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ESTABLISHED 1866

TAX BILL PASSES HOUSE, OPPOSITION IS STRONG UNTIL THE VERY LAST

WASHINGTON, May 23.—The war revenue bill was passed by the house late today.

The vote on final passage of the bill was 309 to 76; present, four. The bill purposes raising approximately \$1,500,000,000 of revenue from taxation.

Democrats, headed by Speaker Clark and Floor Leader Kitchin, voted solidly for the bill.

Republican Leader Mann was among those voting nay.

In a final effort to summon all of his party votes to support of the measure, Democratic Leader Kitchin declared that he had been informed personally by President Wilson today that he did not desire changes in the bill in senate, as had been currently reported. Mr. Kitchin had appealed earnestly to all members to supply the president with money to carry on the war now that the country is in it.

"I would feel like a miserable coward," he said, "to impose a burden upon my children and my children's children to pay for something for which they were not responsible and yet refuse to take out of my pockets money for my share of the burden."

Republican Leader Mann insisted that the bill would raise too large an amount of money by direct and immediate taxes. He placed every possible obstruction in the way of the measure, even insisting on a roll call on a motion to recommit. It was defeated 246 to 161.

The house voted down 345 to 60, a motion to strike out the increases in the Leenroot income tax surtax amendment which it is estimated will be productive of \$66,000,000 additional revenue.

An unsuccessful effort also was made to eliminate the committee second class mail matter rate section which would increase March 1, 1918, the present flat rate of 1 cent a pound to a graduated scale ranging from 1 1/2 cents a pound in the first zone to 6 cents a pound in the eighth.

Two other graduated scales with further increases in rate would go into effect July 1 and November 1 respectively. The vote sustaining the committee was 256 to 150.

Mr. Kitchin voluntarily struck from the bill the proposed 5 per cent tax on advertising. It had been left in the measure for use in case of defeat of the second-class mail matter proposal to carry an amendment to tax newspaper advertising.

Representative McArthur was the only northwestern member today to vote against the passage of the Kitchin war tax bill. Following the vote, he made this explanatory statement:

"The bill is an economic monstrosity. Its retroactive tax, postal zone rates, penalties on manufacturing and taxes on ordinary living expenses which come out of the pocket of the consumer are altogether unsound.

"The bill also attempts to raise too large a percentage of the cost of the war by taxation, and not enough by bond issues. If enacted in its present form the measure will upset the business of the country and bring financial ruin to thousands of people.

"I trust the senate will rewrite the bill altogether and that it will be returned to the house in such form that I can finally support it, something I could not do as it passed the house today.

NEW LAWS ENACTED AT THE LAST SESSION ARE NOW IN FORCE

SALEM, Or., May 21.—All legislation passed by the recent legislature, save bills carrying an emergency clause, or referred to a vote of the electorate, becomes effective Saturday at midnight. All emergency measures became operative as soon as signed by the governor, and eight referred measures will be voted on by the people at the special June election. The remainder will be presented to them for consideration at the general election in 1918.

The military and insurance codes, the certificate of public necessity and boom acts, and bills extending the recall law to school directors, removing the property qualifications from electors voting for school directors, authorizing military training in schools, and vesting the public service commission with supervision over grains, are probably the most important measures that will become effective.

The insurance code is the product of the labor of the insurance commissioner, and a committee of prominent insurance men, appointed by the governor to draft a code on insurance. All classes of insurance come within its purview.

Both the certificate of public necessity and boom acts will be enforced by the public service commission. Under the former a public utility before entering business in a field already served by a utility must obtain a certificate of public necessity from the commission. If the commission, after investigation, concludes that the field is already adequately served, the certificate will be refused. Authority is granted the commission also to extend the service of a utility when it finds it inadequate. The boom bill vests the commission with power to regulate corporations organized to build dams and booms, drive and catch logs and timber products. Provision is made that such a corporation before engaging in business must first incorporate under the laws of Oregon, and obtain a franchise. Full authority is given the commission to prescribe rates for such corporations, and it may also revoke their franchise under certain conditions. It is believed that this measure will result in the improvement of many streams and that it will materially stimulate the timber industry.

Any high school may install a system of military training, under the provisions of chapter 383, by petitioning the governor through its school board. The petition must show that 20 or more boys of the school have made application to form a cadet squad, and after the system is established suitable credits must be given to students who pursue the course.

A chief deputy grain inspector, and also a registrar have been appointed by the public service commission to administer the grain inspection bill. This measure vests the commission with the power to inspect and grade grains, and also to regulate and fix the rates of grain warehouses.

Highway Board Declares Policy Bond Sentiment Takes Spurt Disciples Find Opinions Change

MAIN FEATURES OF COMMISSION'S DECLARATION.

- * No money for royalties for patented pavement.
- * Maintenance bond, but not to jeopardize open competition.
- * If bids on paving exceed engineer's estimate, state will do work.
- * Favor purchase by state of its own road material, when money can be saved, and furnish same to counties at cost.
- * Enable small contractors to compete, by state furnishing materials.
- * Prepare specifications for all types of paving, so that competition will prevail.
- * Favor use of cement whenever practical.
- * Meet with county courts in counties where contracts are to be let.
- * Recognize county road building plants, and permit counties to bid on state work.
- * In determining value and cost of roads, recognize initial cost of construction, life of road and annual maintenance cost as factors.

LOGAN, Or., May 19.—The announcement of a declaration of policy by the State Highway commission, through members of the good roads committee of the Oregon City Commercial club, here Friday night has unquestionably shaken the opinions of many Clackamas county voters who have been opposed to the \$6,000,000 road bond measure up to this time. Members of the committee, who have been dubbed locally as "the 12 disciples of road efficiency," are making a very active campaign for the bonding bill in every section of Clackamas county and during this week have used effectively a statement purporting to be signed by Chairman S. Benson and E. J. Adams, of the highway commission, and which sets at rest many of the doubts that have been in

minds of Oregon farmers during the campaign.

C. Schuebel and Wallace B. Canfield appeared here Friday night, and during his address Mr. Schuebel read the commission's statement, and made a strong argument for the bill. He handled the proposition from a local point of view, and explained that 20 miles of pavement would be constructed over the Pacific Highway in Clackamas county from the southern border of Multnomah to the northern border of Marion, and that almost the entire southeastern section of the county could reach the main artery of traffic by traveling from three to five miles, and that the county would have thousands of dollars each year, now being expended in maintaining the north and south road, to use on laterals. Mr. Schuebel also pointed out that the other north and south roads would have much less of a traffic burden to bear, if a hard surfaced road were constructed, and therefore the maintenance cost of the macadam roads would be materially lessened. He read the following statement as coming from the highway commission:

The commission will not pay one cent for any kind of pavement over and above its actual worth on the ground. If anything is attempted to be added to this, whether as royalty, unreasonable profit or otherwise, the commission will not allow or pay it.

To insure good, honest construction work, we favor a guaranty and maintenance bond for as long a term of years as possible, but not for so long a term as to jeopardize free competition.

State money must not and will not be paid to contractors for maintenance that is covered by their guaranty or maintenance bond.

Before opening bids or letting contracts, the state highway engineer must make and furnish the commission with careful estimates of the actual amount it would cost the state to do the work upon any project on its own account, and if the bids exceed this amount, then the commission will reject all bids and do the work on state account. Quality, quantity and cost must control.

We favor the use of convict labor in the preparation of crushed rock and other material as well as actual road work wherever the same can be used to advantage.

Wherever money can be saved, we favor the state buying cement, asphalt, and all other road material largely used in sufficient quantities to supply its own needs and also to furnish the counties at cost what they may need for their own work.

Wherever money can be saved by so doing, we favor the letting of contracts for the labor of putting the materials in place, the state to furnish the materials. This will enable smaller contractors to compete.

We insist that the state highway engineer shall prepare or approve all specifications for all types of hard surface, and that the same shall be in such form that full, true and real competition will prevail.

Cement being a home product, we favor the use of this product in all road and bridge work wherever it is practical and assure cement and concrete roads an equal chance with all other types of roads.

The commission has already determined that in receiving bids and letting contracts, it will meet with the county court in the county where the work is to be done and, sitting together, will receive and consider the bids.

Several counties already having road building plants, these counties will be asked to bid on all state road work done in their several counties.

In determining the value and cost of a road, we must recognize the following factors:

- First—Initial cost of construction.
 - Second—Life of the road.
 - Third—Annual cost of maintenance.
- These factors apportioned will give the annual cost of the road and that bid showing the lowest annual cost is the lowest and best.

Buying roads is like buying shoes, you may buy one pair for \$2 and another pair for \$5, yet the \$5 pair may be the cheapest because they cost less per day for actual service. So it is with roads. We do not want any poor roads. We want good roads, and as many miles of proper width to serve the traffic as our money will buy.

ALL MALE RESIDENTS BETWEEN 21 AND 30 MUST SIGN UP JUNE 5

PORTLAND, May 23.—Adjutant General White has had prepared a concise statement of what the war census draft is and what men it covers. It is as follows:

War Census Day—Tuesday, June 5, as named by President Wilson in his official proclamation.

Who Must Register—Every male resident between the ages of 21 and 30 years, inclusive. This includes aliens as well as Americans, Japanese, Chinese, Italians, Germans, English, Americans, and men of any other nationality, who are of the designated ages, must register. Aliens will not be drafted for war duty, of course, but a complete record of them is desired.

Who is Exempt—No male resident between the ages of 21 and 30 years, inclusive, is exempt from registering. Those to be exempt from military service will be determined later, but first all must register.

Where to Register—Registration must be made in the home precinct of the man registering. Register at your regular voting place.

Hours for Registration—Booths, at regular voting places in each precinct will be open on war census day from 7 o'clock a. m. to 9 o'clock p. m. Don't wait until the last moment. Register early.

Registration of Absentees—If you find you will be unavoidably absent from your home precinct on war census day, you should apply at the earliest possible date to the county clerk of the county in which you may be at the time whether in Oregon or elsewhere, who will fill out your registration card. He will then give you the card, which you must mail to the registrar of your home precinct, in care of the sheriff of your home county, in time to reach the registrar by war census day. The burden of having your card reach the registrar of your home precinct by war census day is on you.

Registration of the Sick—Men of military age who are too ill to go to the voting booth to register must send a competent person, before war census day to the county clerk to explain the circumstances, and secure instructions from the federal regulations which these officials will receive from the government.

Penalties—The penalty for failing to appear to register, or for giving false, misleading or incorrect answers, is imprisonment. There is no alternative of a fine.

FISH BILLS ARE ONLY MEASURES TO BE REFERRED

SALEM, Or., May 21.—Only two referendum petitions were filed with the secretary of state within the time limit after the session of the legislature, referring to the electorate the Rogue river and Willamette fish bills. A number of other petitions were presented for approval as to form soon after the legislature adjourned, but they have not been presented for filing and cannot now be filed.

MACHINERY READY FOR DRAFTING IN OREGON

HOLIDAY FOR REGISTRATION

SALEM, Or., May 21.—Governor James Withycombe, in announcing that he would issue a proclamation making "Registration day," June 5, a legal holiday in the state said: "I hope that the state will assist in making the day a magnificent demonstration of the unity of our country," said the governor. "Every individual who wishes to serve and to bring morally and patriotically united nation, both for the stimulation of our side of the case and the depression of the morale of our adversary, can contribute by helping make the day a great day in history."

Oregon's machinery for taking the war census is complete. Governor Withycombe has notified the provost marshal general at Washington that Oregon is ready.

Polls for registration will open at 7 a. m. and will close at 9 p. m. on Tuesday, June 5.

Every male from 21 years to 30 years, inclusive, in Oregon, must go to his election precinct and register. The law allows no exemptions. Aliens must register the same as native and naturalized citizens.

Oregon will hold a special general election on Monday, June 4, and the widest publicity can be had for the registration by personal contact with thousands of those who are eligible for registration.

Oregon has anticipated the order of the president and through Adjutant General White all the preliminary work has been covered. The sheriffs in every county have responded promptly and have perfected the organization in their respective districts.

All those subject to registration must appear at their usual voting precinct and there they will receive attention from the registrar in charge. In every election precinct in Oregon the sheriffs have designated some member of the election board as a war registrar, and this registrar has been authorized to appoint as many assistants as he may require, the number to be not less than five. The services of registrar and assistants are voluntary, the state giving no compensation.

No physical examinations will be made on the day of registration. That will come later. Note will be made, however, of the physical condition.

(Continued on Page 4.)

CANADA WILL FOLLOW OUR LEAD AND DRAFT CITIZENS IN SERVICE

OTTAWA, Ont., May 21.—Compulsory military service on a selective basis to raise immediately at least 50,000 and probably 100,000 men to make good the wastage in the Canadian army corps in France, has been proposed to parliament by Sir Robert Borden, the premier, who returned from England last Tuesday.

The prime minister declared that opportunity had been given to every man in the country under the voluntary enlistment plan to do his duty to the country and to the cause. Under this plan Canada had done well, he said. There had been dispatched 420,000 men for the Canadian force across the Atlantic. Including British, French and reservists, not less than 360,000 men had gone from Canada for overseas military service.

But more were needed, Sir Robert announced. There were under arms enough men to supply reinforcements to keep the five Canadian army divisions up to strength for some time, he said, but losses were great and provision had to be had for the future unless the five Canadian divisions were to dwindle to four, to three and to two.

The announcement of compulsory service was received with applause from both sides of the chamber.

SEVEN MILLIONS GO TO PORTLAND FOR WOOD SHIPS

WASHINGTON, May 21.—Contracts aggregating \$7,000,000 have been given Portland ship yards, as announced by the shipping board today. They are:

The Peninsula Ship Building company, four wooden cargo ships of approximately 2500 tons each and costing \$500,000 each.

The Standifer Ship Building company, 10 wooden steamers, costing \$500,000 each.

Further Portland contracts are under consideration.

FARMS AT \$1 APIECE TRACK BACK TO SOIL VINES TRAINED FREE

For the nominal sum of \$1 anyone along the line of the Southern Pacific may become a land tenant for production purposes. This is the announcement of Assistant General Manager Dyer to the several division superintendents, and the land embraced in the offer includes not only property along the right of way line, but also lots and tracts in the various towns. The only stipulation required is that the land shall be utilized for produce and that the railroad company shall be held free from damages arising from its use. The rental fee of \$1 is simply to protect the company's interests and title.

PARCEL POST SERVICE WITH NORWAY HAS BEEN ABANDONED BY GOVT.

Parcel post service between the United States and Norway has been ordered suspended "until further notice" by the postoffice department. The new rule, which goes into immediate effect, was ordered because of the shortage of adequate transportation facilities. Although it is not so stated, there is reason to believe that the parcel post service will be interrupted with other neutrals for the same reason.

LICENSE RATES ALSO JOIN IN UPWARD MARCH

Hunters and fishermen who have not purchased their licenses for the season are wearing mournful expressions because Monday morning Iva M. Harrington, county clerk and dispenser of the necessary licenses, will begin charging \$1.50 for them instead of the usual one dollar.

DRAFT REGISTRATION IS ON FOR THOSE OUT OF REGULAR PRECINCT

Four men signed in the office of Sheriff W. J. Wilson of Clackamas county Tuesday in compliance with the registration law, preliminary to conscription. These men are either employed in precincts other than their own or will be out of this city on registration day, June 5.

The men who signed Tuesday are George W. Thompson and his brother, Winfred A. Thompson, of Rose Lodge, Lincoln county, and Victor Jugg, and Edmund Honinger, of rural routes one and two, Oregon City.

Clackamas county has been ready for several days for the registration and upon the receipt of final orders, the signing of citizens will be begun the day following the special election, June 4. As far as possible members of the regular election board, acting on June 4, have been secured to carry on the work on the following day. Through the deputy marshals who have been appointed in each precinct, posters advising the people what questions will be asked, have been sent out in order to simplify the process of registration as far as possible. These will be posted in the polling places on election day.

Sheriff Wilson is receiving additional instructions almost daily from the adjutant general's office in Portland, and these are being put in shape and forwarded to the marshals.

PUBLIC SERVICE CASES SET

SALEM, Or., May 17.—Cases have been set for hearing by the public service commission as follows:

May 31, 11 a. m., Tualatin: Farm-croppers.

June 1, 10:30 a. m., Canby: Train service.

LANE PIONEER PASSES.

EUGENE, Or., May 18.—J. H. Bristol, a native of Pleasant Hill, one of the first children of the early settlers born there, died at his home near where his parents first located yesterday, at the age of 68 years.

Survey of Highway Begun State Board Directs Work Grades May be Lowered

To determine the extent to which changes would have to be made to provide a permanent and serviceable road between the southern boundary of Multnomah county and the west end of the Oregon City suspension bridge, C. M. Thomas and four assistants have undertaken a preliminary survey of that section of the Pacific highway. Mr. Thomas is working under the direction of the state highway commission which in turn will recommend any improvements to the county which they see fit.

Assisted by Milton Harris, Raymond Archibald and H. S. Carter of the Oregon Agricultural college and Carl O. Isakson of Stanford university, Mr. Thomas, who is a Portland civil engineer, has already made a general estimate of the changes he will recommend.

It is the belief of the engineer that at least one bridge between Oregon City and Oswego may be eliminated by the change in the course of the roadway which Mr. Thomas intends to advise. This is a bridge over Sucker creek, where by changing the course of the road and continuing it at a higher level than at present, the necessity of bridging the creek may be avoided.

Another improvement which Mr. Thomas hopes to be able to recommend will be the lowering of the grade on the stretch of road between the southern line of Multnomah county and the city limits of Oswego.

All notes and readings of the survey are being sent to the offices of the state highway commission in Salem, where they will be transcribed and returned to the county highway board. Mr. Thomas is being assisted in his work by the county surveyor's office.

It is estimated that the actual surveying will require two weeks' time, after which the transcribing of the notes and the plotting of the profiles will be undertaken at Salem. This work, Mr. Thomas says, will provide tangible material for the highway board to consider in discussing the proposed improvement of this section of highway and the maintaining of it as a serviceable section of the Pacific highway.

National Guardsmen Seize Suspicious Character Near Head of Bull Run Pipeline

On the suspicion that he was attempting to tamper with Portland's water supply, B. F. Garrhan was seized by members of the Oregon National Guard patrolling the Bull Run water reserve at 5:30 Thursday morning, and turned over to Deputy Sheriff M. A. Deaton of Sandy. Garrhan was brought to this city by Deputy Deaton, but after hearing his story and searching him, Sheriff W. J. Wilson released him.

According to Garrhan's story he spent Wednesday night in a deserted house in the reserve, and Thursday morning continued his trip toward the headworks, where he said he was going in search of work. When searched at the sheriff's office \$55 in currency

was found sewed into one of four undershirts that Garrhan was wearing. The man explained that he had been "rolled" so often by companions on the road that he was taking no chances any more. Sheriff Wilson, fearing that the four undershirts and three pair of trousers the man was wearing when arrested would not protect him from the spring weather, added an overcoat to his extensive outfit and the man was sent on his way with a warning to keep away from National Guardsmen and places of strategic importance.

Garrhan made no effort to escape when he was challenged by the guardsmen and said that he had heard work could be secured near the headworks.