

OREGON CITY ENTERPRISE

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A SECTIONAL NEWSPAPER.

The circulation, influence and views of the Eastern Clackamas News are sectional. The paper appeals to the people of one corner of Clackamas county, and one corner alone. It is the newspaper for Estacada, but contains nothing of interest for the man six miles from that enterprising eastern Clackamas town. Editor Standish, for instance, illustrates his narrow views with such a sentence as this: "The News has no kick against hard surface, although it does feel that this county cannot afford much of such luxury and it does believe in calling a halt if all of the hard surface is going to be done in the lower end of the county." In other words, he favors hard surface if Estacada receives the direct benefit the first year, but if some other part of the county gets a mile or two of this paving before Estacada, the News denounces it as a luxury, advises the taxpayers to see to it that no more of their money is thrown away and in other ways shows the peculiar turns of its selfish mind.

The county court has learned through the investment of over a million dollars in the last five or six years that macadam or gravel on main traveled roads cannot stand the traffic. The best of macadam cannot stand up under two years of hard wear where there is as much rain as there is in the Willamette valley. The court then tried out bituminous macadam, believing that they had a surface which would withstand traffic as well as hard surface at much less cost.

But bituminous macadam, which, by the way, has never been endorsed by the real supporters of hard surface in the county, failed to stand up properly. The county then was offered a chance to buy a paving plant at a low price and to employ an experienced paving man. The court accepted the offer and has gone into the paving business.

This, then, is the history of Clackamas county's experience with hard surfacing in Clackamas county. Through the period when macadam and gravel was considered the best dressing for a main traveled road, The Enterprise stood before the people of this county a champion of hard surface. The Enterprise demanded in its editorial and news columns that the county court throw aside the old plan and put down permanent improvements at a time when such a stand could circulate and brought upon the paper the ridicule of the whole machine of road supervisors and hangers-on.

The news indicates that the Enterprise is dependent upon the county court for legal printing and that The Enterprise must support every move made by the county officials. Editor Standish should see Commissioner Knight or Judge Anderson before making such a statement. At one time this paper was the most severe critic of the county court, and it was the road policy which caused the trouble. There was a time when a reporter from The Enterprise was not received in the county court room or in the judge's office in any too friendly a manner.

The county court in planning a program of hard surfacing decided, logically, to improve the most important roads first. The Oregon City-Parkplace road probably is the heaviest traveled county road we have and it was in a deplorable condition. The county court improved it. The News criticizes the county court for this action. Then the court moved the

plant eight miles from the county seat and is now improving two more roads which receive twice as much traffic as any in the Estacada district.

After a careful study of Editor Standish's remarks, The Enterprise is unable to learn whether he is opposed to or in favor of hard surface. His one and only wall is that Estacada is not now receiving hard surface. In time the county court will reach Estacada, Molalla, Barlow, Willamette and other towns. It is impossible to work everywhere at once and with one member of the county court from east Clackamas county, the News should feel that it will receive justice.

THE COST OF HARD SURFACE.

Judge Anderson has compiled the cost of the Oregon City-Parkplace road, finding that a five-inch surface of asphaltic concrete laid under unfavorable circumstances cost the county a total of \$38 1/2 a yard, including the cost of making a gravel fill and bringing the road up to sub-grade the entire distance. This figure cannot be accepted as a fair average cost of county laid hard surface. The county was compelled to buy many parts to its plant, the weather interfered with speedy work on the road, the plant was so located that the cost of handling materials was increased and other circumstances entered into the construction of the road which added to its cost.

The Milwaukee-Sellwood road, now being improved, will not cost as much as the Parkplace job. About three miles of county road will be improved before it will be necessary to move the plant again, decreasing the square yard cost of the work, as the cost of installing the plant is charged against the road. The mixing plant is put up in the Will's gravel pit in such a way that gravel, sand and other materials can be handled economically. County officials believe, although they are loath to express their views, that the cost of these improvements will be nearer 50 cents a yard than \$1.

But, even if the county can secure a good hard surface road, capable of withstanding the heavy traffic of main traveled roads for 10 or 15 years with little cost for maintenance, for \$38 1/2 a yard, is it not a good investment? It probably requires a slightly heavier outlay at the beginning than macadam or gravel, but one coat of good hard surface will outwear many surfaces of macadam and gravel.

The fallacy of macadam and gravel on main traveled roads has been demonstrated right here in Clackamas county. The county court knows that macadam will not stand up under modern traffic, that two seasons of wear will fill a macadam road full of ruts and that after three seasons it is almost impassible. Even bituminous macadam, once hailed by the county officials as the solution of all road building problems—a hard surface road at less than hard surface cost—has been found to be unequal to the wear of heavy traffic.

A well laid hard surface is worth five times as much as macadam or gravel, either in cost or in wear. Ten years from now the farmers of the Willamette valley will accept nothing else than hard surface on their principal roads.

THE OUTSPOKEN MR. HILL.

Louis W. Hill, president of the Great Northern railroad, is not a de-

termined man when touring the great north-west is to go into a community and tell the natives what is wrong. Mr. Hill was in our own Willamette valley the other day. Honor had it that he was here in the interest of a new railroad which would be built from Albany into the heart of a great timber belt on the coast range. Mr. Hill, however, will not confirm such a report, but he did stop in Albany long enough to tell the people of that town what he thought was the matter with this particular part of western Oregon.

"If the people of Oregon want more colonists let them put forth an effort to get them. If they don't care—I should worry," he said to a crowd of newspaper men at the Albany station. "Oregon is doing nothing to attract the farmer to this state. If Oregon people will not make an effort to get them here I am not going to do anything in particular to encourage settlement. When the people get busy I will do my part. All you seem to think of here is to get people in the cities. Your business men do not look far enough ahead to filling up the country. In Montana in the last five years we have colonized a tract as large as the state of Iowa. Thirty-three thousand acres have been put under cultivation."

"Last week I returned to Minneapolis after a four-day trip with a party of St. Paul and Minneapolis business men through the farming section of the middle west. Back there the cities are trying to fill up the country. The rural movement is encouraged. Business is good because we are encouraging the agricultural industries and attending to business along that line and not monkeying with other minor matters."

"It is a shame that were people do not live in the Willamette valley. You have here the most beautiful country and the richest land that God ever endowed, but most of your land is lying idle. You want cities and nothing is being done for the country. Until we are asked to assist in building up this section with the help of the people themselves we will do nothing for it."

"Isn't Mr. Hill right? The cities of the Willamette valley have been developed to the detriment of the rural districts. Who can deny that? Western Oregon needs more progressive farmers, more men who will turn our prairies and our stump lands into farms. The job requires money, time and patience, but neither the towns nor the county districts of western Oregon will come into their own until there are more producers."

HIGH COST OF GOVERNMENT.

Too much legislation, too much regulation, too high taxes, constitute the great evil of too much government, declares the Pacific Coast Manufacturer.

There is a general impression that, as compared with Germany or Russia, or even France, we are not governed very much in the United States; that government with us only a loose, crazy sort of garment, which does not touch us very intimately or bind us very much. But, if you take the total income of the people of the United States at forty billion dollars, goes to government that is, one dollar out of every twelve which every man makes goes into a government till. Obviously that is a pretty extensive interest.

To get a line on it, count up the other things that absorb as much as one dollar out of every twelve of your income. Aside from postal expenses paid out of postal revenue, the federal government next year will probably be spending three dollars for every two that it spent in 1916. Ad valorem tax levies in the several states rose from seven hundred and twenty-five millions in 1902 to thirteen hundred and fifty millions in 1912—the latest date reported on by the census bureau. Total revenue receipts of cities having thirty thousand inhabitants and upward rose from under four hundred millions in 1905 to more than nine hundred millions in 1915. Funded debts of the principal cities rose from nine hundred millions in 1902 to nineteen hundred millions in 1912.

We are certainly paying for quite a bit of government. Economy and efficiency in government are quite worth consideration, although they do not get much.

PROHIBITION—MORE OR LESS.

The Oregon Prohibition State committee with the assistance of allied organizations, secured 32,000 names to their new prohibition amendment in 31 days, every one by volunteer solicitation. The liquor people secured 42,000 signatures in 44 days.

The brewers claim that the names on their petitions were all secured by voluntary circulation. They ask the editors of Oregon newspapers for favorable mention of their amendment on the grounds that it merely permits local brewers to manufacture beer and sell it upon the same conditions and in the same quantities as at present allowed, although their amendment, as filed, calls for the manufacture, sale and distribution of beer "in such quantity or under such regula-

tion as may be determined by law," which means that the legislature, and not the people will have full power to regulate the liquor traffic.

Another wrong impression is in the effect that both measures might carry and be in operation at one and the same time. The attorney general states that the one which secures the largest vote will automatically annul the other.

Too much prohibition may be as bad as too much booze. The present law seems to be satisfactory.

MISSING BORROWER OF WAGON SOUGHT

A warrant for the arrest of George E. Strayer at one time running the Strayer mission in Portland, was issued in the court of Justice of the Peace Shivers Wednesday, charging larceny by bailment.

According to C. James Ivey, of Oak Grove, the complaining witness, Strayer borrowed a wagon from him. After waiting some time for its return, he tried to find Strayer, but was unsuccessful. Descriptions of Strayer will probably be sent to every sheriff and chief of police in the state.

OLD-FASHIONED BABY SHOW TO BE FEATURE OF FAIR.

(Continued from Page 1.)

City, second, cash, \$1.00. Handsomest twins, first, \$2.50; second, cash, \$1.00. Youngest baby, first, baby shoes, C. C. Store, Oregon City.

Mrs. C. N. Wait in Charge.

Mrs. C. N. Wait, of Canby, is to be superintendent of the baby show. Mrs. Wait has had experience with the baby shows heretofore held by the fair association, and the mothers of the babies to be entered in the beauty contest will be treated with the greatest of courtesy by Mrs. Wait and her assistants. The names of the judges are withheld until after the show takes place. The show will be held on Oregon City day, Thursday, September 21. There will be a special program for this day.

The first day of the fair will be Canby day, when the Canby band will furnish the music for the day. Tuesday will be Oregon City and German day, the Oregon City band to accompany the excursionists from this city, and Wednesday will be juvenile day and Molalla day. There is to be a special excursion train from Molalla and the Molalla band will play for that day.

On juvenile day a new feature will be inaugurated by the association. The greatest number in attendance in proportion to the enrollment on the first day of school this year will be given a special prize of \$10. In order to carry out this scheme blank tickets will be distributed to the students of the various school districts of Clackamas county to be signed by the teacher or clerk of the district. These tickets will have the name of the pupil number of district to which he or she belongs, and will admit the bearer to the fair grounds on juvenile day. These tickets are to be collected at the gate by the gatekeeper, and counted and in this manner the number of students from the districts entered for the prize ascertained.

Among the prizes that are to be offered this year, one which was accidentally omitted from last year's premium list, will be the most unique booth. There will be two prizes offered, \$20 for the first and \$10 for the second. Other prizes to be offered on booths are as follows: Grange exhibit, best collective exhibit of farm and household products by member of grange, first, \$50; second, \$20; third, \$15; fourth, \$10. Improvement club or district display, best collective exhibit of members of an improvement club or other neighborhood organization, first, \$50; second, \$25; third, \$15; fourth, \$10. Best exhibit of farm and household products by one farm, (exhibits independent of other exhibits), first, \$35; second, \$20; third, \$10. Commercial booth, best arranged and decorated commercial booth, showing artistic design, original ideas, etc., first, \$20; second, \$10. Entrance fee 10 per cent of the first prize. Farm products, for the best general display of farm products by one exhibitor, first, silver cup given by the Northern Pacific Railroad company by compliments of L. J. Bricker and C. E. Arney, immigration agents of that company. Competition trophy to be won three times by the same party. This cup has been won twice by George DeBok, of Oregon City.

Floral Department Draws Many. Special attention will be given to the floral department this year, and especially to the dahlias, as many of the growers of these blossoms are to enter at this year's fair. Among those to enter are Mrs. Frank T. Harlow, of Gladstone, Mrs. C. Wilson, also of Gladstone, and Mrs. G. A. Harding, of Oregon City. These will be offered for best display of cactus dahlias; best display of peony dahlias; best display of show dahlias and best display of single dahlias.

There will also be prizes offered for roses, carnations, snapdragons, hydrangeas, asters, sweet peas, gladiolas, cannas, cosmos, chrysanthemums, salvia, sweet Williams, zinnias. This department will occupy the east section on the second floor.

A large portion of the building on the south side of the second story will be devoted to needlework, and this department will be made a special feature of the second floor display.

The juvenile department will be much larger this year than any heretofore as J. E. Calavan, county superintendent, assisted by Brenton Vedder and N. C. Maris, have worked during the last year throughout the county in interesting the students of the various schools in preparing exhibits for this fair as well as for the Oregon State fair.

Ed. Fortune is to have charge of the racing program, and many good races are scheduled for the fair, as some of the best racing horses in the northwest have already been engaged for the four days' session.

DEATH DEALT BY TIMED BLAST IN SAN FRANCISCO

ACT BELIEVED DUE TO MIND UNBALANCED BY ANTI-PREPARATIONEDNESS ARGUMENTS.

NEWSPAPERS WARNED BY "EXILES FROM MILITARISTIC GOVERNMENTS"

Innocent Looking Suitcase Loaded With Cartridges, Scrap Iron, Glass and Marbles Does Not Attract Attention of Police.

SAN FRANCISCO, July 22.—At least four persons were killed and 43 or more injured by the explosion here today of a timed bomb in the midst of a throng viewing a preparedness parade. The police arrested Frank Joseph, a lodger in a sailors' boarding house, but said he had not been charged with the crime.

Charles M. Eickert, district attorney, issued a statement attributing the deed to a mind unbalanced by arguments for and against preparedness, which have occupied attention here. The parade was not interrupted.

The explosion took place at Stewart and Market streets, two blocks from the Ferry building, on San Francisco's main thoroughfare. The bomb, concealed in a suitcase packed with cartridges, bullets, marbles, bits of glass, iron pipe and scrap iron, blew a gap through the crowd, hurling men, women and children to the ground.

"Two women standing beside me were blown to bits," said Mrs. Kinsley Van Loo, of Oakland, who, with her children, was injured.

All the newspaper offices in San Francisco yesterday received a communication written in Roman script, with an indelible pencil, many of the words being heavily underscored. The communication was signed "The Determined Exiles from Militaristic Governments, Italy, Germany, U. S. E., Italy, Russia." In several instances the writer repeated himself. The communication reads:

"Editor: Our protests have been in vain in regards to this preparedness propaganda, so we are going to use a little direct action on the 22d, which will echo around the earth and show that 'Prisco really knows how and that militarism cannot be forced on us and our children without a violent protest."

"Things are going to happen to show that we will go to any extreme, the same as the controlling class, to preserve what little democracy we still have. Don't take this as a joke, or you will be rudely awakened. Awaken (sic). We have sworn to do our duty to the masses and will send warnings to those who are wise, but who are forced to march to hold their jobs, as we want to give only the hypocritical (sic) patriots who shout about war, but never go, a real taste of war."

"Kindly ask the Chamber of Commerce, to march in a solid body. If THEY WANT TO PROVE THEY ARE NO COWARDS. A copy has been sent to all the papers. Our duty has been done so far."

Every possible precaution, police officials said tonight, was taken, but the innocent-looking suitcase attracted no attention.

GRANGE PICNIC AUGUST 5.

DAMASCUS, Ore., July 26.—(Special.)—Damascus grange will hold its annual picnic at Stone, August 5, and invites Baker's Ridge, Eagle Creek, Harding and other granges to participate. There will be a basket dinner and a program in the afternoon.

TAXPAYERS VOTE BIGGEST OF ALL TAX INCREASES

(Continued from Page 1.)

1905.
Poll tax \$ 1,150.00
State, school, road and other tax 171,078.93
Special school tax 25,087.91
Special road tax 2,625.50
Special city tax 10,650.92
Total tax for 1905.....\$211,622.48

1915.
State, school, road and other tax \$545,916.57
Special school tax 141,711.38
Special road tax 70,281.28
Special city tax 61,975.55
Timber patrol tax..... 334.53
Total tax for 1915.....\$819,318.99

Over Half County Not Taxed.
Of the area of Clackamas county, 54 1/2 per cent lies within the boundaries of federal reserves and cannot be taxed. While levies are being made against privately owned property for public improvements these public lands escape the burden, but are increased in value as a result of better roads and better schools. He suggested that the federal government bear a part of the burden of taxation when federal laws tied up great areas of valuable property.

Thirty-three and a third per cent of the taxes are authorized directly by the people he declared. Road and school taxes are two of the biggest items, \$312,999.58 being raised in Clackamas county for roads during 1915 and \$262,188.98 for schools. These figures include general and special levies.

Water Issue Splits Council At Canby

Whether to buy or not to buy the M. J. Lee water system is a question which has split wide open the Canby council and is causing unlimited debate in that town nine miles to the south of Oregon City.

The voters of Canby recently authorized an \$18,000 bond issue to buy or install a municipal water system. The town has been supplied by a private owned plant, water being secured from a spring. M. J. Lee, owner of this system, at first demanded \$12,000 for his interests, but finally cut his figure down to \$5,000.

But four members of the council learned that the city engineer, B. A. Cobb, that the Lee plant was in poor condition, that in installing and equipping a modern system the Lee plant would have to be taken up and the pipe in the present system would amount only to so much junk. They declared that if the council authorizes the purchase of the Lee plant they will secure a referendum vote. Ranged against these four are the

four members of the council who are opposed to freezing out a man who has supplied the town with water for many years. They contend that the city should buy the Lee plant, in this way preventing the possibility of a lawsuit or competition.

At a recent meeting of the council the contract for the supplies and material for the municipal system was awarded to Crane & Company. This same concern will take over the bond issue, paying \$999 premium.

The Canby council met Monday night when an ordinance to appropriate \$5,000 for the purchase of the M. J. Lee system did not receive a majority, the vote standing 4 to 4. Mr. Lee said that unless the city buys his plant he will continue to operate it in competition with the municipally-owned system. Up to Monday night the council stood 5 to 2 in favor of buying the Lee system, one member switching his vote Monday.

JUDGE ANDERSON FIGURES COST ON PARKPLACE ROAD

(Continued from Page 1.)

said Roadmaster Roots. "It is unlikely that the county again will be forced to face such a series of circumstances as was met and overcome in the laying of the Oregon City-Parkplace road."

The mixing plant is now located near Milwaukee at the Will's gravel pit and the county is improving the Milwaukee-Sellwood road with a five-inch coat of hard surface. Before the plant is moved again the county will

improve about two miles of the Eighty-second street road.

The plant is so located that material is handled economically. The cost of installing the machinery will be divided among many thousand more yards of road than was the case at the Parkplace improvement and the need for new parts is almost entirely eliminated, claim county officials. For those reasons the projects now under way will not cost nearly as much as the Oregon City-Parkplace job, declares County Judge Anderson. County officials will not give an estimate of the cost of the improvement of those two roads.

RAILROAD WAGES

Shall they be determined by Industrial Warfare or Federal Inquiry?

To the American Public:

Do you believe in arbitration or industrial warfare?

The train employes on all the railroads are voting whether they will give their leaders authority to tie up the commerce of the country to enforce their demands for a 100 million dollar wage increase.

The railroads are in the public service—your service. This army of employes is in the public service—your service.

You pay for rail transportation 3 billion dollars a year, and 44 cents out of every dollar from you goes to the employes.

On all the Western railroads in 1915, seventy-five per cent of the train employes earned these wages (lowest, highest and average of all) as shown by the pay rolls—

	Passenger		Freight		Yard	
	Range	Average	Range	Average	Range	Average
Engineers	\$1747	\$2195	\$1537	\$2071	\$1056	\$1378
Conductors	3094	1878	3076	1935	2445	1355
Firemen	1543	1317	1454	1181	1151	973
Brakemen	2789	967	2933	1135	2045	1107
	1033		751		418	
	2078		2059		1552	
	854		874		862	
	1719		1961		1821	

The average yearly wage payments to all Western train employes (including those who worked only part of the year) as shown by the 1915 payroll were—

	Passenger	Freight	Yard
Engineers	\$2038	\$1737	\$1218
Conductors	1772	1624	1292
Firemen	1218	973	832
Brakemen	921	1000	1026

A 100 million dollar wage increase for men in freight and yard service (less than one-fifth of all employes) is equal to a 5 per cent advance in all freight rates.

The managers of the railroads, as trustees for the public, have no right to place this burden on the cost of transportation to you without a clear mandate from a public tribunal speaking for you.

The railroads have proposed the settlement of this controversy either under the existing national arbitration law, or by reference to the Interstate Commerce Commission. This offer has been refused by the employes' representatives.

Shall a nation-wide strike or an investigation under the Government determine this issue?

National Conference Committee of the Railways
ELISHA LEE, Chairman.
A. S. GREIG, Asst. in Receiver, St. Louis & San Francisco Railroad.
C. W. KAVINS, Gen'l Manager, Atchison, Topeka & Santa Fe Railway.
R. W. McMASTER, Gen'l Manager, Wheeling and Lake Erie Railroad.
N. J. MAHER, Vice-President, Norfolk and Western Railway.
JAMES RUSSELL, Gen'l Manager, Denver & Rio Grande Railroad.
A. M. SCHOVELL, Asst. Vice-President, Pennsylvania Lines West.
W. L. SELLON, Vice-President, Bessemer Air Line Railway.
A. J. STONE, Vice-President, Erie Railroad.
G. S. WARD, Vice-President & Gen'l Manager, Sweet Central Lines.

A CHECKING ACCOUNT IS A GREAT CONVENIENCE

not only to the business and professional man, but to the ranchman as well. No matter what your condition financially you should deposit your earnings in a bank and draw checks in payment of your bills. It will not only keep your accounts straight, but will serve as a receipt for all money paid and at the same time gives you a better standing in the community. Come in and start an account today.

GERMAN IS SPOKEN HERE. 4 PER CENT INTEREST Paid on Time Certificates

The Bank of Oregon City OLDEST BANK IN CLACKAMAS COUNTY