

OREGON CITY ENTERPRISE

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

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

Subscription Rates:

One Year \$1.50 Six Months .75 Trial Subscription, Two Months .25

Advertising Rates on application.

ONE OF THE RESULTS of automobile travel is a general effort for the better marking of highways with guideboards.

In rural sections important road junctions have commonly at some time or other been marked by guideboards.

It is a common experience with the old fashioned guideboard, to read that a certain town is ten miles away.

Within the past year or two automobile associations and highway departments have planned many road signs, giving routes and distances as well as warning motorists against dangerous places.

In towns street signs differ similarly. Idle boys enjoy the reputation of outlawry and of good marksmanship acquired by planting a rock squarely or a more or less fragile metal sign.

Nothing adds more to the comfort of a traveller than clear markings of the highway. Nothing makes a town seem more convenient and up-to-date than the careful marking of corners with names of streets.

SOME ASK: Why does the Enterprise persist in talking county roads? The issue is not before the people with any unusual prominence.

The Enterprise is talking county roads because: (1) There is more money wasted annually on county roads in Clackamas county than is spent to keep up the county offices and to maintain the 150-odd school districts of the county.

(2) Clackamas county cannot prosper as it should, because its development will be retarded and both city man and farmer lose until the present extravagant system of road work is done away with and an efficient and business-like method substituted.

(3) The trails of dust or mud called roads in this county will bring ridicule to Clackamas county and criticism on the county officials until a change is made.

The road problem in Clackamas county is five times more important than any other issue.

Every man in the county is interested in good roads, because he is forced to pay taxes, directly or indirectly, in their support and because he must travel over them.

This year \$243,001.14 is being collected for the general road tax. The special district levies total \$64,012.21, making a total of \$307,013.35.

Then again, the Enterprise talks about roads because if Clackamas is to keep up with other counties in western Oregon, there must be a change. Marion county with less tax has better roads, Yamhill county boasts of her highways, but Clackamas—Clackamas is ashamed of the miserable trails that link the richest and one of the best counties in the state.

THOSE WHO HAVE WATCHED CLOSELY the sickening waste of the road supervisor system can hardly appreciate the defense of the plan by O. W. Eastham, printed in Tuesday morning's Enterprise.

And this is the very step that is wanted. The result Mr. Eastham fears is one of the answers to the perplexing rural road problem. With one man in charge of all road work in the county—an experienced and capable road engineer—responsibility could be fixed, a logical and connected plan of road construction could be carried out and, above all, real highways could be built.

Mr. Eastham tries to defend the road supervisor plan. Such defense can only be based on absolute lack of knowledge. Surely our lawyer-correspondent does not know of that stretch of Pacific highway near Barlow where his friend, a supervisor, put on a coat of river gravel.

Perhaps Mr. Eastham has not gone over mile after mile of county roads full of ruts and bumps. Perhaps Mr. Eastham has not seen new roads go to pieces within six months or a year under the care of his supervisor.

Expedition in the collection of checks has expedited the business of many who bank with us.

THE BANK OF OREGON CITY 34 YEARS IN BUSINESS

haps Mr. Eastham does not know the effect of this system which is nothing more than a pensioning machine for many of the people of the county.

If Mr. Eastham had calmly studied things as they are and then realized that Clackamas county spends between a third and a quarter of a million of the taxpayers' dollars annually, surely he would not have written that letter.

WE HEAR NO MORE FROM THE COUNTY COURT on the proposal that the county be divided into four road districts, that a capable and experienced man be placed in charge of each division and have control of the work in his quarter of the county.

Commissioner Mattson declares that the taxpayers' money is being wasted with the present system. The rest of the court is not anxious to express their views although elections are still far distant.

It is about time in Clackamas county that somebody awakes to the fact that more money is wasted in alleged road building here than in any county in the valley. Marion county, with less road tax, has better highways, while to the north, Multnomah county, while it is really not in the valley, has seen the folly of the old system and has adopted a sane method of hard surface construction.

No one doubts the honesty of the road supervisors, or no one questions their efforts to build substantial roads. The blame for the wasted road money rests not with them but directly with the county court.

It is not to be expected that road supervisors, who as a rule have had no training in road construction, will be able to build highways in which the county will receive a dollar in value for a dollar spent.

Men who have made a life long study of highway work have found it impossible to build lasting macadam, gravel or dirt roads in the Oregon climate, yet Clackamas county is endeavoring to accomplish this with inexperienced men.

The plan under consideration by the county court will probably be turned down. It is impossible to believe that the county court will antagonize the 60 road supervisors and their friends by abolishing the office and doing something as original as employing real road builders.

But even when the plan is rejected, the road boosters of this county must recognize that the mind of the county court is beginning to travel in the right direction and that with this talk the voters are preparing for a change from a wasteful, extravagant system which must go before we can have real roads.

THE PROPOSED PLAN TO DIVIDE THE COUNTY into four road districts with expert supervisors in charge might be a good scheme, but the same old question would rise, who is an expert?

Even if so, the size of the political road machine would be reduced. Better only four political road appointments than 60.

But don't worry, the chances of the county court adopting such a plan as the one outlined recently by Commissioner Mattson are about 99 to 1. The scheme will receive only slight consideration when it comes up at the September term of the county court.

There are 60 road supervisors in Clackamas county and they form the most compact political machine in the community. With their friends they can swing a decided influence at any election. Their power was demonstrated last December when at a taxpayers' meeting, two thirds of the attendance of which was supervisors, that prevented a lowering of the road levy.

The fact that 60 road supervisors and their friends can vote and want to hang onto their present county jobs is the first and the principal reason why the four-road-district plan will be downed.

The farmers are pleased with this system which allows them to work on their taxes and probably a little more on the county roads. They are not enthusiastic about a change which might cut down the number of days they may do temporary work on a county highway.

And that is another reason.

Mr. Standish, of the Estacada Progress, need not expect a change in the road system—a change from extravagance to economy, from politics to system—until a majority of the people of the county are awake to the fact that Clackamas county throws away almost as much on roads as on any other two or three public items. When the public finds out how a \$350,000 road fund is squandered annually, then there will be a change in the road system.

THE NEWSPAPERS ARE PRINTING a more or less mythical story of how certain girls at one of the Harvard university summer schools have pledged themselves not to marry a man with less than \$2000 income.

To the girl who has come up in a family having several servants, automobiles, and all the finish of cultured and wealthy living, the income of a young business or professional man seems hopeless. Many of them could never get by without generous checks from their fathers.

There is a great decay in our modern life of what can be called the pioneer spirit. In all periods of our country's history, ambitious men and women have been willing to go into the fringes of civilization and live on the wages of day labor, until they got their start.

Many young men of today are unable to push a lawn mower, and many young women give up in despair if their second girl quits work.

Comforts and luxuries that are unearned, not achieved by toil and struggles are enervating and soften moral fiber. It may be too much for the children of wealthy homes to be expected to start as their fathers did. But they make some very bad guesses, when they permit their choice in matrimony to be much influenced by the question of income.

SCHOOL AUTHORITIES all over the country are now making up their final lists of teachers for fall term. With all the educational scouts roaming around and picking up the more gifted women for service in large cities and wealthy towns, it is a worrisome job.

School superintendents, anticipating search light criticism, canvass their many applicants with anxious care, and find the majority unsatisfactory. There are plenty who have had a fair education, but few who have the magnetic gift of inspiration and easy discipline.

Highly educated girls take poorly paid positions for a year or two, but quickly yield to the seductions of towns offering larger salaries. They do not always profit much either in money or in satisfaction of living. There is a queer and snobbish prejudice against the teacher in many circles. Theoretically, being intellectual leader of the young and substitute for parental care, she occupies a place second to none. But actually she is a waif on the shores of society when she gets to a large city.

Teaching forces change rapidly nowadays. The teacher who was content to remain year after year in one town, impressing her personality on successive classes, is a rare person now.

The old idea of a teacher as a thin faced and angular woman, with a soulful air but indifferent to dress, is out of date. It is a trim, bright faced lot of people now. They seem to have learned that "clothes make the woman", and array themselves for their ordeal before the school authorities with a simple attractiveness that represents some marvel of strategy on a low salary.

THE INCREASE IN EXPORTS OF CORN, oats, wheat and flour to the European belligerents presents some astonishing figures showing how the war has helped the farmer.

The following table shows the exports of these foodstuffs for the twelve months ending June, 1914, and June, 1915, with the average export price for the year:

Table with 3 columns: Exports, 1914, 1915. Rows include Corn, Oats, Wheat, Flour with values and average prices.

A report of the department of commerce shows that for the 1915 period breadstuffs were exported to the value of \$558,660,000, compared with \$156,780,000 in 1914.

The exports of breadstuffs in 1913, under Republican law, and when normal conditions prevailed was over \$211,000,000. In that year we exported 49,000,000 bushels of corn at an average export price of 60c; 33,760,000 bushels of oats, average price 40c; 91,600,000 bushels of wheat, average price 98c; and 11,400,000 barrels of flour, average price \$4.90.

If the Democrats can get any political consolation from this statement they are welcome to it, but when Secretary Redfield of the department of commerce declares that our huge increase in export trade is not due to war orders, show him these figures.

THE KILLING OF LEO FRANK is more than murder and the men who were in that lynching party are more than murderers. They not only killed a man, they demonstrated they had no respect for American courts and the American ideals of justice.

The men who killed Leo Frank have no love for the very principles upon which this country is founded. They are traitors to their state and their nation.

"The act was a consummate outrage," said ex-Governor Slaton, of Georgia, who is now in San Francisco. "And every man engaged in the lynching should be hanged, for he is an assassin. Such an act is contrary to the civilization of Georgia, and one which every good citizen will condemn. Their act was one of cowardice, which belongs alone to the assassin."

And 95 per cent of the people of the United States will agree with the former executive, the man who committed political suicide for the sake of Frank.

Philip M. Clark, a Progressive leader in Massachusetts, who, only two years ago, was able to poll 25,000 votes when a candidate for district attorney in his county, has come back to Republican ranks. In a letter to the Republican state committee he warns his former Progressive party associates against confusing their ideals with "the continued existence of a political party which the people have decided to discard."

Again we quote the Estacada Progress: Now the authorities have arrested another Ardenwald murder suspect. Having run out of new suspects, this time they are using a repeater. If we remember correctly, Detective Levings, when he sued the county for services rendered, stated that he had evidence in his possession which would convict the murderer of the Hill family, but to date he had never sprung it.

Bituminous macadam is not hard surface. In no way is it permanent. In California where this type of road has been thoroughly tried out, the upkeep cost of bituminous or oil-bound macadam has been found to be greater than water bound macadam and practically no more roads of this variety are being constructed in the state to the south.

Chinese pheasants, native pheasants and grouse—Five in one day, including one female Chinese pheasant, and ten in any seven consecutive days.

RUSH FOR HUNTING LICENSES AT HEIGHT

DEER SEASON OPENS SUNDAY AND MANY LOCAL HUNTERS WILL TRY FOR GAME.

Apparently all of Clackamas county is preparing for the opening of the deer season August 15. The records in the office of County Clerk Harrington show that scores in the last few days have bought licenses and many tell the clerk they are going after deer.

The state game law in force west of the Cascade mountains provide open seasons for hunting as follows:

- Buck deer with horns—August 15 to October 31. Silver gray squirrels—September 1 to October 31. Ducks and geese—October 1 to January 15. (Federal law.)

OFFICERS HUNT BUT DO NOT FIND HOOPER

MAN WHO ASSISTED ESCAPED PRISONER TELLS PLANS MADE BY HIGHWAYMAN.

GRANTS PASS, Ore., Aug. 17.—John Austin Hooper, the gentleman outlaw and jailbreaker, has dropped from sight. Nothing has been heard from him since R. E. Kroh and party left him standing in the middle of the road at Rogue River, nine miles south of here, to which place Hooper had been taken by Kroh in an auto late Sunday night, at the point of a revolver.

The lone pedestrian who was given a ride to Gold Hill that night by a passing auto cannot be connected with Hooper.

Questioning Joe Coligne, the Italian who assisted Hooper to escape, brought out the fact that they were to meet 40 miles south of here, where Hooper declared he had a cache of supplies and money, and from there they were to go over the Bishklyo mountains into the Klamath River country into the northern California, and, according to Coligne, if they failed to meet at the place designated by a rough sketch given him by Hooper, Coligne was to go on over the mountains to the Klamath river and inquire for Jim Pine, a friend of Hooper, who would care for Coligne until Hooper appeared.

It is about 40 miles from where Hooper was left by Kroh over to the California line. A few miles over the hills to the Applegate river and once in the mountains beyond the Applegate, pursuit would be folly. It is a wholly uninhabited, wild, mountainous country for miles, but easily traveled by a man acquainted with that section.

LOCKS INSPECTED BY CONGRESSMEN

(Continued from Page 1).

son; Charles Lieb, of Indiana, and wife; George T. Burgess, of Texas; Charles G. Edwards, of Georgia, wife and son; Thomas Gallagher, of Illinois, and wife; J. H. McMan, assistant clerk of the house rivers and harbors committee, and Josiah H. Shinn, clerk of the senate committee on commerce, and wife.

There was some confusion as to the itinerary of the congressmen while in Oregon, owing to cancellations, but the following program has been decided on:

Returning to Portland from Oregon City the party went to Vancouver, returning in the evening.

Thursday, at 1 a. m., the party leaves for Celilo, arriving at 1 p. m. There a delegation from Lewiston will meet the committee. The return trip will be made by train. Luncheon this evening at the chamber of commerce when informal discussion will take place.

Friday, leave Portland for mouth of the Columbia river by steamer. Inspection of jetty and possibly the dredge Chinook. From Astoria they will go to Willapa harbor on the torpedo boat Fox.

The Clerk Guaranteed It

"A customer came into my store the other day and said to one of my clerks, 'have you anything that will cure Diarrhoea?' and my clerk went and got him a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, and said to him, 'if this does not cure you, I will not charge you a cent for it.' So he took it home and came back in a day or two and said he was cured," writes J. H. Berry & Co., Salt Creek, Va. Obtainable everywhere. (Adv.)

BORING HILL MAY BE GRADED

Petitions, headed by Dr. H. V. Adix, of Estacada, Ben Holman, of Eagle Creek, and Colonel Roots, of Boring, have been presented to the county court asking that the Boring hill road be graded. They ask that \$1000 be appropriated for the work.

Explosive Coughs Fairly Rack You to Pieces

Foley's Honey and Tar is Just Like Oil on Troubled Waters for those Violent Racking Coughs.

They rasp and strain your throat, tear at your chest and lungs, congest the blood in your neck and head, almost strangle you, leave you weak and fairly exhausted. Often they are a symptom of such grave diseases as bronchitis, pleurisy, pneumonia—even tuberculosis.



"Oh, for a bottle of FOLEY'S HONEY AND TAR to stop this awful coughing."

FOLEY'S HONEY AND TAR COMPOUND spreads a soothing, soothing coating as it glides down the raw inflamed throat. It loosens the cough, brings the phlegm up easily. Takes away that tight feeling across the chest, and eases stuffy, watery, burning and hoarse throats. A dealer in Toledo, Ohio, (name furnished) who has sold FOLEY'S HONEY AND TAR for years, writes: "One of my customers came into store to use long distance telephone. He was coughing so violently that he could not talk. I sat him down and gave him a bottle of FOLEY'S HONEY AND TAR, and in 10 minutes he had recovered. He had been unable to work for three months, due to this cough. He says FOLEY'S HONEY AND TAR relieved him entirely of this trouble."

R. MASTIN, Bennett, Neb., writes: "I had a severe cough and cold and was almost past going. I got a bottle of FOLEY'S HONEY AND TAR and used it frequently, when having violent coughing spells, and am glad to say it cured my cough entirely and my cold soon disappeared." Contains no opiate. Absolutely a pure medicine. Refuse substitutes. \*\*\* EVERY USER IS A FRIEND. Jones Drug Co.