

# OREGON CITY ENTERPRISE

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## HIT THE LINE HARD!

The Enterprise will, from time to time, publish articles of a patriotic character from the pens of the brainiest men in the United States, who have drafted themselves into an organization called "The Vigilantes." Meredith Nicholson is the author of the following:

"The way to resume," said Horace Greeley, "is to resume." By the same token the way to make war is to fight. War is an exceedingly disagreeable business. Prolonged wars are disastrous. War means ruin and waste, and intelligent nations, once launched upon this unpleasant business, will get rid of it as quickly as possible. The sooner the United States strikes a blow with all the punch of its tremendous resources of men and treasure the sooner we shall see the world at peace again. President Wilson set forth in his message to congress a programme that thrilled the nation and evoked the praise of all the world that loves liberty and security. We have all stood beside the president upon those heights to which he has led us, slowly, laboriously, and with supreme patience through two and a half years in which we had been awed spectators of the old world's struggle. But we can not remain dreaming in the clouds. To put into full effect the noble aims and lofty aspirations expressed by President Wilson we have got to leave our ideals firmly planted "above the tide-line of the seas of time" and bestir ourselves in the plains and valleys and upon the seas to fight for them.

"The way for the United States to contribute to the quick termination of this war is by the prompt massing of its forces for blows that will count. We must hit the line hard, with all the vim of our one hundred million. We are beyond the point of fuming because we weren't prepared; we are not going to be caught napping again—but that is another matter! The great business of the American nation right now is to get into action, and when you are ready, Gridley, you may begin firing! We know quite definitely what we are fighting for: it is to save civilization and Democracy from extinction and make the world a comfortable and safe place for all liberty-loving people to live in. Incidentally we mean that this nation, which was not established or preserved without considerable letting of blood, shall not suffer itself to be trampled on by the rehanders of the house of Hohenzollern.

"The issue is clean-cut; there is no longer any debating about it. We are in the fight to the finish. We want to see peace restored as quickly as it can be won; but there must be no sidling, no feinting, no ducking responsibility. We must move forward like an army with banners, knowing that every blow struck is a blow for peace, and in this gigantic struggle a blow, verily, for the liberation of the very people we are fighting!

"Let us have peace! The way to an early peace lies through a war prosecuted with every ounce of pep this mighty nation can put into it."

## RECLAMATION OF MEN

The policy of reclamation has accomplished wonders for the agricultural industry of the United States. No longer does any one think of protesting against its fulfillment in that line of activity.

But when the thought that has achieved so much with an industry is applied to men, lo! there rises up here and there a spectre from past ages to protest.

The Enterprise has supported the passage of the bill providing an appropriation of \$100,000 a year for four years to be used in the improvement of the penitentiary because it believes in the reclamation of men.

That the stand of this paper is appreciated by the men most vitally affected by the passage of the bill is made clear in an article which appears in the May number of "Lend A Hand," the publication of the inmates of the Oregon State penitentiary, which reads:

"To those familiar with newspaper life it is nothing new to see a paper in a town or city take up the discussion of a public question on the opposite side taken by 'the other paper' in the same town, and for no reason except the fact that the 'other paper' has taken a position. This condition is especially apparent when 'the other' editor happens to be honored or made prominent in the matter discussed. A peculiar instance of that kind is now in evidence in Oregon City. The editor of The Enterprise, Mr. E. E. Brodie, was appointed on a commission to investigate the penitentiary and after an exhaustive survey, involving a trip through several other state prisons, Mr. Brodie joined in a voluminous report in which the necessity for a new prison in Oregon is set forth and in accordance with the recommendation of the legislature submitted a bill to the people for the construction of modern buildings to take the place of the old rotten, unsanitary buildings now used.

"Mr. Brodie's paper, The Enterprise, has so far supported this bill with intelligent argument born of thorough knowledge, and of course its rival, the Oregon City Courier, feels in duty bound to take the other side of the question. Like all advocates who join in a discussion without having principle or fact as a basis, the Courier flounders terribly and can find no argument to offer except the thread-bare ridicule of a hotel de luxe, with all comforts attached, for the attraction and encouragement of criminals. Such a view, expressed by only one other editor in the state so far as 'Lend A Hand' has seen (the Spectator) receives a very effective rebuke from the Enterprise."

## SECURED DESIRABLE AMENDMENT

Opposition to the attempt of the administration to clothe itself with every imaginable power under the guise of military necessity is voiced by Senator Frank B. Kellogg of Minnesota. Senator Kellogg called particular attention to the paragraph in the so-called espionage bill which, as reported by the committee, gave the president authority to make regulations governing the collection and publication of information concerning our military and naval operations, and then provided a very drastic fine of imprisonment for the violation of the executive regulations. "We should not go so far," said Senator Kellogg, "as to make the mere innocent collection of information a crime under this law, where there is no intent to use it to the detriment of the country." The Senator succeeded in convincing his colleagues that the bill was unnecessarily harsh, and at the conclusion of his remarks the word "collect" was stricken from the measure.

## LOANS TO IRRIGATION FARMERS

If congress gives its approval to the bill introduced by Senator Thomas Sterling of South Dakota much practical assistance will be extended to settlers on reclamation projects in raising maximum crops during the present season. The measure authorizes the recently created federal land banks to loan money on land under irrigation projects within their district. Senator Sterling has amply protected the banks by providing that existing liens on the land to secure the payment of installments under the reclamation act shall be subordinate to the mortgage given by the owner to the land bank. Mr. Sterling believes that such an extension of credit to the farmers of the west will be a real stimulant to them, and should result in a marked increase in the production of foodstuffs.

## THE BENEFITS

Farmers not residing on any of the roads to be improved under the road bond bill should not for that reason oppose the bond measure. With the approval by the voters of the bond issue, every such farmer will derive a two-fold benefit. In the first place, he will be brought that much closer to a hard-surfaced road. Secondly, the money now expended on the main roads will be available for the improvement of the connecting roads. Surely, the farmer, regardless of his residence with respect to the main trunk roads, cannot help but recognize that he will be benefited by the expenditure of funds raised by the proposed bond issue.

## FORUM OF THE PEOPLE

TUALATIN, Or., April 27.—(Editor of the Enterprise)—Tualatin citizens No. 111, P. O. H. goes on record unanimously opposing the \$6,000,000 bond issue.

ELLA SREDLING,  
Secretary.

## GEORGE HICINBOTHAM EXPRESSES VIEWS ON ROAD BOND MOVEMENT

OREGON CITY, Route 2, April 30.—(Editor of the Enterprise)—I suppose it is the duty of every voter in the state of Oregon, if they have any fixed views in regard to this \$6,000,000 road bond bill, to express those views publicly, so that we may all interchange views, and thereby come very near arriving at a just conclusion.

Every time I look over the map showing the way these roads are laid out, that come under the provision of this bonding act, it makes me mad. It is no wonder that the representatives of Multnomah county would consent to have all this system of roads built outside of Multnomah county, if they can pull off such a deal as that. Every hard surfaced road, terminates in Multnomah county. They come in from every side, east, west, north and south. Five hard surfaced roads terminate in that county, and then, apparently, for fear that Clatsop, Columbia and Hood River counties, would not be willing to come through with their part of the work, so as to make the sporting track for Portland automobilists satisfactory, they made provision in the bonding bill, that the commission should take sufficient money out of the road fund, to complete the road-through these three counties, without the counties doing any more at them. Then, beginning at the southwest corner of Multnomah county, they ran a network of hard surfaced roads, away down south to Junction City, right along by the side of each other, showing on the map, about 1/2 to 3/4 of an inch apart.

The road up the Columbia is right along by the river and railroad for a long way, and is of no special benefit to the state, but is an actual detriment to all the main transportation lines along that route. The way the \$6,000,000 bonding bill is worked, the highway commission has no particular discretion about these hard surfaced roads, they are all marked out, and then specified, and the money derived from the sale of those bonds, is required to be used in building these roads, and paying the interest and principal on the bonds, and in other expenses in connection with building these hard surfaced roads, and in case the funds belonging to this bonding bill is short, at any time the interest or principal payments are due, the commission is authorized to pay the same out of any funds in its control without regard to the origin of said funds, thereby requiring them to pay the interest and principal payments on these bonds, out of the one-fourth mill state road tax, or out of the funds provided by state bonds, for cooperation with the federal aid fund, for building post and forest roads, if necessary.

Now, the hard surfaced roads are confined to just a small portion of the state's surface, and all the rest of the state is all marked up with post roads and forest roads, but provision for the building of these roads, and financing the cost of the same, is very gracious, left at the discretion of the county courts, the highway commission and the federal engineers, after the hard surfaced roads have been cared for. A double license tax on every automobile in the state, is required to help build these hard surfaced roads, and keep them in repair, and pay this great interest every year, but not one dollar of this automobile license tax can be used to assist in making these post or forest roads, which are of so much interest to the farming communities, and the poor people of the state. What justice is there in asking and demanding, that every automobile owner, all over the country, should pay a heavy license tax to help build that hard surfaced road, placed where it is when their own roads are so bad, that lots of them can't get within 40 miles of the hard surfaced roads, in the wet season. How are we ever going to get good roads for ourselves, if we have to pay such a heavy road tax every year, to keep up that pleasure road, that does us no good? I see there are some, just those who are living right by the side of the designated hard surfaced road, I suppose, who are objecting to the stand that C. E. Spence is taking against this bonding bill, but Mr. Spence is working for the interest of the farming and laboring community of the state, and these men that are finding fault with him, are, I am sorry to say, showing strong signs of self-interest. It is not to the interest of any farmer or laboring man to vote for this bonding bill, unless he has property right close to a road designated as a hard surfaced road. Let us turn it down at the election, and the next time we will try and get a more just deal for the good of all.

GEORGE HICINBOTHAM

## ADVOCATES OF GOOD ROADS PICK HOLES IN CASTO'S ARGUMENTS

(To the Editor of the Enterprise.)—I regret that my friend Mr. Casto feels as strongly against those who are doing their part to carry the truth regarding the proposed \$6,000,000 bond issue to the ears of the people. Every one has a right to hear both sides of every question and when we know that the opposition speakers have been making so many mis-statements it devolves upon some one to go out and tell the truth, otherwise some people might vote on the matter without a correct understanding of the principles involved.

We believe Mr. Casto's district is blessed with more scenery to the square inch than any other part of Oregon. We believe that the old south end road and the other roads leading south, Mt. Pleasant and Molalla roads are the equal from a scenic point of view of any roads that may be laid out along the banks of the Willamette, or any other river, but they are not as good from a general utility point of view as the road with a water grade.

Scenic value is not a consideration of first importance, but as Mr. Harvey G. Starkweather put it, "Where in Oregon can you find a market road, a trunk road, or any other kind of a road that is not a scenic road? That is the work of the Ruler of the Universe and not of man."

Oregon needs permanent roads and there is only one way to get them quickly—bonds. Our nation needs military roads. Oregon must do her part to provide this need. The road bill before the people happens to be the remedy for many a long felt want.

Forget our petty jealousies. Forget that the road does not run by your door yard and remember "The Golden Rule."

THE TWELVE DISCIPLES OF ROAD EFFICIENCY.

## MANY FARMERS RUSH TO AID OF COLLEGE IN DISTRIBUTION OF SEED

CORVALLIS, Or., May 2.—(Special)—Patriotic farmers of Oregon are responding to the splendid appeal made by the newspapers for information regarding seed. Many farmers are writing in to the Agricultural college for this seed information and their needs are being served at once, on information which has come from the appeal spread broadcast throughout the state by the newspapers in their efforts to promote production at this critical time.

E. L. Davis of Williams, Oregon, 2000 pounds of red Mexican bean seed, 300 pounds royal white kidney beans and 100 pounds golden Bantam sweet corn seed; E. Zielsch of Parker, Oregon, 150 bushels of Marquis wheat of good quality at a reasonable price; W. A. Persey, Falls City, fotsay wheat for shipment from Salem; Rodney Savage of Halsey, one sack red Valentine seed at reasonable price; J. H. Aldrich of Canby, four or five bushels of Minnesota No. 23 corn; Stout Bro's

Sheridan, Oregon, 12 bushels Minnesota No. 23 corn; H. D. Herndon, of Eugene, 200 pounds Minnesota No. 23 shelled corn; Chas. H. Hoyt, Jefferson, 50 bushels banner oats and three bushels Minnesota No. 23 corn.

Other lots have been reported and taken up. Still more information is needed on seed bean and silage corn. It is especially important to plant early varieties of high yielding types so far as it is possible to procure them, but it is more important to get every acre planted to some kind of crop and get the planting done as promptly as possible.

Information in this question is being steadily assembled by the college.

## SAYS FARMERS SHOULD NOT DEMAND ROADS RIGHT BEFORE HOUSES

OREGON CITY, April 28.—(Editor of the Enterprise):

Under date of April 19 there appeared an article from Wilhoit, signed, "A Simple Farmer," asking why a resident of the Wilhoit district should vote for the road bond issue. The only answer that appeals to me is to ask the question, "Shall we condemn every proposition that presents itself simply because we as individuals are not directly benefited by an improvement?" If that question is answered in the affirmative then a voter might object to paying state taxes because he is not directly benefited in maintaining the two large insane asylums of the state, simply, because he is not in that institution himself and the same principle would apply in the maintenance of the reform school, penitentiary, State University, State Agricultural college and State Normal school, and in fact all institutions that draw from each individual taxpayers a certain portion of the annual expense. The writer has no children to educate, and still he is called upon each year to pay more than \$200 annually in special school taxes in the several districts where he owns real estate, to educate other people's children.

Nevertheless, that expense benefits the growing generation, and every intelligent citizen must look into the future, and do all in his power to enlighten our coming generation, and at the same time, assist in every progressive action that tends to develop the state and its citizenship.

It is true, that a man living in the Wilhoit district will not be benefited as much by the completion of the state roads, mentioned in the bonding bill, as a man who lives near those highways, but in any event, a person should be broad enough to assist in any improvement where it benefits the larger number, rather than the smaller.

As the law stands now, regardless of whether the bonds issue carries certain funds go into the State Highway fund. One source of the revenue comes from the one-fourth mill tax, which has been levied in this state for a period of four years. Under present valuations this tax amounts to \$220,000, per annum, and, in addition thereto, the automobile annual license fees on the number of licensed automobiles on January 1st, 1917, will bring an additional sum into the State Highway fund of \$340,000 per year, making a total of \$560,000 per annum from the two sources mentioned.

The secretary of state advised the writer that from present indications, taking into consideration the new automobiles being licensed each month since January 1st, 1917, that there will be during the year 1917, approximately 10,000 more automobiles than in 1916, and if that estimate of increase is correct, then the amount of annual license fees will amount to more than \$100,000 above the \$340,000 raised on the basis of the number for last year. But, in order to simplify matters, we are using as a basis the same number of automobiles as were licensed in 1916, although we know the number to be much greater.

The bonding measure mentioned, passed on January 4th, has a limitation as to the amount of that fund to be expended during the year 1917 to \$1,000,000, and for 1918, \$2,000,000, and the remaining sum to be expended the third year and thereafter. Now, if all of these bonds were used at one time and were drawing interest as specified in the law, the interest charge would be \$240,000 per annum. Deduct that sum from the yearly revenue of \$560,000 would leave \$320,000 for a sinking fund to care for these bonds, and, under the decision of the United States Supreme Court as handed down yesterday, a large increase in the property, subject to taxation, will again be placed on our assessment rolls, which will create an increase of the one-fourth mill revenue.

The additional automobiles acquired each year will greatly increase the fund from that source, so there can be no doubt in the mind of any intelligent person, but what the revenue will be large enough to properly care for each dollar that is used for road purpose under this bonding law, should the same be carried.

The bonding measure is so drawn as to cast the principal burden of the road bonds upon the automobiles of the state and not upon the taxpayers, and the average property owner is further protected in the constitutional amendment adopted last November limiting the increase of taxes each year to 5 per cent the preceding year.

The bonding measure further provides that the roads designated therein, and which will be improved, shall be state roads, and after the gradings and draining has been done by the

county, then the state highway commission places the foundation and hard surface thereon and maintains the state roads thereafter. Therefore, Clackamas county would be greatly benefited by reason of this bonding act, as it would take from the shoulders of the taxpayers of Clackamas County approximately twenty miles of the heaviest traveled roads, and which at the present time is costing the taxpayers approximately \$15,000, per year to maintain. This sum will be saved and used by Clackamas county with its own hard surface plant in building laterals into the agricultural districts.

It is true that the big railroad companies are quietly doing all they can to defeat the measure, as hard surfaced roads always cut into the revenue of those companies, and any means by which truck gardeners and freight producers can get to a Portland market by auto truck or smaller vehicle, under a less cost than railway and express companies charge, naturally causes the railway and express companies to resist the antagonistic competition.

If I have not presented sufficient facts and figures, I will kindly ask the farmer from the Wilhoit district to request the Commercial club of Oregon City to hold a road bond meeting at Wilhoit before the June election.

TAXPAYER.

## A. J. LEWIS TELLS WHY HE IS OPPOSED TO THE ROAD BOND MEASURE

MAPLE LAKE, May 2.—(To the Editor of the Enterprise)—I see by your issue of April 24, a request by a farmer of Wilhoit for information. Why he should or should not vote for the \$6,000,000 bond issue. He wants facts and figures and to eliminate personal ally, it is pretty hard to do that there is so much personality in the scheme, I feel I am not very competent to give advise on a matter of so much moment. But I can tell some of the reasons why I am opposed to bonding for roads because I think it the most extravagant way they could be built.

In the present instance we will pay nearly \$5,000,000 in interest on the bonds before maturity which would build 500 miles of road at \$10,000 per mile or in other words it will cost 62 1/2 per cent more under the bonding system than if the license money were spent directly on the roads.

In the last session of the legislature a bill passed as an emergency measure to meet the federal aid in case the auto license law was found unconstitutional and the millage tax was not sufficient for that purpose. This bill provided for a bond issue of \$1,900,000. The \$6,000,000 bond bill diverted the auto license and the millage to be used as a sinking fund and pay interest on the bonds and stipulated that the federal aid be met by the sale of bonds under this emergency bill.

This will make a total bond issue of \$7,900,000 if the new bill carried and if this were all we could grin and bear it. But it is conceded that it will entail a farther issuance of 20 of 40 millions more to complete the roads laid out. And should they be built as laid out, we would have a system of trunk roads, used chiefly by tourists and autocrats, and of little use to farmers and (small taxpayers).

My friend wants figures but they are about the most misleading things in the world. We can tell what the interest will be on a \$6,000,000 or \$8,000,000 bond issue at 4 1/2 per cent in 25 years, but when we come to figures what the auto license tax will amount to in that time we are up against it hard.

We are taking a grave responsibility if we place too much confidence on such figures. Now, I don't want to be personal, but I do want to say a few words that may sound that way. Mr. Benson has repeatedly given us to understand his position in regard to going in debt, 95 per cent of the business is done on credit and is approved by him telling us about the farmer who had rather be up to his knees in debt than in mud. And that explains why Oregon's mortgage indebtedness is \$35,535,000.

It was said that the seige at Verdun was not because of its importance as a strategic point but for moral reasons, and I believe lives lost there and suffering endured was justified.

If this bond issue carries the moral defeat will be the most serious part of it.

That is why it is being pushed so relentlessly not for the good of the farmer or the state, but to break down and destroy that bulwark that the granite and the farmers have so successfully defended in the past.

It was stated by a prominent attorney of Oregon City in a talk favoring the bond issue that of the money raised by the several counties that have bonded themselves to the limit only about 36 per cent of the money raised actually went on the roads. Might not such a thing happen again.

This road commission is a non-salaried one. Is it fair to ask these gentlemen to give their almost invaluable time and talents gratis. The laborer is worthy of his hire. These my friend are a few of the reasons why I am opposed to the bond issue.

A. J. LEWIS.

## SEVEN AMERICANS DIE

OTTAWA, Ont., April 27.—Seven Americans were killed in the first day of the battle of Vimy Ridge.

## CASTO COMES BACK; CHARGES UNTRUTHS IN ROAD BOND REPORTS

CARUS, April 30.—(To the Editor of the Enterprise)—I hold no brief toward any person or any paper that is out trying to do their part honestly and truthfully for the good of humanity. I admire such an one, and God knows we need them.

We all concede that every person should have an opportunity to hear both sides of every question, and that is why we invited the Live Wires to send two disciples to Carus precinct—that our people might hear both sides of the bonding issue. We were highly pleased and we appreciate the addresses of these men. As regards mis-statements; no doubt the disciple who wrote the article in Friday's daily, remembers the report made to your valuable paper as regards the sentiment at the Carus meeting. Wonder who made that report? And was it a true statement? And how about the statements regarding Mr. Worsley's meetings, and those of Mr. Spence in Hood River county? If the truth were known I am inclined to think that mis-statements by the supporters of the bill would, at the least, even up with the opponents.

It is true and the people of Oregon are proud that all roads are scenic roads. But some routes are more beautiful and pleasant than some others and, as singularly as it seems, the roads as proposed in the present bonding proposition, follow the latter courses. We firmly maintain that "scenic value" and not "general utility" is and has been the matter of first consideration in selecting these routes.

Sure, we all say, Oregon needs permanent roads. But not necessarily "quickly." Let's go somewhat slowly and "pay as we go" then we will have gotten Oregon "out of the mud" and kept her out of debt too.

The distinguished disciple says the people should vote to build the proposed roads for military purposes. It is difficult for me to "catch the drift" of his lines of reasoning. Were the kaiser to capture the Willamette and Columbia rivers, the S. P. and O.W. R. & N. railroads how could we hope to hold the Pacific and Columbia river highways which parallel them? Should he not capture them why should we need these highways? Surely our troops and war supplies would be transported on the railroad and rivers. What Oregon needs to help the war situation is better roads to the farms, better laterals so that the products can be moved expeditiously to the market centers and shipped to the soldiers. We should not spend all our money on the tourist roads as is contemplated in the proposed bonding bill. So many people are "losing their head" over this tourist fad.

The disciple asks me to forget that the proposed roads do not run by my door-yard. Personally I do not care for a hard surfaced road in my district. It is not a practical farmers road, and I have it from a friend who has driven motor vehicles for 13 years that an asphalt pavement or any pavement on which there is tar or crude oil products takes the miles out of tires much more rapidly than does a crushed-rock or gravel road. Also the heat of a pavement, even of a concrete pavement, rapidly takes the life out of rubber tires. Horses feet are required to be specially prepared for concrete roads, and it is not business policy for a farmer to have a team for the road and one for the fields.

Again he says "forget my petty jealousies and remember the Golden Rule." Such stunts as has been "pulled off" under former road bond issues in Oregon is pretty hard to forget. The bond-buyer's and paving company's "Golden Rule" is "Do them while the doing is good."

R. L. CASTO.

## GERMAN DESTROYERS SHELL RAMSGATE BUT ARE DRIVEN TO SEA

LONDON, April 27.—German destroyers attacked Ramsgate last night, the war office announced today. A large number of shells were fired, but the destroyers were driven off by land batteries.

The official statement follows: "The damage and casualties occasioned by the enemy during the bombardment of the east Kentish coast last night are:

"Killed, one man and one woman; injured, one man and two women.

"Damage was done 21 dwelling houses and two stables. One horse was killed."

Although the bombardment was the heaviest Ramsgate has experienced in various attacks during the war, the damage was relatively small, says an Exchange Telegraph dispatch. More than 100 shells fell in the town, but only 10 houses were seriously damaged.

The night was dark but the town was illuminated by the shell fire.

## BOYS CAN'T ENLIST

WASHINGTON, April 27.—The appeal of war afloat to American youths has brought the navy such a flood of enlistment applications from boys that Secretary Daniels has issued a statement announcing that no one under 17 years of age will be taken into the service.