

# OREGON CITY ENTERPRISE

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FIFTY-FIRST YEAR—NO. 5.

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## LENGTHY REPORT ON PRISON MADE BY SURVEY BOARD

WELFARE LEAGUE, SIMILAR TO ONE AT SING SING, FAVOR-ED BY INVESTIGATORS.

## NEW PENITENTIARY, TO BE BUILT BY INMATES, ALSO RECOMMENDED

Report Suggests That New Institution Have Six Units, One Put Up Each Year—More Balanced Diet is Declared Necessary.

SALEM, Ore., Jan. 26.—(Special to the Enterprise)—Containing 104 pages of typewritten matter, exclusive of a summary, the report of the Oregon Prison Survey board, composed of F. W. Muley and L. J. Wentworth, of Portland, and E. E. Brodie, of Oregon City, was filed here this afternoon. It deals exhaustively with many problems of prison administration and makes a number of important recommendations that will probably be presented to the legislature in the form of bills.

The board recommends that the indeterminate sentence be abolished, that the present maximum sentence be considered the fixed sentence, except where the maximum is excessive, and that the parole board be authorized to recommend for release any inmate at any time after he is received at the institution. The parole board would consist of two members to be appointed by the governor, and the executive's private secretary. The warden and parole officer would not be members of the parole board. Under the present law the parole officer is appointed by the state board of control, and the commission expresses the opinion that he should be appointed by the parole board.

Control Board of 3 Favored. Recommendations for the construction of a modern penitentiary and the creation of a non-salaried commission of three to administer its affairs, are contained in the report. Self-government for prisoners on experimental basis, and the repeal of the law forbidding prisoners to manufacture articles in competition with free labor, are also recommended.

The commission which is to administer the prison is to be appointed by the governor, and is to meet monthly. The terms for the first commissioners are recommended for two, four and six years, and on the expiration of their respective terms the commissioners appointed shall be for a term of six years.

It is suggested that a new prison be constructed near the site of the present institution and that it be built in six units, a unit each year. It is recommended that an outside cell system be provided. The prisoners can be utilized on most of the construction work of the new building and in addition to reducing the construction cost, employment would be thus provided for them. It is suggested. Segregation is necessary to reformation, and until a new building is provided neither this nor the vice problem can be solved.

Welfare League Recommended. The self-government for prisoners recommended is patterned after that used in Sing Sing prison. Recommendation is made that to attain this end a voluntary mutual welfare league be established.

In connection with punishments the recommendation is made that authority to discipline prisoners be not delegated to the warden to guards.

The report calls attention particularly to the necessity of a balanced diet obtaining at the penitentiary. It is shown that beans are served to the inmates every morning at breakfast and that the diet is such that much of the food is untouched and wasted.

Be cause of the limited time in which to make its investigations and report, the commission was unable to make any specific recommendation as to the character of industries that should be established, but it recommends that such industries that will involve a minimum of investment be considered.

Members of the ways and means committee who went to Pendleton tonight were given copies of the report to examine as to the practicability of making appropriations to cover some of the recommendations.

## TAXPAYERS WOULD PUT CONVICTS TO WORK ON STATE LIME DEPOSITS

LEAGUE FAVORS LAW EMPOWERING COUNTY TO DESIGNATE OFFICERS, FIX SALARIES

SALEM, Ore., Jan. 26.—(Special to the Enterprise)—The state tax payers league at its annual meeting held here today, declared in favor of using prison labor for the manufacture of agricultural lime, for the printing and publishing of the supreme court reports within the state under competitive bids, went on record in support of the road bill fathered by the Oregon Good Roads committee and warned all tax levying bodies not to mis-use the 6 per cent tax limitation amendment by increasing the levy each year by 5 per cent unless such increase should be necessary.

The league favors county home rule to the extent that each county should be permitted to designate its own officers and to fix their salaries. It was pointed out that in some counties, such as Multnomah, an auditor is needed, and that in that particular county the office of county surveyor should be abolished, as his work is duplicated by the roadmaster. It was also argued that the power to regulate salaries of county officers should be taken out of the hands of the legislature. It is probable that an amendment to the constitution, based upon the recommendation, will be submitted to the people at the annual election in 1918.

The attendance was good, and Senator Walter Pierce, the league's president, was in the chair. The resolutions committee consisted of Charles E. Spence, Henry E. Reed, Multnomah; Elbert Bode, Lane; E. E. Brodie, Clackamas; O. W. Taylor, Clatsop; J. A. Miller, Union, and James Stewart, Wheeler.

## ANTI-SECTARIAN SCHOOL BILL PASSED BY HOUSE

MEASURE WITHDRAWS STATE AID FROM ALL INSTITUTIONS CONNECTED WITH CHURCHES.

SALEM, Ore., Jan. 30.—The Bowman anti-sectarian institute bill passed the house this morning, with 38 voting for, 20 against, 1 absent and 1 excused. Consideration of the bill was taken up yesterday afternoon and the evening adjournment found Representative Mueller in the midst of a long argument in opposition to the measure. This morning the arguments were continued until shut off by the previous question being called for by Ritter, but on roll call member after member rose to explain his vote until it was half past eleven o'clock before the roll was completed, and the vote announced.

The measure provides for the care of dependent, delinquent and defective children, and withdraws all state aid from sectarian institutions. It has been a stern center in the house since its introduction, charges being freely made both before the committee and on the floor of the house that ulterior motives lurked back of the bill and that it was aimed at the Catholic institutions which have been caring for dependent children, and receiving state aid therefor.

Bowman, the author of the bill, opened the discussion. He said the purpose of the bill was fair. It was an effort to change the policy of the state in reference to the care of dependent children, to take state support from private institutions, and cause the state to support them. It did not take children now in the custody of such institutions from them, but simply provided that no additional aid should be extended.

Representative Brownell, of Clackamas county, voted against the bill and Representative Stephens and Dedman, also of that county, favored it.

DIVORCE DECREE SIGNED.

Circuit Judge Campbell Thursday signed a decree divorcing Lucille Ward from John Ward. She is allowed to take back her maiden name, Lucille Ford.

## STATE TAKES UP CASE OF 8 BOYS WHO HAD BOOZE

MILWAUKIE YOUTHS SAMPLE LIQUOR AND START TO WRECK FIREHOUSE.

## THREE, INCLUDING SON OF FORMER MAYOR, SUSPENDED FROM SCHOOL

Boys Break Table, Throw Ink Well Through Window and Pull Up Fence—Recorder Fines Each of Eight \$2.75.

Following their plea of guilty Monday night to a charge of disturbing the peace, it became known here Tuesday that the district attorney's office has started an investigation of the case of eight Milwaukie boys, ranging in age from 15 to 18 years, who became more or less drunk on the night of January 23 at the East Milwaukie firehouse. The boys in the case are Ralph Skulason, Carl Hanson, Raymond Sultor, Louis Shindler, Louis Hayes, Ruben Peterson, J. Beechman and Stanley Gibson.

The Shindler boy is the son of ex-Mayor W. M. Shindler, of Milwaukie, and Skulason son of B. G. Skulason, a Portland attorney. Ralph Skulason has been suspended from the Milwaukie schools for the rest of the year and Carl Hanson and Louis Shindler for one month.

The boys met at the Milwaukie firehouse and overindulged in liquor. They broke a table in the firehouse, threw an ink bottle through a window and pulled up a neighboring fence. They are also said to have used profane language.

The arrest, punishment and expulsion from school of the boys has created a big sensation in Milwaukie. The same night that they were taken before Recorder Mathews, the school board met, discussed the case and decided to suspend those boys who were in the affair and were attending school.

Marshal Riley arrested the youths. He says he had difficulty in serving a few of the warrants, and it was several days after the lively night at the firehouse before all the boys were under arrest. B. G. Skulason appeared at the hearing Monday night, but no attorney appeared formally for the boys. They entered a plea of guilty and were fined \$2.75 each. The fines were paid.

Several weeks ago the Milwaukie express office was broken into and about 70 bottles of liquor were stolen. There may be some connection between the theft of the liquor and the adventure of the eight boys.

## NEW GRINDERS AND WET MACHINES ARE RUNNING IN W. P. HAWLEY MILL

BIG PAPER MACHINE, HOWEVER, WILL NOT BE IN OPERATION UNTIL MARCH 20.

Machinery in the new \$1,000,000 addition to the plant of the Hawley Pulp & Paper company is being tested out for the first time now and before the end of the week practically all of the plant, with the exception of the big paper machine, will be running.

The first of the six wood pulp grinders in the mill on the island were started up Monday and Tuesday the wet machines in the Main street mill were put in operation. A big pipe connects the mill on the island with the Main street plant, to carry pulp. The wet machines are now at work preparing pulp for storage.

W. P. Hawley, Jr., said Tuesday that the new paper machine would probably be in operation about March 20. To date 44 cars of parts have been received here for this huge machine yet there is more to come. The last car has left the east, however, and only a few individual parts which will be the last to be put on the machine are yet to be shipped from Beloit, where the machine was made. The paper machine alone will cost \$128,000.

RIOTS TO BE PREVENTED.

EL PASO, Tex., Jan. 29.—Preparations were being made tonight on both the American and Mexican sides of the river to stop any further quarantine riots at the international bridge tomorrow morning when the port opens at 7 o'clock.

Through Andres Garcia, inspector-general of Carranza, consulates, the Juarez police and military will cooperate to prevent further demonstrations, and a large number of de facto troops and gendarmes will be stationed at the Mexican end of the bridge when the port opens.

Lightning caused 27 1/2 per cent of the 1916 forest fires suppressed by the Forest Service in Oregon, Washington and Alaska, during the season of 1916.

## PRIZE WINNERS AT S. F. FAIR TO BE GUESTS OF HONOR AT LUNCHEON

LIVE WIRES PLAN ENTERTAINMENT—SPECIAL COMMITTEE GOES TO SALEM.

The 40 Clackamas county men and women who won awards at the Panama Pacific exposition in San Francisco will be guests of honor at the Live Wire luncheon Tuesday, February 13. Arrangements for the affair were made at the luncheon Tuesday. The prizes and diplomas, which are now on display at the Commercial club rooms, will then be distributed.

The Live Wires further strengthened their campaign against changing the route of the Pacific Highway from its present survey through Clackamas county, by appointing H. E. Cross, G. G. Starkweather and O. D. Eby a special committee to go to Salem Tuesday night and present Oregon City's case before legislative committees. A. King Wilson, mayor of Oswego, discussed the proposed state highways, defined in various bills now before the legislature.

The following officers were elected by the Live Wires: Main Trunk, C. Schuebel; sub-trunk, W. P. Hawley, Jr.; transmission wire, Raymond Caulfield, and guy wire, O. D. Eby. Cecil W. Robey will make arrangements for the club's weekly luncheons.

The plan of inviting all the 56 road supervisors into Oregon City and entertaining them some day next month was laid on the table until the Live Wires learn what the legislature will do in regard to the laws governing the supervisors.

## RADICAL BONE-DRY BILL IS NOW BEFORE HOUSE

RESTRICTIONS ARE EVEN MORE RADICAL THAN WHEN MEASURE WAS INTRODUCED.

SALEM, Ore., Jan. 25.—One more step toward making Oregon bone dry was made this morning when the committee on alcohol-traffic reported favorably on house bill 100, introduced by Dr. Anderson, of Hood River and Wasco, with several striking amendments. A minority report, contemplated by Representative Lafferty, of Benton, never saw the light as its sponsor withdrew it before the adoption of the majority report.

One of the most drastic changes in the bill, from its original form, is the reduction from two to one quart a month that a person can buy on prescription for medical, scientific or mechanical purposes. Another striking revision is that physicians will not be allowed to prescribe intoxicating liquors in any form for medical purposes.

Permits for the purchase of alcohol will have to be signed by the district attorneys in person and not by any deputy, as the original bill provided.

Five days of grace after the enactment of the law is given to common carriers to deliver intoxicating liquors imported under the original act, although an ardent fight was made for a 10-day period, which received bitter opposition from the radical bone dry element. If the common carriers have any uncollected packages after the five-day period, they will have to return them within a period of 30 days to the consigning firm.

Not a member of the house has failed to receive one or more suggestions from constituents as to modifications of the bill. One representative received a letter from a ministerial association urging him to father a clause prohibiting the bringing into the state, by an airship or submarine, intoxicating liquors.

At the request of Dr. Anderson the bill was made a special order of business Monday morning at 10:30 when the arguments for and against the emergency clause will be presented if any opposition to the bill is to develop. Representative Lewis raised his voice in protest against voting for the bill until printed copies of the amendments had been placed on the desks of the members, so that they might know what they were voting for. Speaker Stanfield assured him that the amendments were in the hands of the printer and that they will be on the desks in plenty of time to give due consideration.

## OREGON CITY-MONITOR SERVICE IS AUTHORIZED

The Enterprise received a telegram from Congressman W. C. Hawley Monday announcing that the postoffice department had authorized mail service between Oregon City and Monitor over the Willamette Valley Southern. Two round trips will be made daily, except Sunday. The route will mean a big improvement in the mail service in the district which it will serve. Service will begin February 16.

At present mail to Monitor goes through the Woodburn postoffice and is taken to Monitor by carrier. The mail will go out from Oregon City over the new electric road. The Willamette Valley Southern has been carrying mail only as far as Molalla.

## THIRD PLAN TO SPLIT COUNTY IS AFOOT AT SALEM

REPRESENTATIVE STEPHENS ANNOUNCES BILL TO ADD "PANHANDLE" TO MULTNOMAH

## SANDY, BULL RUN, BORING AND MUCH TERRITORY IN DISTRICT

House Committee on Counties Reports Favorably on Cascade County and Vote by Thursday is Likely—Stephens is Confident.

SALEM, Ore., Jan. 30.—(Special to the Enterprise)—Another plan to split Clackamas county—the third at the present session of the legislature—was announced today by Representative H. C. Stephens, of Clackamas, chairman of the house committee on counties.

The boundaries of the proposed Cascade county do not take in a strip of territory along the Multnomah county line about on township wide, including the towns of Boring, Bull Run and Sandy and a large sweep of territory. The fact that the creation of Cascade would leave a long panhandle along the Multnomah county line was one of the arguments used by anti-divisionists against the creation of the new county.

Representative Stephens, while understood to be in touch with the movement to annex the strip to Multnomah, declined to say who would introduce the bill. It will probably come up in a few days.

Cascade County Favored. The house committee on counties went on record today as unanimously in favor of the creation of Cascade county. The Cascade county bill will come up for third reading in the house tomorrow, but a vote before Thursday is not likely, as about 30 bills are ahead of the measure on the house calendar.

Representative Stephens is confident that the house will pass the Cascade county bill, but a lively fight is ahead of it in the senate. Senator Dimick of Clackamas has been active in lining up opposition during the last few days.

Brownell Introduces Bill. Representative Brownell, of Clackamas, today introduced a bill which would prohibit the endorsement of a candidate without the written consent of the candidate.

Stephens made a vigorous speech in favor of the eight-months school bill, which passed the house this afternoon. He is familiar with rural school conditions.

## BROWNELL BRINGS UP BILL TO ABOLISH THE OFFICE OF RECORDER

CLACKAMAS REPRESENTATIVE IS FATHER OF TWO BILLS, RE-PUDIATES ANOTHER.

SALEM, Ore., Jan. 25.—(Special to the Enterprise)—A bill abolishing the office of county recorder in Clackamas county was introduced in the state legislature today by Representative George C. Brownell, of Clackamas.

Clackamas is one of the few counties in the state which still has a recorder of conveyances. In most counties this work is done by the county clerk.

Representative Brownell also introduced a bill which would extend the closed season for salmon in the Columbia west of the Deschutes until December 1.

A bill which bore the name of Representative Brownell to regulate licensing and examining chiropractors was repudiated by him after its introduction. He claimed that someone had "slipped it over" without his knowledge and had forged his name to it. He said that it will be withdrawn in the morning.

The contending senate and house committees, still sparring for points, named two sub-committees today. One committee will pass on the tax commission bills and the other on conflicting labor consolidation bills. This leaves Senator Dimick and Representative Brownell practically out of the selection of which bills will be approved.

Senator Dimick today introduced the three highway bills as announced yesterday and already a lobby of road men has started to appear.

WORKINGMEN OPPOSE PEACE

MANCHESTER, England, Jan. 25.—The labor conference this afternoon rejected by a vote of more than three to one a resolution favoring the immediate offer of peace proposals. The conference defeated a motion proposing an international congress of Socialists to be held simultaneously with the peace conference. Some of the delegates said it would be impossible for Socialists from the entente nations to meet Germans in this way.

## MANY FLAWS IN OREGON ROAD SYSTEM ARE POINTED OUT IN REPORT

The lack of an adequate road code and business efficiency in the maintenance and construction of the roads of Oregon is strongly brought out in the annual report of John H. Lewis, state engineer, which has just been published. The report takes up the road work and one problem in connection with road work, discussed paving from all its angles and cites examples to bring out the conclusions drawn by the state engineer.

Oregon spends on roads between four and six million dollars annually, according to the report, yet because of an antiquated road system, the state or county does not get 100 cents on the dollar spent. In the matter of road officials, Oregon has 165 members of county courts, 862 supervisors, 35 surveyors and about 16 roadmasters, over 1000 in all, and all acting more or less independently of each other in the expenditure of this great annual sum.

Systematic records, showing the cost per yard of fills and cuts, the cost of surfacing with gravel or crushed rock, of clearing or the other items that enter into the construction and maintenance of roads, are not kept, according to the report. There is no thorough organization; likewise there is little or no business system in the work.

The report brings out the interesting historical fact that the present cumbersome system of road laws had its birth in Oregon City. Many of the early settlers in the territory of Oregon were from Iowa. The first session of the legislature met in Oregon City, July 16, 1849, and adopted the laws as a guide. No session laws were printed, there seems to have been some doubt as to just what laws were in force. When the special session of May 2, 1850, met in Oregon City, a committee was appointed to select and print 20 of the laws of Iowa which would be of the greatest service to the people of Oregon. Among these were two chapters of road laws, and thus did the present code have its beginning.

For the last 65 years the code has been changed by enactment, amendment and repeal until many sections of the law are duplicates, either in exact wording or in intent, others are conflicting and still others of no practical use whatsoever. These conditions—cumbersome laws, lack of continuity of effort and service—are responsible for one of the greatest waste of public funds, believes the state engineer. Examples are cited. In one county two steel bridges are under construction where the cost is estimated to be greater than the cost of changing the road to the opposite bank of the river, thus eliminating both bridges. In another county a main trunk road is being built like a railroad, practically on level grade in a wet country, with long tangents and correspondingly heavy cuts and fills, where the fills are on soft grounds, causing shrinkage or settlement, in some cases as much as 100 per cent, and correspondingly difficulty in building culverts. The report adds that the man in charge had no previous experience in highway construction.

According to the report, Clackamas county has 127 miles of surveyed roads. This county contributes 3.88 per cent of the state road fund, yet has only 2.28 per cent of the total state roads. Of work during 1916 in Clackamas county, the report says:

"Upon petition of the county court of Clackamas county the State highway commission on May 15, 1916, authorized a survey between Oregon City and New Era, following the east bank of the Willamette river. This section when constructed will become a link in the Pacific Highway eliminating from that route the detour now followed over the hill between those places, which includes a steep grade of considerable length at each end. This survey covering 5.09 miles was made by J. H. Scott, locating engineer, and completed in July, 1916.

"On July 31, 1916, the Highway commission made an allotment of \$15,000 for construction on this section, contingent upon the county court of Clackamas county appropriating \$10,000 to be expended in connection with the state funds. Inasmuch as the \$25,000 thus provided would only about build the section from Oregon City to New Era according to the preliminary estimates, construction work was postponed to permit of the submission of the project on request for federal aid. Project plans and statement for this purpose are in course of preparation and it is proposed to submit a two-season program, grading to be done during 1917 and surfacing in 1918, thus allowing the county to provide its share of the necessary funds in two years rather than one. The total expense to date for surveys, plans, estimates, etc., has been \$983.27.

"In the meantime, the county, with assistance from the Southern Pacific company, has constructed one small section of the project, which eliminates two railroad grade crossings, at an expense of approximately \$3000."

The state engineer recommends the following state road plan:

"We should divide our roads into three classes:

- "1. State.
- "2. County.
- "3. District.

"State routes should include the important inter-county and inter-state routes, and connect the various county seats. Their distribution should be such as to adequately serve the needs of all parts of the state.

"These routes should be selected by the legislature, and numbered in the law. State and government funds should be expended upon these and no others.

"No commission or body other than the legislature should have power to amend such plan.

"These 'state routes' should further be classified as primary and secondary so as to indicate upon which the greatest effort should be concentrated, though not prohibiting expenditures on secondary routes until the primary routes are completed.

"These should be spoken of as 'state routes,' for the reason that some of our shortest inter-state routes have not as yet been opened up.

"As soon as the state has constructed any section of these routes, and undertaken the maintenance thereof, it should then be known as a state road.

"Prior to such construction of any unit, the counties should construct or maintain roads to meet their needs.

"These routes should be briefly described in the law, such as:

- "Pacific Highway.—Beginning at the Washington state line in the vicinity of Portland, thence southerly through Portland, Salem, Eugene and Ashland to the California line.
- "Columbia River Highway.—From Astoria, along the south bank of the Columbia River through Portland, The Dalles, and Pendleton, to the Washington state line.
- "John Day Highway.—From Portland, across the mountains south of Mt. Hood, thence up the John Day valley across Baker and Malheur counties to the Idaho line near Ontario.
- "The Dalles-California Highway.—Southerly through Bend and Klamath Falls to the California line.

"Other routes, though shorter, should be similarly described until a proper state system is provided. These routes should be held to the minimum, which is necessary to equitably serve all parts of the state.

"Only the important towns or cities concerning which there is no possible dispute should be mentioned in such descriptions. The detailed location should only be fixed after complete surveys have been made, and based upon engineering reasoning.

"In the accompanying tentative plan of a state highway system, which has been prepared in co-operation with the representatives of the U. S. office of public roads, the U. S. Forest service, and which has had the approval of the State Highway commission, there are approximately 2,240 miles of primary routes, 2,026 miles of secondary routes, or a total of 4,268 miles. This is approximately ten per cent of the total mileage of the state."

## HARMONY REIGNS IN MERGER PLANS WITH TWO CLACKAMAS LEGISLATORS HEADING MOVE

SALEM, Ore., Jan. 26.—(Special to the Enterprise)—Peace and quiet seemed to settle down on the merger plan as the closing of a joint session of the consolidation committee this afternoon when all side practically agreed to report favorably on a bill consolidating the industrial accident commission, the state labor commission, the public welfare commission and the board of child labor inspectors. The bill cuts off two accident commissioners and places the labor commissioner on the commission with one accident commissioner.

This was the report from the sub-committee and Chairman Dimick and Brownell both agreed to its provisions. It will probably be reported in Tuesday, and every effort will be made to shove it through both houses.

Representative Stephens stated today that the report of his committee on the Cascade county bill would probably be returned the middle of next week, but did not intimate what the committee would say in the matter. Some members were away today, and no discussion is expected on the final report before Monday or Tuesday and it will probably be Wednesday before the final report is in.

Stephens urged the passage of the Olson kindergarten bill before the house today. He pays most of his taxes in Multnomah county and the bill affects that county only.

Dimick introduced a bill making it a crime to threaten an officer and still another bill relating to open bidding on specifications for hard surface pavement.

## OVER QUESTION OF PURCHASE OF \$300 LOT WEST LINN IS TO HOLD SPECIAL ELECTION

Over the question of a purchase of a \$300 lot, the city of West Linn will have an election.

James Downey, of the Willamette district, who tried unsuccessfully to sell the city council a lot for a site for a fire house has circulated and deposited with Recorder Porter petitions calling for an initiative election March 5. The petitions will probably be formally filed today, as the recorder has 10 days after receiving the petitions to go through this formality.

The city council, while not agreed on the site of the proposed firehouse, is unanimous in opposing the Downey lot, which is not on the Main street of Willamette. Mr. Downey wants \$300 for his property, and the city has been offered lots nearer the center of the town for \$200.

Mr. Downey circulated petitions asking the council to buy his property, and as soon as he learned that the council intended to purchase other property, he drew up petitions for an initiative election.