

# OREGON CITY ENTERPRISE

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

Subscription Rates:

One Year	\$1.50
Six Months	.75
Three Months	.35
Single Copies	5c

Subscribers will find the date of expiration stamped on their papers following their name. If last payment is not credited, kindly notify us, and the matter will receive our attention.

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## ROADS—SCENIC AND COMMERCIAL

California has voted thirty-three million dollars for roads, and the great amount of additional tourist traffic, it is stated, is more than paying for the investment even at this early date. California has more miles of hard-surfaced roads than any other state in the Union. They are all the year roads and when finished will reach from the northern to southern lines of that state and from Nevada to the Pacific ocean as well as entwined through valleys and mountains to all points of general interest and where they will do the most good for all purposes. Reports show California's tourist business in 1916 was \$31,000,000. Why not get some for Oregon?

Oregon is about to start in this road business. Of course many of the counties of the state have already bonded themselves for roads and have built many miles of highway which are second to none in California or elsewhere. Still the state itself has done nothing and it is now proposed that the people authorize the financing of a system of state roads. A special election has been called for June 4, 1917, when a road bill will be submitted to the people for their approval. This bond proposition is one which it might be said "will take care of itself." In any event, it will not cost the taxpayer one cent additional in taxes. The automobiles use the roads and since their advent, roads wear out very quickly. It might therefore be justly said that automobiles wear out the roads, and that they, therefore, should build them.

The legislature of 1917 increased automobile licenses commencing with 1918 to double the license charged in 1917, which when placed in a state road fund together with the present state general tax of one-quarter mill will pay the principal and interest of the \$6,000,000 issue within 25 years, payable \$300,000 per year, commencing with the sixth year. Therefore, a vote for this bond issue will give the automobile owner a chance to build roads, and what is better—to pay for them.

## COMMENDABLE SPIRIT OF COOPERATION

There is cause for encouragement in America and dismay in Germany because of the whole-hearted spirit of cooperation manifested by members of all parties in congress in preparations for a vigorous prosecution of the war. If there are a few objectors, they stand as individuals and not as representatives of any party. The obstructionists are as numerous in one party as in the other.

Republicans are loyal supporters of the war—in fact the earliest advocates of preparedness and of a declaration of war were members of that party. They are ready to support the president, not with mere passive acquiescence, alone, but with active assistance. An illustration of this spirit was manifested when Senator John W. Weeks, of Massachusetts, and Congressman Martin B. Madden, of Illinois, introduced resolutions in their respective branches of congress providing for the appointment of a joint congressional committee on "The Conduct of the War." The appointment of such a committee, composed, as it specifies, of members of both parties, will furnish an admirable agency for the correlation of the work of the legislative and executive departments of the government.

The committee, if appointed, will work during the recesses of congress. Such a committee was established during the Civil war, and did valuable service for the country. In private life, Madden is a large contractor accustomed to handling large affairs, employing large numbers of men. Senator Weeks had extended experience in business before going to congress. He is a graduate of the naval academy and saw active service as a commander in the navy during the Spanish-American war. Such men grasp the importance of correlated action, and would be valuable members of the committee, if it should be established.

In the last ten years approximately \$40,000,000 has been expended on roads in this state. What is there to show for it? Support the \$6,000,000 bond issue on June 4, and let's take up road building on a practical and comprehensive basis.

## TAXPAYER CALLS ROAD FOES INCONSISTENT

LEWIS AND SPENCE SCORED BY WRITER AS MEN OF SMALL CALIBER.

Oregon City, Oregon, April 13th 1917.

Editor of the Enterprise:

In your issue of April 12th, I notice one A. J. Lewis writes for the benefit of your readers and attempts to get "witty" and when I read the article I am led to the conclusion that Mr. Lewis was a heavy taxpayer and a very successful business man, but upon inquiry I have found that presumption to be erroneous, and have placed him in that class of men who always oppose everything that does not pertain to his special benefit.

I have also made some inquiry and find that neither he nor Mr. Spence, in whom he seems to place a great deal of confidence, has ever taken an active interest in road improvement although each talks about road improvements and advocates the doctrine of "pay as you go."

Now I want to ask Mr. Lewis if he or Mr. Spence ever assisted in levying a special road assessment in their respective road districts, or did either ever take any active interest in any general road improvement in their districts, where it cost them one copper cent? Other road districts in the county levied special assessments where they could not afford to pay the extra expense, but they wanted the road, and well knew that the county could afford to take the money

reminds me of the man who became greatly excited and told his neighbors he was ruined when the bank in his community became insolvent. But after the bank's affairs were adjusted, they found that this same excited man had over-drawn his account, and had nothing to lose, and therefore his excitement was imaginary.

This bond issue which is being advocated adds no additional burden to the taxpayer, but instead it levies a tribute on the automobile that destroys the roads and compels that instrument of destruction of our roads to shoulder the burden of hard surface roads. At the same time, if this bond issue carries, the Pacific highway will become a state road, and after the grading has been completed the state will take charge of the road, put on the macadam and lay the hard surface pavement and keep the same in repair, thereby relieving Clackamas county from expending from eighteen to twenty thousand dollars per annum in maintaining that one highway.

Clackamas county's share of the interest on the bond issue will not exceed fifty per cent of what we are now paying in cash from the general road fund each year to keep this same Pacific highway in repair, and if made a state road by this bond amendment the county will thereby have more money to expend upon other roads.

Mr. Lewis and Mr. Spence both claim to be "guiding stars" in the grange, and caused this same society to initiate a rural credits loan amendment to our constitution, bonding the state for \$15,000,000.00, where the absolute credit of the state was pledged to procure money to loan to the farmers. One of the provisions of that law provides that farmers can borrow this money and go in debt and pay 5 per cent on the indebtedness for improvements on their farms, while the road bond issue is one-third of that amount and draws 4 per cent interest, to be used for the improvement of roads, and fully 50 per cent of travel over these roads will be done by farmers. I would like to ask Mr. Lewis and Mr. Spence why they did not advocate before the last election this "pay as you go" doctrine to the farmers, instead of bonding for \$15,000,000?

Less than a three mill levy on the taxable property of the state would wipe out this road bond issue in one year. A five mill road levy in Multnomah county alone, would wipe out this bond issue in one year. Clackamas county's share of this bonded indebtedness could be wiped out in any one year on less than a three mill levy.

This extra levy cannot be made on account of the constitutional limitation law passed at the last general election, limiting taxing bodies to 6 per cent over the previous year, and when Mr. Lewis or Mr. Spence advocates an additional levy for these roads and "pay as you go," they know full well that it cannot be done.

This road bond issue falls on the automobile owners alone and not upon the taxable property of the state, and why should any reasonable person find fault with the method adopted in compelling the taxpayers of the state from increasing their tax levy.

TAXPAYER.

## FORUM OF THE PEOPLE

Road Bonds.

GARFIELD, Ore., April 15.—(Editor of the Enterprise)—I think our taxes are higher than farmers can well stand and exist, as we haven't been able to get a suit of clothes in three years. As the bonds will add to our burden, then we have no right to bind such a burden on the coming generation willfully. We will have enough so we do not have a choice in saying without that bond for pleasure roads, so for the sake of those we would burden, do not put it onto those already overburdened and those who would have it on them at birth.

Those who are so anxious to have it, can "dig up" and do as we farmers have, and build our own for past time.

A TAXPAYER.

## CITIZEN SCORES "FARMER"

OREGON CITY, Ore., April 15.—(Editor of the Enterprise)—In your issue of April 15th, there appeared an article signed by one "Mr. Farmer" who appears to be somewhat intoxicated with the magnitude of his own importance, and proceeds with a rambling mess of foolish statements that evidently came from a slightly mind. The patriotic organization of the Girls National Honor guard, composed of the purest young people of our nation has been alluded to and their motives held up to sarcasm, and I seriously doubt if the writer of that article ever produced very much from the soil or from any other source.

He speaks of the high rate of interest charged at Oregon City, but fully two-thirds of all money loaned in Oregon City is owned and loaned by farmers through their attorneys and agents, and these same farmers who own this money fix the rate of interest themselves, and it is loaned at that rate, but I doubt whether the writer of the letter signed as "Mr. Farmer" ever had any money to loan, as no fickle brained man ever was known to accumulate anything, except to develop his wind-bag.

In the rambling letter referred to, the writer attempts to say to the public that the Pacific highway is only a road for pleasure seekers and not a benefit to the farmers, but if he would go out and investigate a little for him-

self he would find that fully three-fourths of all the autos he met or saw upon this highway were owned and operated by farmers. It is true those farmers are thinking men and do their own thinking and you don't find them sitting around writing silly letters and depending on Mr. Spence to tell them to vote this way or that way upon important questions.

CITIZEN.

## WHERE DO I LIVE?

HOFF, Ore., April 17.—(Editor of the Enterprise)—This question puzzles me and still I am only seven miles from Oregon City. Part of my mail is addressed there and even on the same day part comes Hoff, route 1 and part Beaver Creek, and as long as they reach me I have no kick coming on that part. Only I like to know where I live. I notice at times in the Morning Enterprise some of my close neighbors go to town on business. Mr. Farmer So-and-so from Beaver Creek, another from Hoff, and we all vote in Beaver Creek precinct. Now you can easily see this place where I live is very large or very important to carry such a number of names. Even though I have never seen much in writing about this beautiful place I am taking the pleasure of reading some times in The Enterprise about nearly every place in the county, but hardly a word about the place, Hoff, Beaver Creek and Oregon City, and I think that a place with such a number of names ought to be more noted and worthy of writeup in our local papers.

And now, even that I don't know where I live, nor that I am worthy of any attention as a writer, I would like to get the Girls' National Guard's attention on this long tale of the place where I live. I notice that they are anxious to do something for humanity, and are not certain what to go at—some want farming and others gardening, and both of them are rather out of place for city girls. And the Chinese beat them plenty gardening, and the Oregon City merchant will patronize a Chinaman in that line more than a white man. The up-to-date merchant will send his auto truck or wagon half way to the garden to meet him in the morning to get his choice stock, while they would not even look in a farmer's wagon with the same class of goods, without mentioning coming half way to the farm. (I have noticed some coming out into the country Sundays where a nice chicken dinner is prepared for them.) But I am out of my tracks now. The Girls' National Guard, I want to write of just now. Girls, come out to Hoff-Beaver Creek. Get some of those that are advertising their big money for high rates of interest to put up a canning factory, and can milk, and fruits of all kinds. They are easily raised here—some grow wild. There is a natural place for such here—plenty of good pure water, where the beavers used to live, close by the Willamette Valley Southern railroad depot. Go after the company to give you a five-cent fare to go back and forth to your work. One good experienced head is all you need.

There is demand for the goods—humanity is suffering. I can imagine at times that I can hear their cry for food over the ocean, and if the high cost of living is going much higher we will hear them cry in this country. And its high time for us to work to produce sometimes, and not sit down and plan how to get \$6,000,000 automobile roads to go on pleasure trips. Farmers can't hardly get help to run their farms now and how can we produce food when the young men join the army and the older ones work on the roads. I am glad that the Girls' National Guard put their heads together to do something. If the high-priced fellows that are running to Salem every two years will do the same thing the country at large will be better off. They know that there are enough laws made for years to come and still they are eager to go again. There is plenty of tax money in Oregon to make little changes on the hunting and fishing laws and bonding the good state of Oregon that is full of resources for the sake of automobiles and pleasure trips. Why not bond the automobiles to raise the necessities of life, while our country is in a critical condition, and humanity suffering, and after the war is over and men need work at reasonable wages, that is the time to build roads. We can not work on small wages now, at this time of the high cost of living. I agree, we need roads and need them bad, but there is no better road made for a farmer than the one already made from Hoff-Beaver Creek to Oregon City, if it was kept up in shape in place of letting it go to ruin waiting for a big bunch of tax money to start it new again.

The simplest old maid in the country, knows that we never have a road like that and still we kept this up for years already and now we want something different. More money, more grafting and no better for the poor at the sweat of his brow. Let us get wise once, it's not a small matter to farmer that has to pay his taxes face the music of these patent guys that the devil has been inventing for us to kill one another from the beginning of the world and getting more powerful from one generation to the other. For us that do not have to meet them let us do it we can help those that are going, even if its only to raise a few beans and we get better pay for doing it now than we ever did before. So let us get busy. You town-fellows come out to the country and till the soil; there is plenty on city lots without you. Plenty of laws already made. Drop the divorce cases for a time, and get busy for humanity sake and prepare for the worst of it above all have plenty of food that is

easy to raise so that the coming generation will not have to suffer weakness for the folly of this generation.

MR. FARMER.

## DEMOCRACY GONE

Hoff, Ore., R-1 April 15  
Editor of the Enterprise:  
Yesterday I found myself in attendance at a meeting of the Clackamas County Teachers association here in the Barclay building at Oregon City, something I shun in late years as much as possible, I regret to say, whether I am at fault, or the institution as it now exists, we are going to say.

But for the first ten, or twelve years of my teacher's experience, I looked forward with pleasure to the next meeting. And as I sat there yesterday, amidst my melancholy surroundings, in memory I went back to the good old days; those times when our meetings were all attended both by teachers and parents; when the county superintendent with a host of teachers from the city drove in "trigs" twenty miles if necessary, and were on hand at ten o'clock smiling and cheerful every month; when county teachers were in sympathy with their schools and their hearts were in sympathy with their work; when superintendents wisely and honestly had every teacher, as near as possible, perform some duty before the year was over; assigned seven or eight of us some school subject, sometimes two of us the same subject; i. e. have us give our way of teaching Civil government, for instance. The other teachers would then explain their methods and it thus became a sort of family circle. Then we always had a literary program consisting of recitations, music, etc. Those were purely democratic days when we all were on an equality. You could not distinguish the superintendent, principals, and city teachers from the county teachers by our conduct. Those were the days of Gibson, Starkweather, Strange, N. W. Bowland, and Zinsar.

These times are unhappily over. Since that time, a different course has gradually crept in. Some principals, or superintendents, who usually remember little of the common work, are now telling us how to teach, and once in a while some college prof. tries to tell us what most of us country teachers know better than he, because he is out of our line of business. And I for one refuse to take second place to any of them in country school matters.

The result is that a sort of unconscious little aristocracy has grown up which naturally though unfortunately possesses the same characteristics of that class that is found the world over if you have an opinion contrary to theirs, it is met with a sneer or in a jocular manner which of course only reveals their own real ignorance. The same element is naturally and almost unanimously opposed to those great democratic principles of popular government as the initiative and referendum. The lectures handed out by this class, deal fundamentally with how to make a better and more useful machine out of every boy and girl for the use of the great business interests of the country in a servile capacity. Not one word comes from their lips with reference to methods of government by which a position will be ready for every one of these boys and girls when they come out of our schools prepared to assume their share of the nation's work. This, I claim should be taught collaterally with preparing them for it. These same instructors do not seem to know that there are more men and women in this country now than there is work for. Several millions of them, I include skilled workmen as well as the unskilled. The do not seem to know that machinery is year by year being so improved as to require less human labor. They do not seem to know—Oh well, why continue the monotony? They are ignorant enemies of these boys and girls, or they are not true friends of democratic government, whose fundamental purpose is to provide a "job" for every man and woman when they are ready for it.

In either case, if these gentlemen are to continue dishing out the 'soup', it is now high time that they learn a new and better recipe, or not only our association, but every association in the land will die of "indigestion."

ROBERT GINTHER.

## GINTHER IS LOYAL

HOFF, Ore., Route 1, April 18.—(Editor of the Enterprise)—I have just learned from my neighbors yesterday, that I had been arrested by the authorities, or was going to be, because I am supposed to have said something derogatory of the government, or rather the president. May I say here that I have not been arrested? The information naturally shocked me to think that I, a native born American should be accused of vilifying our president or saying anything derogatory in times like these! I, a man who has taught the boys and girls for nearly 24 years to honor the flag and always have it on display in my schoolroom. If there are none, I always buy them with my own money. I challenge anyone to prove that I have at any time or place said anything that could even be misconstrued. The idea is absurd.

ROBERT GINTHER.

C. E. Spence May Have Lied, He Says. OREGON CITY, Ore., April 11.—(Editor of the Enterprise)—I am informed that C. E. Spence, master of the state grange, made the statement

at Carus, at the road meeting of April 5, in effect that the committee of 12 appointed by the Commercial club of Oregon City, were being paid by the Warren Construction company. So far as I am concerned, if he made such statements, he deliberately lied, and I am willing to back up the rest of the committee, to the same extent.

JOHN P. RIBLEY.

## OREGON CITY WINS THE PURE MILK CONTEST

THREE LOCAL DAIRIES SCORE BETWEEN 95 AND 100 PER CENT

Oregon City is well towards the head of the list in the production of pure milk.

A recent bulletin issued by J. D. Mickle, state dairy and food commissioner, giving the results of tests in eight Oregon cities, shows Oregon City has more clean dairies than any of the seven others.

The towns are: Albany, Ashland, Corvallis, Grants Pass, McMinnville, Medford, and Salem. Oregon City is credited with three dairies with a score of between 95 and 100 per cent clean milk. They are: The Mt. Pleasant Dairy, run by E. Frey; the West Linn Dairy, and the dairy operated by J. W. O'Donnell.

Salem has two dairies scored between 95 and 100 per cent; and Ashland has one. The rest have none.

Oregon City dairies which were scored between 90 and 95 per cent were: Cloverleaf, Green Point, Hazelwood, Jewell, Lang, Maple Springs, and Phillips.

## SLAVE FREED IN 1861, COUNTY RECORDS SHOW

DOCUMENT IS CURIOUS RELIC OF NEGRO BONDAGE IN OREGON

It is a far cry from these days of the initiative and referendum, when everybody has a say in the direction of the nation's affairs, to the days when there were slaves in Oregon. Yet the records of Clackamas county contain a document giving a negro woman her freedom from slavery. The paper is dated at Fort Vancouver, the British stronghold in the Oregon country, but later was registered here.

The letter follows: "Fort Vancouver, May 5, 1851.—Monimia Traversa, a black woman aged about 45 years, bought by me of Isaac Burbage in April, 1849, I have this day given her freedom unconditionally, and she is in all respects free to go and do as may seem to her most to her advantage, without let or hindrance from me, my agents, heirs or assigns. Witness my hand and seal at Vancouver, May 5, 1851.

LEWELLYN JONES, Captain, U. S. A. The above named woman, Monimia, is an honest and perfectly conscientious woman and deserves kind and good treatment at the hands of every one. Lewellyn Jones, Captain, U. S. A. (Recorded July 29, 1851.)

The document is in the miscellaneous records of Clackamas county, book 1, page 165.

## FARMERS URGED TO TRY INTENSIVE CULTIVATION

PRESIDENT'S PROCLAMATION ON CRITICAL CONDITION IS EXPECTED

WASHINGTON, April 13.—Intensive development of the food producing power of the United States on a scale never before contemplated was discussed by President Wilson and Secretary Houston today as the means of meeting one of the vital issues of the war with Germany.

Secretary Houston returned late today from St. Louis, where he conferred with representatives of the great grain-raising states. He laid before the president plans under which the federal government, working in cooperation with state and local agencies, will put forth its utmost endeavors to stimulate the production and economical distribution of food.

The plans include a request for legislation by congress giving the government the power to regulate and fix food prices if necessary and to license large distributing agencies. Secretary Houston tomorrow will begin conferences with congressional leaders to agree on the terms of the needed bills.

To continue the government's agitation for increased production and economy in the use of foodstuffs, President Wilson probably will issue a proclamation to the nation soon, calling attention to the situation. A suggestion to this effect, approved by Secretary Houston, was laid before him today by Representative Fisher.

## ALLIES CAN RECRUIT HERE

WASHINGTON, April 18.—The senate this afternoon passed unanimously the Culberson bill legalizing recruiting by the entente allies in the United States.

## WARNER GRANGE PROUD BUT SUSPICIOUS; SAYS OREGONIAN EDITORIAL

WRITER TELLS OF HIGHWAYS WHERE ONE ISN'T BOUNCED FROM SEAT.

The majority of the good people of Warner Grange take themselves and their problems seriously. By their failure to see any of the comedy in life, they add notably to the general fund of fun.

The Oregonian, of Portland, takes occasion to point this out, gently and somewhat humorously, in an editorial devoted to a communication received from that Grange. The editorial follows:

"Suspicious Warner Grange. The \$6,000,000 road-bond issue deserves more thorough consideration than was obviously given it by Warner Grange, Clackamas county. Warner Grange asks The Oregonian to publish its resolutions, thereby disclosing such pride in suspicion and misconception that the request ought not to be denied.

As a leading "Whereas," Warner Grange observes that the \$6,000,000 bond issue is to be used in building "scenic highways." It may be that the designated road, for example, from the Multnomah County line to Oregon City and then through New Era, Canby, Woodburn, Salem, Albany, Junction City and on southward is to be a "scenic highway." Or the similar road up the west side of the Valley, it depends much on one's conception of the term.

If a scenic highway is one so smooth that the traveler does not have to hold tight to the seat, but has opportunity to look about him upon tilled fields, grazing stock and the like, then perhaps these are scenic highways. And if these are to be scenic highways, so then are all the others designated in the act, and the citizens of Oregon, in laying out their main traveled routes, have had in mind scenery and not utility. We are a spiritually minded people, already slaves to the beautiful in nature and utterly regardless of getting produce to market or of the promotion of social intercourse or the upbuilding of industry. It is pretty late to reform. Oregon pioneers laid out most of them.

Warner Grange, too, believes that the bonding bill is but the first step in a series to involve further issuance of some \$35,000,000. Warner Grange should have studied the constitution before passing on the road bonds. That interesting document makes it impossible, short of an amendment voted by the people, to reach the mark set by about \$26,000,000.

Warner Grange also discerns an effort to place road-building problems in the hands of millionaires. That stumps us. Who are they and what have they done dishonorably or dishonestly to make them unfit to handle road problems? If Warner Grange knows of any millionaires who are about to do something pernicious to our roads then Warner Grange should specifically name them, that the Government may take military precautions in the present National crisis.

Cost of the special election also disturbs Warner Grange. It may be assumed, however, that that is mere interjection. Reasons such as that all the main roads of the state would be converted into scenic highways, at an expense in defiance of constitution, and that naughty millionaires are to be put in charge would, we guess, cause Warner Grange to oppose the bonds were they submitted two years or ten years hence at a regular election.

## DESERTED SPOUSES FILE SUITS ASKING DIVORCE

ELIZABETH HUGHES AND ANNA RODGERS WANT RELEASE FROM HUSBANDS.

Two suits for divorce were filed here Thursday. Elizabeth Hughes brought suit against John Hughes, alleging that he had deserted her. They were married March 19, 1915, in Vancouver, Washington.

Anna Rodgers filed suit against Jack Rodgers on the same grounds. The couple were married in Woodland, California, May 22, 1915. She asks permission to assume her maiden name, Anna Kirchner. Each of the women, in her complaint says there is no property to be divided, and that there are no children.

## Grain Elevator Destroyed and German Plot Suspected

By Authorities

DES MOINES, April 17.—Five explosions, followed by fire, last night destroyed the grain elevator operated by the A. B. Fogarty company, resulting in destruction of property valued at approximately \$50,000.

The police said evidence had been obtained which indicated that a number of bombs had been placed in the building.