

# OREGON CITY ENTERPRISE

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### THE PRICE OF PEACE.

Few men have pointed out more forcefully the necessity of fighting a mighty, decisive war against Germany than Hapsburg Liebe, of the Vigilantes, who says:

"Some very wise man declared recently that he was for peace at any price, and he added that the price of peace was war. He's right about that. The price of peace now is war. Had we begun to prepare three years ago, it might have kept us out of war today; but we didn't prepare.

"About half the people, I think, believe that Germany is on her last legs, and that she has drawn the enmity of the United States against her because the greater the forces to which she surrenders, the greater the salute to her wounded military honor.

"These people do not understand. They don't know German efficiency. They haven't stopped to consider the illuminating facts that the news that filters across the Atlantic is censored by censors of the Allies and that most of the war correspondents are with the Allies and therefore sympathizers of the Allies. The truth of the matter is that Germany is far from being on her last legs. There is no end to German efficiency.

"I want to ask you this question: If German wins in this great war, just what will happen to America?

With belligerent Mexico to the south of us, with a nation whose resourcefulness no man knows on the west—what will happen to America if Germany wins in the war?

"For Germany will need to replenish her coffers; and there will be no other way so quick and so easy as to replenish them with American money—and at the same time she would be getting even for the wrongs she thinks we have done her in sending men and munitions and food to the Allies.

"What other nation do you think would help us China? Tell it to the marines! The fact that nobody loves us is a distressing fact, but it is a fact just the same. Read that again; it's worth it.

"There are still too many people who think the United States can lick the world, too many people who depend wholly on the 'Spirit of '76.' The spirit of '76 is all right—with training and a good rifle, if it is assisted by plenty of aeroplanes, machine guns, far-reaching big guns, and submarines.

"An Utopian America, that's the hoodwink of the professional pacifist. I cannot understand why men who are so sensible along other lines will deliberately allow themselves to be blind to the fact that the world is not yet ready for an Utopian condition of things. There is too much of the animal in us now; we are not yet sufficiently far advanced in the higher order of intelligence. Brute force figures largely in the law of survival as yet, and so it shall be for another hundred years. The weak of this day must perish.

"As we are not loved by Europe, neither are we feared. And I say to you, brother, a nation that is neither loved nor feared cannot long keep out of war. So talk a mighty war for the nation's sake. And talk it especially to your Congressman. Don't be an Unamerican. Be an American!"

### A SLICE OF BREAD

A single slice of bread seems an unimportant thing. In many households one or more slices of bread are thrown away and not used for human food. Sometimes stale quarter or half loaves are thrown out.

Yet one good-sized slice of bread—such as a child likes to cut—weighs an ounce. It contains almost three-quarters of an ounce of flour.

If every one of the country's 20,000,000 homes wastes on the average only one such slice of bread a day, the country is throwing away daily over 14,000,000 ounces of flour—over 875,000 pounds, or enough flour to make over a million 1-pound loaves a day. For a full year at this rate there would be a waste of over 319,000,000 pounds of flour—1,500,000 barrels of flour—enough to make 365,000,000 loaves.

As it takes four and one-half bushels of wheat to make a barrel of ordinary flour, this waste would represent the flour from over 7,000,000 bushels of wheat.

Fourteen and nine-tenths bushels of wheat on the average are raised per acre. It would take the fruit of some 470,000 acres just to provide a single slice of bread to be wasted daily in every home.

To produce this much flour calls for an army of farmers, railway men, flour-mill people. To get the flour to the consumer calls for many freight cars and the use of many tons of coal.

But, some one says, a full slice of bread is not wasted in every home. Very well—make it a daily slice for every four or every ten or every thirty homes—make it a weekly or monthly slice in every home—or make the wasted slice thinner. The waste of flour is still appalling—altogether too great to be tolerated when wheat is scarce.

Any waste of bread is inexcusable when there are so many ways of using stale bread to cook delicious dishes.

### MORE TOURISTS

The Pacific Northwest will be brought into prominence this season among automobile manufacturers and owners as never before in its history, as an outcome of the getting together of the three states, Oregon, Washington and British Columbia, in the formation of the new Tourist association.

Everyone who has to any extent toured through the three states embraced in this movement knows that there is no part of the American continent which can offer more diversified scenery and attractions for the tourist, than this territory.

Climatic conditions are probably more conducive to the enjoyment of motor touring in the West, than those of any other section, especially of the East. The automobile is becoming more and more the family vacation conveyance. It is being used more extensively every day for the purpose of taking the entire family for their summer holiday.

Owners of cars have realized the advantages and the pleasures that are to be derived by having their own means of conveyance, where all their belonging can be taken along with them in making a tour of the country, and enabling them to go where they like, stop when and where they like, just as the fancy pleases them.

There is no doubt that the encouragement of this custom will prompt the automobilist of the East to bring his car across

the continent, especially as the highways become more accessible, and to explore our western states. This will probably have an effect upon the building and equipment of the motor car of the future.

This is without doubt the most important step ever taken taken by the automobile interests on the Pacific Coast, if not in America. The automobile clubs of all the principal cities, the dealers, the accessory men, and all who are interested in automobiling are taking a deep and active interest.

### LESSONS FROM RUSSIA

The easy-going bureaucrats at the war department were shocked when Joffre told them that he had taken the peasant recruits from Russia and in five weeks' training behind the lines had fitted them for aggressive warfare from the trenches. Our complacent military leaders have thought that a year at least was necessary for that purpose and with that they expected to turn away the French request for an early appearance of the Stars and Stripes on the firing line. Surely, what the slow-moving Slav could do is not beyond the possibilities of the nimble-witted Yankee; and the practical excuses for our delay are shown to be without basis.

### SAVE EXPLOSIVES

It is altogether likely that public sentiment will strongly support the suggestion that in the celebration of the Fourth of July, this year, all use of explosives and "fire works" be avoided. There are two reasons, either of which is ample justification for temporary discontinuance of a long established custom. First, we should conserve our supply of explosives. Second, general use of explosives would furnish cover for the secret use of destructive bombs. We can make up for lost time on the first Fourth after peace has been restored.

### MILITARY ROADS

The fact that the United States is at war with a foreign foe only furnishes an additional argument in support of the good roads bond bill. Improved and serviceable highways are a military necessity in time of war. In their present condition, even the main trunk roads in this state are entirely inadequate to meet the situation should the Pacific Coast ever be attacked by unfriendly forces. Good roads are not only desirable in time of peace but are positively indispensable when the country is in a state of war.

Milwaukie Grange at its last meeting revoked its action of a month ago, when resolutions were adopted opposing the \$6,000,000 road bond bill, and adopted another set of resolutions approving the bonds "as a step in the line of progress." Opposition to the proposed bond issue is being rapidly dispelled as the voters study the measure and acquaint themselves with its provisions.

## C. E. SPENCE ASSERTS BENSON'S IDEAS ARE STOP TO FAIR BIDDING

OREGON CITY, Route No. 3.—(Editor of the Enterprise.)—Bids were opened by the Columbia county court Saturday afternoon, April 21, on the construction of 8840 square yards of hard-surface pavement, connecting the towns of St. Helens and Houlton on the old county road. The specified type of pavement were bitulithic, asphaltic concrete, and a straight concrete pavement. Only one bid was submitted on standard bitulithic and that by the Warren Construction company at \$1.48 a square yard.

Only one bid was presented on the asphaltic concrete, the non-patented bituminous pavement, at \$1.38 per square yard, made by the Montague-O'Reilly company.

There were three bids on straight concrete pavement. E. J. Mills bid \$1.36 a square yard six inches thick. Lees Dock company, \$1.60 a square yard, and Montague-O'Reilly company at \$1.56 a square yard.

In a copy of a printed letter handed to Judge Hattan of Columbia county April 20, 1917, at St. Helens, Oregon, S. Benson is quoted as saying among other things that: "I will further state that on heavy traveled roads having excess of 1000 vehicles per day I am firmly convinced that if you get Warrenite or bitulithic at their going price, or asphaltic concrete free of cost, your maintenance over a fifteen-year period will make the asphaltic concrete the more expensive."

A copy of another printed letter, handed to the judge on the same date, addressed to C. C. Widener, Bozeman, Mont., states as follows: "Advise bitulithic over other pavements. First 60 miles bitulithic in Multnomah county. Price averaging 30 cents over asphaltic concrete." This letter is signed by Herbert Nunn, present state highway engineer under S. Benson.

The bids on the Columbia county road, about one mile, between Houlton and St. Helens, April 21, 1917, were: Bitulithic .....\$15,506.46  
Topekia mix ..... 13,963.68  
Concrete ..... 13,147.62

Topekia mix (asphaltic concrete non-patented) was \$1,542.78 lower than the bitulithic (patented) bid. This is the type of pavement used in California and also favored by the U. S. government. S. Benson is against it and in favor of the patented article.

The bid on the straight concrete pavement was \$2,359.54 lower than bitulithic. S. Benson favored rejecting this bid and putting in bitulithic. This concrete specification is the same as that used in Wayne county, Michigan, where there are more automobiles made than in any other place in the world. The best automobiles made are tested on this sort of pavement in and around Detroit, Michigan. S. Benson is against this type of pavement. He will tell you so.

What do all our laws against collusion between bidders and for open competitive bidding amount to when the chairman of the state highway commission and the highway engineer,

do not think that any paving but bitulithic (Warrenite) are worthy of consideration?

Talk about open competitive bidding. In Columbia county there was only one bid on bitulithic, and only one bid on asphaltic concrete. The bid on asphaltic concrete was at \$1.38 per square yard. Just about double what Clackamas county and Marion county did the work for.

The voters should know just what kind of a proposition they will go up against if the bond issue carries.

Here are some facts that should be borne in mind while considering the question: First—The Federal department forbids the payment of government money, either directly or indirectly, for royalty or premiums on any patented process or materials.

Second—The Federal government does not cooperate in any way in the expenditure of this \$6,000,000 paving bond issue.

Third—The present highway commission and the highway engineer will follow the same policy as followed in Multnomah county, which cost the taxpayers over \$200,000 patent royalties on some 60 miles of road.

Fourth—If the same policy is followed in the expenditure of the \$6,000,000 bond issue, it will cost the state \$1,990,000,000 in royalties.

Fifth—S. Benson believes that Warrenite is a "perfect paving." He said so at Forest Grove in a public meeting.

These statements are not intended as reflections on the members of the state highway commission, but they are facts, and should be considered as such.

Safety first! Vote "No" on \$15 on your ballot.

C. E. SPENCE.

## HELEN WOOSTER IS WRITER OF BEST ESSAY IN ROADS CONTEST

Miss Helen Wooster, of Estacada, was declared winner of the prize of \$7.50 awarded to the pupil submitting the best essay on the proposed road bonds. Following is the essay:

One of the greatest necessities in any state is good roads and this is something Oregon needs.

If we have no good roads how can transportation between the farm and city be carried on? It will certainly be very hard, and will make the farm products more costly.

Good roads will not be expensive to anyone because the taxes will be paid by the automobile owners, and they will save money in the future by not wearing out their tires and machines on bad roads.

The people in the villages that the paved highway will not reach, should be just as interested because in the future years the laterals will reach all of the neighboring towns and will greatly improve the communities.

## Is That So? Retort Folks at Jennings Lodge, Coming Right Back at Gladstone

JENNINGS LODGE, May 7.—(Editor of The Enterprise.)—We see in glaring caption in The Daily Enterprise of May 3, that the Gladstone city dads are up in arms against one John Doe, whom they say resides in Jennings Lodge.

We wondered if it is cajolery, sarcasm, imagination, vindictiveness, or just plain cussedness. So we asked P. D. Newell what he thought of it. Newell said the article showed more sarcasm than sympathy: That if there was anything to it, that John Doe probably in looking around for a dump place for garbage could not find a suitable place in Jennings Lodge but did find one within the city limits of Gladstone.

C. P. Morse said if they knew John Doe lived in Jennings Lodge and that he dumped his garbage in Gladstone they must know where to find him in less time than ten

years. Another citizen of Jennings Lodge said John Doe very likely hailed from Jennings Lodge and did it to retaliate on Gladstone for their having at various times tried to dump their garbage on Jennings Lodge in past times in the way of high schools, school district boundaries, water bond schemes, through routes to Oregon City, etc. The whole community of Jennings Lodge says "Iska bibble."

The Gladstone city dads seem to have a very good idea of who John Doe is for they say he is a low fellow; they even know him to be contemptuous and nonchalant; furthermore, he was a scallawag. No one could possibly be so well acquainted with another except he were his intimate friend and companion.

PACIFIST.

highway can be built through valleys and will not be such an expense.

If we have good roads in our state many tourists will visit it, and leave millions of dollars every year in Oregon. They will also praise Oregon in the east, which will make people enthusiastic to come out here and live.

If you, the voters of Oregon, want out state to rank as first in the union for good roads, cast your vote for the \$6,000,000 road bonds, which means much for the development of Oregon.

HELEN WOOSTER.

Seventh grade, Estacada, Or.

## SAYS MR. SPENCE HAS FAILED TO GET LATEST DOPE ON MR. BENSON

OREGON CITY, May 8.—(Editor of the Enterprise.)—Mr. Spence in his letter in your Sunday edition made a number of misstatements—or referred to things in connection with the proposed \$6,000,000 bond issue which have already been settled, and if Mr. Spence hasn't seen the statements, he should read "The Enterprise" every day and keep in touch with conditions.

About a month ago, Mr. Benson stated that the highway engineer would draw specifications for concrete roads, and if the cement manufacturer would make the price of cement so the contractor could make a low enough price on cement concrete roads, there was no reason why all, or at least a part of the road would not be built of that material.

About the same time, Mr. Benson stated that he was not in favor of a ten year bond; that a five year bond mission and that the lowest price will get the business. Of course, the Warren people will have a chance to bid, the same as all other contractors, but if they get the business, it will be at the lowest price.

The commission has gone on record as favoring the opening of all bids for work in the different counties, at the county courts of the various counties in the presence of the court members when the lowest bidder will be given the business or the commission will do the work itself by force account.

There is nothing wrong with the bond bill—it is protected on all sides for the interests of the public.

There is nothing the matter with the commission—it is composed of honorable business men who have professed business methods in the handling of their work.

The place when there is something wrong must be in the opposition for when they are repulsed from every other angle, there seems only one point left and that is to attack the reputations of someone, and why should the Warren people be brought into something with which they have no connection? No matter what their record may be—we are not interested. We are dealing with the present—with three honorable business men and the bond issue won't cost the taxpayer one cent—for principle or interest. Everyone should vote for the bill except Mr. Spence.

12 DISCIPLES OF ROAD EFFICIENCY

## MR. M'BAIN INSISTS THAT MR. CASTO DOES NOT YET UNDERSTAND

WEST LINN, May 4.—(Editor of The Enterprise.)—We will make an effort to explain again to Mr. Casto can "catch the drift" as he calls it. First, Carns people treated Oregon City people highly satisfactorily, but certain other people, guests of the Carns people were very careful to insult not only the Oregon City representatives but every other person working for the good road bonds by calling them "the paid tools of the paving trust." Our training has always been to "beware of the man who always thinks his fellow man a crook."

Second, if Mr. Casto will bring his good wife and any two other good

roads enthusiasts to Oregon City any Saturday and will give us at least two days notice of his visit, we will take pleasure in supplying the automobile to transport them all over the entire 20 miles of the Pacific Highway to be paved under the bond measure and if he can show us any other stretch of highway from Oregon's metropolis feeding more farms or farming lands and running through the county seat of Clackamas county, the writer will stop working for the bond measure in Clackamas county. Every road in Clackamas county is a scenic road and just because the 20 miles in question "are singularly more beautiful and pleasant than some others" doesn't make them any the less valuable for farm market roads when they are farm feeders and general utility roads, even more so than any of the others.

Third, we are not expecting the kaiser to capture any railroads in Oregon, but it would be an easy matter for one of the kaiser's many "American" spies to blow up one or more railroad bridges, in which event any wagon road available, whether paralleling the railroad or otherwise would be an asset to our government, more valuable for every mile hard-surfaced than the entire 600 miles of state road will cost, and it might be, who knows, Mr. Casto, that one of the patriotic men in our army at the other end of the road at that time "who would be" expecting his fellow countrymen and co-patriots to send supplies or relief by said wagon road.

We trust Mr. Casto will accept our proposed auto trip invitation.

B. T. MCBAIN,

For the 12 Disciples of Road Efficiency.

OREGON CITY, May 4.—(Editor of the Enterprise.)—I have been a resident of Oregon for about fifty years, and for twenty-nine have been an active member of the Grange. I have seen our state develop, and our roads improve since the ox-team period, and can see a more rapid improvement of our highways in the future (in the proposed bond issue should carry at the special election in June. I herewith submit my reasons for favoring the new order of things.

First: The two main traveled highways leading from Portland, one on the east side and one on the west side of the Willamette river will accommodate more farmers than any other roads that can be constructed in the state.

Second: The people of eastern and western Oregon should have an improved highway linking the two parts of our state that is divided by the Cascade mountains, as the old pioneer roads are only passable for about six months in the year and then can only be traveled with great difficulty.

Third: The Columbia highway to Astoria is partially completed and when finished will be used and traveled not only by farmers living all along that highway, but by thousands of farmers who reside in the Willamette valley and eastern Oregon while going to the coast.

Fourth: The highways mentioned in the bonding law are now maintained by the several counties and are partially improved by gravel and crushed rock and the constant wear by heavy travel, makes a constant heavy annual drain on the treasury of each county through which they pass.

Fifth: If the bond issue is carried these same roads become state highways and will be hard surfaced and maintained by the state, and thereafter relieve the county from further expense from additional tax.

Sixth: By taking the Pacific highway over and making it a state road the bond bill provides, Clackamas county year on that highway, which amounts to about \$18,000 annually which can be used in other sections of the county.

Seventh: The automobiles have been increasing in number in this state at the rate of 34 per cent on an average over each preceding year, and under

the law passed at the last legislature the license fees on automobiles will be increased to \$146,000 per annum. The one-fourth mill tax brings into the state highway fund \$220,000 annually or in all \$566,000 per annum.

Eighth: The State Highway commission will have the \$566,000 to spend on roads whether the bond issue is carried or not, but any improvement made will have to be maintained by the counties, as the adoption of the bond measure is the only way now open to make state roads, and free the country from maintenance.

Ninth: The increase in the number of automobiles each year will amount to a large sum in addition to the \$566,000 above mentioned, and if the expense of building state hard surface roads can be levied against automobiles, and the owners are willing to pay the bill, and thereby save heavy repair expenditures, then why should any reasonable voter object?

Tenth: The governor of the state, who has for years taken a deep interest in agricultural development, favors the bond measure from a good business and economic standpoint. Also most of the heavy taxpayers of the state including a large number of the granges favor the plan. All of whom are convinced that these roads can be built without increasing the tax levy one penny.

Eleventh: If the bond issue should carry only \$1,000,000 of the issue could be used the first year, \$2,000,000 the second year, the remainder thereafter, and if the number of automobiles increases in the future as in the past, this increase would care for all interest payments on the bonds, without disturbing the annual income of \$566,000 mentioned above.

Twelfth: If the bond issue should not carry, the state highway commission could not consistently expend any part of the annual income of \$566,000 in Clackamas county, because the law provides that this money should be expended by the state highway commission on main trunk roads. Mr. Spence is against the bond issue and speaks for our county and says, build market roads out into the country, and at the same time he knows that the commission is powerless, and can only build trunk roads as the law provides. Others see the importance of the situation and know that the law directs the commission to only improve main trunk highways, and not market roads, as that is the business of the county court. Then if the vote on June 6th is against the bond issue and the making of the Pacific highway a state road, we might just as well say goodbye to any help from the state highway commission.

If I were a member of this commission and the people by their vote in a county would say that they were opposed to trunk roads because they were a little scenic, I would say "Vox Populi, vox Dei" and would expend the state highway fund in the counties where it would be appreciated, on main trunk roads as the law now directs, and would say to the people of Clackamas county, you continue to follow the dictates of Mr. Spence, and continue to spend your \$18,000 per annum in the repair of your Pacific highway. We will not bother you.

PERMANENT CITIZEN.

## CLACKAMAS COUNTY CAN PASS BONDS OR GET NO IMPROVEMENT

Cement Concrete Preferred. WEST LINN, May 8.—(Editor of the Enterprise.)—The State Highway commission Monday favored cement concrete on two roads.

One to three miles of road at Sheridan, six miles in Jackson county. The highway engineer, Mr. Nunn, recommended cement concrete on these roads on account of the character of the soil. Our Oswego cement plant will possibly get the business. Why shouldn't an Oregon factory run by Oregon taxpayers from Oregon raw materials be favored? The State Highway commission is composed of business men and will handle this business for the state as any set of business men would.

12 DISCIPLES OF ROAD EFFICIENCY

## COUNTY ROADS MAY BE CUT DOWN IN WIDTH TO 30 FEET IN UMATILLA

PENDLETON, Or., May 9.—A proposal to cut the width of county roads from 60 feet to 30 feet is under consideration by the Umatilla County Council of Defense. It is claimed that 7500 acres of tillable ground will be added to the productive area of the county thereby. Other arguments are that it will eliminate the weeds which flourish along the sides of the road and will add to the county taxes.

Much favorable comment has been heard for the suggestion, farmers being of the opinion that a 30-foot road will be sufficient, even for the transportation of a tractor and combine.

CRUEL TREATMENT CHARGED. PORTLAND, Or., May 9.—Cruel and inhuman treatment is charged by Ethel Stewart in a suit for divorce filed against John Stewart. They were married at Oregon City in 1911. She asks the custody of the 5-year-old son, Donald.

GRESHAM TEACHERS CHOOSE

GRESHAM, Or., May 9.—The following will comprise the faculty of Union high school No. 2 for next year: Principal, Elmer F. Goodwin; teachers, Miss Lettie Gregson, Miss Pauline Abright, Miss Berencie Calway, Miss Stella Roper, Carroll V. Brauer, Homer F. Aker, Miss Georgia Cross, Miss Grace Hartley and Mrs. Ellen A. Pomeroy.