

OREGON CITY ENTERPRISE

Published Every Friday. E. E. BRODIE, Editor and Publisher.

Entered at Oregon City, Oregon, Postoffice as a second-class matter.

Subscription Rates:

One year \$1.50 Six Months .75 Total Subscription, Two Months .25

Advertising Rates on application.

A PERSON PERHAPS FEELS MORE COMFORTABLE if he never stops to think whether the animals around him are living comfortable lives or not.

But kindness to animals is a good cause. The American Humane society is planning a country wide observance, having appointed May 23 as Humane Sunday, and the week before is "Be Kind to Animals Week."

In almost any town a certain proportion of the horses look ill fed. Still more of them are left out in hot days in the broiling sun, and with no protection from insects.

Police officers in most places are not apt to enforce the cruelty to animals law very strenuously. They have troubles enough with drunkards and thieves and vagrants.

The American feeling for personal liberty is strong. The man who gives his horse only half enough to eat resents being called in question for it.

IT IS THE PAINFUL TRUTH that the Oregon Voter expounds in the May issue in regard to Clackamas county roads and road building.

The description of part of the oil bound macadam roads between Oregon City and Portland is splendid: "And you ought to see it today. No hot weather yet, but the warm spring days have melted it till it looks like molasses.

The county court has worked on the theory that oil bound macadam is hard surface. In the first place oil bound macadam is nothing more than an experiment.

The experience of this county in road construction has been spread far and wide through western Oregon. Probably no county in the state of the size of Clackamas spends as much for roads and probably no county in the western part of the state has roads that can equal some of the ruts of mud and dust right here in Clackamas.

The Enterprise does not like to see the condition of Clackamas county roads advertised any more than does the county court or the 60 supervisors who are responsible for the present state of affairs.

THE SECRETARY OF THE NAVY has taken advantage of a letter addressed to him by President Garfield, of Williams College, to make public a letter in which he attempts to relieve himself of the criticism for the unprepared condition of the navy.

Mr. Daniels boasts that five new ships have been authorized during the last two years, but he says nothing about the fact that one of these replaced the Idaho and Mississippi, sold to Greece, while the other four merely made up for past deficiencies.

Neither does he say anything about the fact that he refused to accept the recommendation of the general board and recommend that congress provide for four ships this year; or that he has, contrary to the best military and naval advice, prevented the establishment of an efficient staff to operate the navy in time of war; or that he has insisted, contrary to military advice, in maintaining and even resuscitating certain obsolete navy yards at a great expense which should be devoted to improving the fleet; or that the navy is 18,000 men short, and so short of officers that it is impossible to commission the ships in reserve; or that he has, by persistent political discrimination and favoritism, demoralized the discipline of the navy.

Mr. Daniels says that all the ships have had target and battle practice, but he does not explain that most of them did not have such practice until the press called attention to the fact and began to criticize the secretary and that then many of the ships were compelled to hold target and battle practice without adequate preparation, as the poor record of their work clearly proves.

NOW THAT THE BIG Oregon City locks celebration has passed gloriously into history we naturally turn our attention to the next big event to take place in our midst. Each year the Rose Festival and Booster Day attract throngs to our city. Last year the happy plan of

combining these two events in one big carnival day was adopted and met with such splendid success that it has been decided upon again this year and will doubtless become a standing custom in the community.

The plans announced thus far by the committees in charge all point to a bigger and better celebration than ever on May 22, when the festival takes place. New features have been provided in addition to those which are already becoming traditional for Rose Show and Hooster Days.

The Enterprise believes that this annual carnival day is perhaps the most important day of the year for Oregon City and Clackamas county interests and that it should have the most hearty support from the business and professional men of our city and from the farmers and others in the county as a whole. It is not an Oregon City day but a Clackamas county event.

THE NUMBER OF PEOPLE who get in motorcars for trips of considerable distance increases with every arrival of spring and summer. At week-ends the good roads are a grey hurly-burly of dust.

Most people are accustomed to attempt longer trips in a single day than they can comfortably put through. If they go out for longer periods, they still lay out a route beyond the limit of easy travel. So in order to connect with hotel dining tables and save running at night, they try to make up by running fast.

The philosophic motorist's first thought is not as to when he is going to get home, or what rate per hour his machine is moving. It does him little good to pass through a lovely country with eyes only on the wheel track.

Love of more speed seems a rather childish sentiment. The boy feels it in snowy countries, when he gets out with his double ripper, and coasts down steep hills at imminent danger of breaking his neck.

If he wants to get the best of his outing, he must find it not in the movement of his speed gauge, but in his wider range of observation of the nature beauty and human life of his section.

Men whose political memory runs back twenty years are finding a close and curious parallel between the political conditions of 1895 and those of 1915. The country then had a Democratic administration—Cleveland's. The country today has a Democratic administration—Wilson's.

FORUM OF THE PEOPLE

Foreigners on Pipeline? OREGON CITY, Ore., May 12.—(To Editor of the Enterprise)—Mr. Parker promised to employ Oregon City men and now has strangers, breaking his promise.

REAL ESTATE TRANSFERS. Real estate transfers filed with the county recorder Thursday are as follows: Ethel Morse et vir. to John B. Goodard, tract of land in section 36, township 4 south, range 4 east of Willamette meridian; \$10.

REPORT OF THE CONDITION OF THE THE FIRST NATIONAL BANK at Oregon City, in the State of Oregon, at the close of business May 1st, 1915.

Table with 2 columns: Description and Amount. Includes sections for RESOURCES (Loans and discounts, Overdrafts, U. S. bonds, etc.) and LIABILITIES (Capital stock, Surplus fund, Undivided profits, etc.).

STATE OF OREGON, County of Clackamas, ss: I, F. J. MEYER, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. F. J. MEYER, Cashier.

"ECONOMY" IN ROAD BUILDING IN CLACKAMAS COUNTY IS RIDICULED IN THE OREGON VOTER

Under the caption "Costly in Clackamas," the Oregon Voter of May 5, prints the following story on road building here:

Clackamas county is the most highly incubated U'Ren and that band of champion economizers headed by State Senator Dimick and Representative Schuebel. Some day pilgrims may visit the home of U'Ren as a shrine, for today he is possibly known more widely throughout the world than any other citizen of Oregon.

One would think that having in their midst such a man, self-starting economy experts as Messrs. Dimick and Schuebel, brandishing their pruning knives savagely during legislative campaigns, that Clackamas could set an example to the other counties of Oregon on how to economize. Here is how it works out:

Last fall Clackamas county declined to pay tribute to the hated paving trust in the construction of hard surface pavements on two stretches of

county road between Oregon City and Portland. It refused to pay as much as other counties were paying for pavements. That it was foolish to pay so high a price would be demonstrated. Defiantly the economizers rejected the suggestion that good pavements cost money. Like the labor leaders in Portland, they proclaimed they could do it for far less, and save the money for the county.

So they went ahead with their own chemical mix, their own low-salaried engineer and their own economy of dollars, and spent thousands of dollars laying a perfectly lovely smooth surface on the two stretches of road. This was along late in the fall, some of the pavement having been laid as late as November.

And you ought to see it today. No hot weather yet, but the warm spring days have melted it till it looks like molasses. It's wrinkled in places like corduroy. Rough, bumpy, full of holes, far worse than the macadam road it replaced. Ruts are forming in it, and it is ravelling out at the edges. Practically all of the money spent was wasted. Too late, the county court held out a part of the contractor's price, but only a small proportion of

it. One winter has practically destroyed the road.

Now the taxpayers of Clackamas county are not to be blamed for crying out against the heavy burdens of taxation. They are to be blamed for electing men to office who indiscriminately condemn public expenditures, rave about high salaries and criticize public officials.

Good officials must be backed up in paying a high enough price for a piece of work to get good work. It is wrong to abuse them for trying to be safe by paying a reasonable price, based on what good work is costing elsewhere. Good pavements cost money. This talk about getting them laid at half the price is all clap-trap, shouted into voters' ears as a bid for political favors.

Taxpayers, you have to pay the bill anyway. You have to stand all the cost of official mistakes. Would it not be real economy to pay high enough salaries to attract competent men to office and high enough prices to get good work done on roads? You can't get good quality for half-price. Criticize less, pay more, go a little slower in undertaking new projects, and you'll get far more for your money.

TITUS GIVES KEY FOR TOWN GROWTH

PERSISTENCE IS WINNING TRAIT IN CAMPAIGN FOR NEW INDUSTRIES, HE SAYS.

This is the third of a series of six articles by Edward K. Titus on town development.

Earlier in this series I suggested that the first thing to make a town grow, is to get the townspeople to work to spread the good reputation of the town, as a business and residence center. This is fundamental, but it takes time to bring about results which come so largely through mental attitude.

It is the feeling of men with experience in board of trade work, that almost any town having reasonably good transportation facilities can get new industries, if it is willing to work for them. But many efforts of this kind are ill-judged.

Factories frequently move out into country towns to get cheap labor. If they do not require highly skilled help, the results may be good. If they do need skilled work people, the experiment is dubious. If a concern is not adapted to the locality and has to move on, it hurts the reputation of the town as a business center.

Boards of trade commonly subscribe to press clipping bureaus, giving news of concerns that contemplate expansion. They follow lists of incorporation of new companies, and they send letters and circulars to all such openings. They find plenty of companies that would like a new location, but many of them are mere traps that stay only while they get favors.

A concern that is substantial and means business will usually pay its own way. If it wants a factory, it should either pay a moderate rental, or pay installments on the value of the building so as to acquire it in time.

If a committee of business men will make a systematic effort to find industries worth securing, the thing can usually be done. Hundreds of letters may have to be written, to all kinds of possible chances, before one reply is received worth considering. But clerk hire is not costly, and persistence wins out in the end.

Whooping Cough Well—everyone knows the effect of Pine Forests on Coughs. Dr. Bell's Pine-Tar-Honey is a remedy which brings quick relief for Whooping Cough, loosens the mucous, soothes the lining of the throat and lungs, and makes the coughing spells less severe. A family with growing children should not be without it. Keep it handy for all Coughs and Colds. 25c at your Druggist. Electric Bitters a Spring Tonic. (Adv.)

7000 OREGON HORSES SENT TO WAR ZONE

Between 250 and 400 cars of Oregon horses have been shipped to the European war zone, according to the figures of the railway companies in Portland. Since each car holds 21 or 22 horses, the number of animals started from this state during the past two months for France and England is more than 7,000.

Prices ranging from \$125 upward have been paid for the horses proposed to be used for artillery service and cavalry mounts, making more than a million dollars paid to owners of Oregon horse flesh so far this year.

Paul Klopstock, of New York, who with Count G. de Fontenay and others representatives of the French government, was in southern valley towns Saturday and bought a hundred or more horses from Lane county farmers alone to ship across the Atlantic, stated that they have plenty of financial resources to buy all the horses they want.

"The only trouble is to get horses enough to pass inspection," he said. "High prices are paid and the farmers should be glad we have made a high market for their stock. We are working through western Oregon as well as east of the mountains."

Rheumatism Yields Quickly to Sloan's

You can't prevent an attack of Rheumatism from coming on, but you can stop it almost immediately. Sloan's Liniment gently applied to the sore joint or muscle penetrates in a few minutes to the inflamed spot that causes the pain. It soothes the hot, tender, swollen feeling, and in a very short time brings a relief that is almost unbelievable until you experience it. Get a bottle of Sloan's Liniment for 25c. of any Druggist and have it in the house—against Colds, Sore and Swollen Joints, Lumbago, Sciatica and like ailments. Your money back if not satisfied, but it does give almost instant relief. (Adv.)

Brief History of the Oregon City Locks

Until now the operation of the Willamette locks at Oregon City by river craft has been attended by a toll upon every boat and upon every ton of freight. Now, the locks are free to every craft. The government owns them. This is marked another progressive step in the development of waterways for transportation. Efforts to navigate the river were made long before the locks became a reality. In 1851 one steamer, the Hoosier, was hauled over the falls by skids. This was so hazardous and so costly that little further use was made of that plan. Prior to 1873 navigation of the river was halted at the falls, merchandise being carried around for reloading upon other boats above the falls. In 1855, however, agitation for an open river began, with a meeting held at Eugene. Joseph Teal presided at this meeting and resolution were

passed setting forth the need of uninterrupted passage of the river. This led to nothing definite, however, until 1868, when the Willamette Falls Canal & Lock company was organized to construct a canal around the falls. Opposition to the project was acute from the start. Railroad builders saw the menace and used financial and political influences to block construction of the canal. The locks were completed in nine months after actual work was begun, a state appropriation of \$20,000 supplementing the \$30,000 capital which backed the constructing company. January 1, 1873, the little steamer Maris Wilkins started from Portland to make the journey through the locks, marking the official completion of the project. A distinguished company was on board. No other vessel could be secured, conflicting interests being suspected of conspiring to prevent this technical completion of the canal. The ascent was safely made and the

locks were found to be adequate. In 1875, the Willamette Transportation & Locks company bought out the Willamette Falls Canal & Locks company. Later the O. R. & N. took over the locks and in 1906 the Portland Railway, Light & Power Co., acquired them, including the power generating privileges. That same year the first fight began for the taking of these locks out of private control and entrusting navigation of the river to the government. Followed years of agitation and disappointment, until congress appropriated \$300,000 for the purchase of the locks, the state appropriating a like sum. After all details had been cleared away, other obstacles arose, and for three years the actual transfer was withheld until April 26, 1915, when the government's check was turned over to President Franklin T. Griffith of the Portland Railway, Light & Power company, and the locks became the property of the public.

BUT PROVE IT

When one of our customers sold out his business the other day, the purchaser asked how much business he had done during the last year. For reply he handed over his bank book, saying, "I have always deposited all my receipts in the bank and you can see just what I have taken in." The purchaser looked and was satisfied. How would you show a prospective purchaser the exact volume of your business—and be prepared to prove it? This illustrates another of the many advantages of a bank account. Never too Early to begin.

THE BANK OF OREGON CITY OLDEST BANK IN CLACKAMAS COUNTY.