaba was torpedoed in St. George's Channel Sunday afternoon. The vessel carried a crew of 90 and about 160 passengers, and of this total only 140 were rescued. Of those rescued eight died later from exposure.

The Aguilabombard had a crew of 42 and three passengers and of these 23 of the crew and all the passengers were lost.

In both cases on sighting the submarine the captain tried to escape by putting on all speed possible, but the under-water craft overtook the steamers, showing that Germany now has some of her most modern submarines engaged in the blockade operations against England.

The captain of the Falaba, who was one of those lost, was given five minutes to get his passengers and crew into the boats, but, according to the survivors, before this was possible a torpedo was fired, striking the engine-room and causing a terrible explosion. Many persons were killed and the steamer sank in ten minutes.

Trawlers which happened to be in the vicinity reached most of those who were saved; others got away in the boats, which were ready for launching and which were quickly lowered when the order was given to abandon the ship.

Those who were still on the steamer when the explosion occurred were thrown into the sea and it took the fishermen an hour or more to pick up the persons in the water who managed to keep themselves afloat.

BOOSTERS ARE OUT FOR ESTACADA FAIR

EASTERN CLACKAMAS ASSOCIATION SEEKS TO SECURE PERMANENT GROUNDS.

Eastern Clackamas county is preparing for the annual fair held in that section of the county. At a recent meeting of the fair association, boosters were appointed in every district of eastern Clackamas county for both the juvenile and general exhibits.

An attempt is being made to secure a part of Estacada park from the Portland Railway Light & Power company for a permanent location for the fair. It is now planned to erect a building 100 by 40 feet, providing the electric company will grant the lease.

The district boosters are: Springfield, George Genseroski; Currinville, C. R. Lovell; Douglass, Roy Douglas; Deep Creek, Charles Bartolomy; Sandy Ridge, Carl Young; George, H. Stevens; Bissell, N. Scheel; Garfield, P. F. Standish; Eagle Creek, Gus Burnett; Tracy, Henry Trapp; Porter, Matt Anderson; Barton, H. F. Gibson; Upper Logan, A. A. Allen; Upper Redland, Mr. Hughes; Viola, P. Cockerline; Elwood, Mr. Elliott; Dodge, Edward Lacey.

PASADENA, Cal., March 25.—Major General John P. Storey, who planned the fortifications for the Panama canal, died at Pasadena today. He was more than 70 years old.

EAST SIDE MILL OF C.W.P.CO. TO BE RUNNING SOON

BETWEEN 75 AND 100 MEN WILL BE PUT TO WORK WHEN PLANT REOPENS.

FORMER EMPLOYEES WILL BE GIVEN PREFERENCE IN PICKING FORCE

Guy T. Hunt Will Talk at Next Meeting of Live Wires on Consolidations of State Boards and Commissions.

The east side mill of the Crown Willamette Paper company, employing between 75 and 100 men, will resume operations within a week and run for an indefinite period. This was announced Tuesday at the weekly luncheon of the Live Wires.

The mill has been shut down since last October when the effect of importing foreign paper and pulp under a low tariff hit the Oregon City mills hard. While the war has shut off importations of pulp from northern European countries, the market for pulp and paper has picked up.

Men who were employed in the east side mill before it closed will be given preference in all cases in picking the new force. The Crown Willamette office has many names of applicants for jobs at the present time.

The east side mill is located near the property of the Hawley Pulp and Paper company on the river bank and was part of the plant of the Crown Columbia Paper company before the consolidation of that company with the Willamette Pulp & Paper company. It is considered probable that the mill will not be shut down until low water in the middle of the summer compels all pulp grinding to stop.

It was also announced at the meeting of the Live Wires that Representative Guy T. Hunt will talk at the next luncheon of the organization on the consolidation of boards and commissions. Mr. Hunt was appointed a member of a legislative committee on this subject and has made a study of all the consolidations made or suggested at the last session of the legislature.

DR. D. N. ROBERT TO SUCCEED DR. WHITE

STATE BOARD OF HEALTH ELECTS MAN, NOW IN CHINA, AS SECRETARY.

PORTLAND, Or., March 25.—Dr. David N. Robert, eminent pathologist and bacteriologist, was elected secretary of the State Board of Health to succeed Dr. Calvin S. White. Dr. Robert, who is now in China investigating epidemic diseases, will accept the secretaryship. It is known, provided he shall be given assurances that the appointment will be permanent during the tenure of the present administration.

When the board convened in regular quarterly session, Dr. White immediately tendered his resignation. The action of the board retains Dr. White as secretary until the next meeting, which is in September, when it is expected Dr. Robert will assume the office.

The action did not come as a surprise, as Dr. White was politically active against Dr. Withycombe during his campaign for governor and it has been rumored that he was to be succeeded.

JUDGE O'DAY, LEADER IN POLITICS, DIES

PORTLAND, Or., March 29.—Judge Thomas O'Day, 63 years old, a well known Democratic leader and prominent member of the Oregon bar, died at his home, 5 St. Helens court, yesterday morning. He had been ill several months.

Judge O'Day had been a resident of Portland since 1889. He had a wide circle of acquaintances throughout the state. He was regarded highly as a jurist. In 1907 he was appointed by Governor Chamberlain to the circuit bench to fill an unexpired term of two years.

For several years he was associated with L. H. Traylor in the practice of law. The firm was dissolved a few years ago and he had been practicing alone since. Judge O'Day took an active part in Democratic politics and was an ardent supporter of William J. Bryan in the campaign of 1896. He was a member of the Episcopal church for years. He was born July 4, 1852, in Connecticut and was later educated in the public schools of Illinois.

BIG SUM WILL BE SPENT IN THIS COUNTY DURING 1915

ESTIMATES OF PROJECTS SHOW TOTAL COST WILL BE NEAR MILLION.

LOCAL LABOR BENEFITED

Reconstruction of Locks and South Fork Water Line Head List of Big Undertakings in Next Year.

SUMMARY OF PROJECTS PLANNED IN CLACKAMAS COUNTY.

Reconstruction of the Oregon City locks by the government.....	\$240,000
South Fork water project for Oregon City and West Linn.....	250,000
West Linn system of water mains.....	75,000
New roads and bridges.....	75,000
Improvement of Main street Oregon City.....	16,000
New railroad up Milk creek.....	15,000
Total.....	\$771,000

Over three-quarters of a million dollars will be spent in Clackamas county during the next year in six projects that are now practically assured.

The two principal projects are the reconstruction of the Oregon City locks by the government and the South Fork pipeline that will connect the clear cold waters of the eastern Clackamas stream with Oregon City and West Linn. These alone will entail a cost of \$530,000 and money has been secured for each.

Labor will be the main item of expense. In the pipeline work, the reconstruction of the locks, the improvement of Main street, the laying of the West Linn water system and in the construction of new county roads and bridges many hundred men will be employed. Between two and three hundred men will be put to work on the South Fork pipeline alone and probably almost that number will be employed on the locks.

The labor will be distributed among Oregon City men. The Oregon Engineering & Construction company has agreed to give Clackamas county preference and practically all the county road and bridge work is done by natives of the county.

The effect of distributing this amount of money in this part of the state is considered one of the principal factors that will revive business here. It will result in much money being spent for food, clothing, tools and machinery in Portland and Oregon City markets.

The West Linn water mains will be built at a cost of \$75,000 to be met by the sale of bonds. The town across the river will float a \$200,000 issue of which \$125,000 will go to Oregon City to buy a one-third interest in the South Fork line. A reservoir will be constructed on the highest point in the city and the system of distributing mains laid that will reach every part of the city.

The reconstruction of the locks is the largest project undertaken practically in Oregon City itself. A new lock chamber will be built, a dividing wall run through the middle of the canal, the walls rebuilt and repaired.

The largest road project planned for this year is the graveling of the Pacific highway from Oregon City south to the county line with the best grade of river gravel. The total amount to be spent on roads in the county this year will be in the neighborhood of \$300,000 but the greater part of this sum will go for repair and maintenance. A steel span across Eagle creek is the largest bridge that will be built. A number of new roads in the county will be opened, including a new road into the Wilhoit district, one near Estacada and several in other parts of the county.

The road up Milk creek will be a feeder for the Willamette Valley Southern and will be three miles in length. It will be standard gauge and built to withstand heavy traffic. This line will reach a large body of heavy timber. D. L. Trullinger, a timber man of Union Mills, will own and operate the road.

Besides these specific examples of the growth and development of the county, there are many other projects more uncertain in their nature. The Carver road, now building from Portland into Clackamas county means the employment of additional labor and the purchase of supplies. Several sawmills, located in the eastern section of the county that have been idle for months will resume operation before the end of the spring.

MAY 6 IS NAMED CELILOCANAL DAY IN OREGON CITY

T. W. SULLIVAN MAKES PRELIMINARY ARRANGEMENTS FOR FETE HERE.

FLOTILLA WILL MAKE VISIT TO THE WILLAMETTE RIVER

Governors of Northwest Will Send Delegates to Attend Program Marking Opening of Ship Canal.

T. W. Sullivan, president of the Oregon City Commercial club, was in Portland Monday morning to confer with Wallace Struble on plans for Oregon City's participation in the big celebration of the opening of the Cello canal and the transfer of the Oregon City locks to the government.

Tentatively, it has been planned to set the Oregon City celebration for Thursday morning, May 6, after which the flotilla that has cruised down from Lewiston will drop down the Willamette to Portland for an afternoon celebration here before going on to Astoria.

Representation of the executives of interested states promises to be good. J. N. Teal, of the celebration committee, has received promises from Governor Withycombe, Governor Alexander of Idaho, and Governor Strong of Alaska, to attend the celebration, and other governors of the northwest are expected to announce their intention soon.

E. H. Goodwin, secretary of the United States Chamber of Commerce, yesterday sent from Washington, D. C., the following names of the official representatives of the national chamber at the celebration: H. L. Corbett and J. N. Teal, of Portland; Thomas Burke and J. D. Lowman, of Seattle, and Charles Richardson, of Tacoma.

The Cello canal will be completed Thursday, April 1, and will be open about five days after, when the steamers Twin Cities and Relief will be brought through to Portland for repairs. The formal dedication will be held at Big Eddy May 5.

SECRETARY LANE SEES PROSPERITY AHEAD

INTERIOR DEPARTMENT HEAD SAYS EVERY ACRE SHOULD BE TILLED.

SAN DIEGO, Cal., March 27.—The "Good tide of American prosperity" within a period of six months was predicted by Secretary of the Interior Franklin K. Lane. "I have it on the opinion of several of the men in this country who have most extensive interests and who employ a great deal of labor," the secretary said, "that no man in this country will be without employment within six months if he is really looking for work. The manager of an immense concern in Illinois that supplies gas and electric power to 32 small towns throughout the state and who is well up on industrial conditions, made that statement. And I am persuaded that he is right."

"We have every prospect of an immense wheat and grain crop. Every firm that can manufacture munitions of war, is, of course, in a very enviable position. The prospect is excellent for large crops and good prices. I predict a flood of prosperity."

"We should make our own furniture on the coast, for example," he said, "instead of shipping the wood east and then shipping back here the finished product."

Secretary Lane spoke in favor of the development of the irrigation resources of southern California looking to the cultivation of every acre of tillable land.

VALIDITY OF ELECTION RESTS WITH COURT

C. Schuebel filed the briefs and other necessary legal papers in the action to test the validity of the Oregon City water election Monday with the state supreme court. He returned to Oregon City late Monday.

Mr. Schuebel expects that the court will probably render a decision next Tuesday on account of the importance of the action in the construction of the pipeline. "I will call up Salem Monday noon to hear the decision," he said.

The arguments and briefs were prepared by Mr. Schuebel and L. Stipp, attorneys for the South Fork water commission. Work began early last week and did not end until Monday morning.

W.V.S. WILL PUT ON NEW SCHEDULE APR. 4

Owing to the increase of business, the Willamette Valley Southern will put on a new train between Oregon City and Mt. Angel. The new schedule will be inaugurated April 4.

This train will leave Oregon City 7:20 o'clock in the morning and start on the return trip from Mt. Angel at 9 o'clock. This train will make the fourth passenger train in the daily schedule.

Fifteen minutes will be cut from the running time between Oregon City and Mt. Angel when this new schedule is adopted April 4. With the coming of spring, there has been a considerable increase in business during the week-end. A special round trip rate of one and one-third fare has been arranged for week-end trips.

COMBINED GALA DAYS WILL HAVE NOVEL FEATURES

COMMITTEES PREPARE TENTATIVE PLANS FOR ANNUAL CELEBRATIONS.

DATE WILL PROBABLY BE SET SOON AFTER MIDDLE OF MAY

Advanced Season Taken into Consideration in Picking Day—Actual Preparations Are Now Under Way.

Tentative plans for the combined Rose Show and Booster Day were made at a joint meeting of a committee from the Rose Society and the publicity committee of the Commercial club Tuesday night.

The date of the 1915 combined celebration has not been set although T. W. Sullivan, president of the Commercial club, said Tuesday night that it would probably be about the middle or the latter part of May. "It is too soon to set the exact date as we cannot forecast the condition of the roses this early," said Mr. Sullivan. "As we are having an advance season, I believe that the date should be set after the middle of the month." Mr. Sullivan added that the date may be set at the next meeting of the two committees.

None of the members of either committee would divulge any of the definite plans for the celebration this year although Mr. Sullivan did say that the 1915 show would be different from any held in the past. "We are preparing a surprise for the public, the nature of which we cannot announce," said Mr. Sullivan. "It is enough to say that our plans for this year are different in some respects from the celebrations in previous years."

The publicity committee of the Commercial club and the representatives of the Rose Society will probably meet every week from now until the day of the event. Tuesday night's meeting marked the beginning of active preparation.

E. I. CANTINE NAMED HIGHWAY ENGINEER

WITHYCOMBE AND KAY VOTE FOR NEW MAN; OLCOTT FOR BOWLBY.

SALEM, Or., March 29.—By a vote of two to one the State Highway commission today appointed E. I. Cantine, of Portland, state highway engineer to succeed H. L. Bowlby, resigned.

It was decided, however, that Major Bowlby be retained in charge of the work in Hood River county and that he have charge of the settlement of all disputes and settlements for work done under his supervision in Columbia, Clatsop and Jackson counties. Mr. Cantine will assume his new duties April 1.

Governor Withycombe and State Treasurer Kay voted for Mr. Cantine and Secretary of State Olcott voted for the retention of Major Bowlby. Mr. Kay said that inasmuch as the governor would have the appointive power of the highway engineer when the department, under a new law, would be merged with the state engineer's department May 22, he would vote for any man Governor Withycombe favored.

W. A. JONES IS FAIR SECRETARY

SALEM, Or., March 29.—W. A. Jones, representative in the legislature from Wallawa and Union counties, was today appointed secretary of the state fair to succeed Frank Meredith, who had accepted an offer of the secretaryship of the Washington state fair. Mr. Meredith will go to North Yakima, where the fair is held, at once.

ANDRESEN FINDS ALL FARMERS ARE FRIENDLY TO LINE

CHAIRMAN SOUTH FORK COMMISSION WITH ENGINEER GO OVER ROUTE.

ONLY ONE MAN, AND HE IS FROM OREGON CITY, IS OPPOSED TO PIPE

Denver Firm Will Take Big Bond Issue at \$5.56—Money Will Be Delivered to Either Portland or Oregon City Bank.

A spirit of friendly co-operation is the way William Andresen, chairman of the South Fork water commission, describes the position taken by property owners along the route of the pipeline.

Mr. Andresen with Engineer H. A. Rands is now devoting much of their effort toward securing rights-of-way. The two spent all day Thursday in the country along the route and will probably make several trips next week.

"A score of farmers along the route have told us that they will assist us," said Mr. Andresen Friday night. "In fact only one man we have approached to date has opposed the line crossing his land and that man, strange to say, is an Oregon City real estate man, who claims that the pipeline will spoil his property. For almost the entire distance the pipe will be buried and a few years from now, farmers will not even know where it crossed their fields."

In the mountains the line crosses property belonging to corporations and the commission has been assured that there will be no difficulty in securing rights-of-way although in order to secure a clear title to some land near the intake that is involved in litigation, it will be necessary to go through the formality of bringing a suit.

Members of the South Fork commission now believe that the item for rights-of-way allowed in the estimates is far in excess of what the property will really cost.

The bid of \$5.56 on the Oregon City water bonds to build the South Fork pipeline has been selected by the South Fork water commission. The winning firm is Sweet, Causey & Foster company, of Denver.

Two hundred thousand dollars of the \$375,000 issue must be taken within 30 days and the rest at the order of the city. The money will be placed in a Portland or Oregon City bank to be selected by the commission and the buyers. This part of the agreement alone means a saving of several hundred dollars for the city.

The only thing that interferes with the actual transfer of the bonds is a suit now pending in the supreme court to test the validity of the water election. Local attorneys, who have studied the situation, say that there is not much doubt but that the election will be upheld. The commission is working on the theory that the supreme court decision will be favorable.

JITNEYS ARE CLASSED AS COMMON CARRIERS

SALEM, Or., March 29.—Jitney busses are declared by Attorney General Brown to be public passenger conveyances or common carriers within the meaning of casualty insurance companies. The question as to whether jitneys could be classed as public conveyances was asked the attorney general by Harvey Wells, state insurance commissioner, as the problem has been presented to the insurance commissioner's office lately through the injury of persons who were riding in jitneys. Casualty insurance companies have been in doubt if persons carrying insurance could properly claim insurance after being injured while riding in a jitney, as there seemed to be nothing defining this class of conveyance.

Attorney General Brown points to the statute defining a common carrier as a public conveyance transporting passengers for hire, and reasons that persons riding in jitneys are passengers since they are compelled to pay fare.

OFFERS OF UNUSUAL MERIT ARE MADE TO SUBSCRIBERS OF THIS PAPER

An inventory of our stock room has shown us that we have a widely varied assortment of premiums, including safety razors and oil paintings. We have selected five of the best articles and arrangements made to distribute them among Enterprise readers with offers that are unusually generous. Some of the premiums have laid in the stock room for the last two years but are in as good condition as when bought. They are a dead weight on our hands in more ways than one, and we have come to the conclusion that we can afford to make an unusually generous offer to clean them out. Our offer cannot help but interest you. Read it on page 3.