

DEBATE IS BITTEREST ON LIQUOR FEATURES

WASHINGTON, June 23.—The administration food control bill, giving the president broad authority to control the distribution of food, feed and fuel for war purposes and appropriating \$152,500,000 for its enforcement and administration, was passed by the house late tonight after far-reaching prohibition provisions had been written into it.

The vote was 365 to five. Representatives McElmore, Slayden and Poun, of Texas, Democrats, and Meeker, Missouri, and Ward, New York, Republicans, voting in the negative.

The Webb amendment, authorizing the president to take over all alcohol and distilled spirits in the country for war purposes if he deems it advisable, was added to the bill just before it was passed.

The Webb amendment contemplates the seizure of any distilled liquors for redistribution to obtain the alcohol. Few members opposed it.

Representative Barkley's amendment to the food control bill, which would prohibit the use of food, food material or feeds for the production of alcoholic or non-alcoholic beverages during the war was adopted by the house today, 132 to 114.

There was a hot debate over the prohibition features. Wets and dries accused each other of unfairness, and Representative Meeker, of Missouri, a Republican, and Representative Kelly, of Pennsylvania, Democrat, got into such a row that their friends surrounded them to prevent a physical encounter, and then had the words they exchanged stricken from the record.

An amendment was adopted providing that all persons employed in the administration of food law, except those serving without compensation shall be appointed under the Civil Service law.

In the senate virtually no progress was made on the bill during the day. The leaders were unable to hold a quorum and consented to an adjournment after a short session devoted mostly to routine.

BEAN-BARRETT LAW DECLARED LEGAL AND BONDS MAY BE ISSUED

SALEM, Or., June 26.—In an opinion written by Justice Moore the supreme court today held that the board of control is legally authorized to issue bonds under the Bean-Barrett law, to match federal appropriations for highway construction, and issued a writ of mandamus commanding it to issue the bonds, totaling \$491,967.11, to match a like sum now available from the government.

The decision was the result of mandamus proceedings instituted by the state highway commission against the board of control, to compel the latter to issue bonds in the foregoing amount. Several highway acts were passed by the late legislature, and after a conference the commission and the board reached the conclusion that it was advisable to institute a friendly suit to clear up all ambiguity resulting from the passage of this legislation.

State Treasurer Kay has advanced the contention that the board of control could only issue bonds under the Bean-Barrett law, if sufficient funds were not available under the highway commission act, and the attorney general was inclined to agree with him.

The court held today that the tax raised under the highway act must be expended for the purposes enumerated in the act, and the automobile funds must be expended to pay interest on the bonds issued under the \$6,000,000 paving bill. The legislature, it held, contemplated that the federal appropriations should be met by the issuance of bonds under the Bean-Barrett law.

G. A. R. BURIES NEGRO

CORVALLIS, Or., June 27.—"Uncle Louis" Southworth, aged negro, former slave and Rogue River war veteran, died Sunday at his home in Corvallis. He was 87 years old.

Pershing's Advance Army is Safely Overseas, Trained and Ready to Enter Allied Ranks

WASHINGTON, June 27.—The advance guard of the mighty army the United States is preparing to send against Germany is on French soil tonight.

In defiance of the German submarines, thousands of seasoned regulars and marines, trained fighting men with the tan of long service on the Mexican border or in Haiti or San Domingo, still on their faces, have been hastened overseas to fight beside the French, the British, the Belgian, the Russian, the Portuguese, and the Italian troops on the western front.

News of the safe arrival of the troops sent a new thrill through Washington.

No formal announcement came from the war department. None will come probably until Major General Pershing's official report has been received. Then there may be a statement as to the numbers and composition of the advance guard.

Press dispatches from France, presumably sent forward with the approval of General Pershing's staff, show that Major General Sibert, one of the new major generals of the army, has been given command of the first force sent abroad, under General Pershing as commander-in-

chief. One thing stands out sharply. This is that American enterprise has set a new record for the transportation of troops.

Considering the distance to be covered and the fact that all preparations had to be made after the order came from the White House the night of May 18, it is practically certain that never before has a military expedition of this size been assembled, conveyed and landed without mishap in so short a time by any nation.

The only rival in magnitude is the movement of British troops to South Africa in the Boer war, and that was made over seas that were unhampered by submarines, mines, or other obstacles.

The American forces will be a net gain to the allies. It will throw no single burden of supply or equipment upon them. The troops will be fed, clothed, armed and equipped by the United States. Around them at the camp on French soil tonight are being stored supplies that will keep them going for months and more will follow.

General Pershing and his staff have been busy for days preparing for the arrival of the men. Despite the enormous difficulties of prepared-

ness and submarine dangers that faced them the plans of the army general staff have gone through with clocklike precision.

When the order came to prepare immediately an expeditionary force for France, virtually all of the men now across the seas were on the Mexican border.

The camp sites have been selected and details of the final training to be given before the move to the front begins have been worked out and the question of supply and transportation lines studied. Regiments of the National army composed of railway workers and engineers, will aid in that work. They, too, have been created in a few weeks' time.

The war department has no announcement to make as to General Pershing's disposition of his forces. Presumably that has been left to him to decide in conference with the French general staff and with officials of the British army.

The American troops will be an independent force, co-operating with the allies. It has been suggested that the American forces might be placed between the French and British forces as a connecting link, but the exigencies of the planned campaign will govern that question.

TWO DEAD RESULT OF COLLISION AT HOGAN

E. C. Lindsey, aged 62, was almost instantly killed, and Mrs. Lindsey sustained injuries from which she died two hours later, when the automobile in which they were riding with their granddaughter, Miss Helen Metzger, was struck by a Portland Railway, Light and Power company mail train at Hogan station, just east of Gresham.

Mr. Lindsey suffered a fractured skull and a fracture of both legs. Mrs. Lindsey's injuries consisted of a fracture of the skull and a fracture of the left leg.

Miss Metzger also has a fracture of the skull and her condition is considered serious.

Mrs. Lindsey and Miss Metzger were rushed to Portland by the Ambulance Service company in an unconscious condition, and Mrs. Lindsey died without regaining consciousness.

The party were returning from Miss Metzger's home where they had been visiting Mrs. Grace Quick, daughter of Mr. and Mrs. Lindsey. They had crossed a bridge across Johnson creek and were going down the slight grade. At this point the view of the track is partly hidden by the station house.

Miss Metzger was at the wheel and it is thought that she became confused when she saw the train bearing down upon them and lost control of the car. The automobile was struck squarely on its left side and carried about 400 feet. The automobile was completely wrecked and the gasoline tank was torn open, spreading the oil over the mail car. Before any attempt could be made to quench it, the car was a mass of flames.

The victims were buried beneath the wreckage, but were not injured by the flames. Mortimer Vanhan, in charge of the car, was nearly suffocated by the fumes and is in a critical condition at his home in Milwaukie. The trail car was cut off and backed to a point of safety, but the front car was burned to the trucks.

Dr. H. H. Hughes of Gresham was rushed to the scene of the accident and administered first aid. The injured were taken from the wreckage to the home of W. H. Black and were later taken to the Good Samaritan hospital.

Mr. Lindsey was 64 years old and was formerly in business in Gresham for a number of years. He retired several years ago and became a successful contractor at that place.

Mr. and Mrs. Lindsey were residents of Gresham for a number of years and were highly esteemed in that city. Miss Metzger has lived with her mother, Mrs. Quick, on a farm, which they had recently rented. They had purchased the automobile only last week and Miss Metzger was just learning to drive.

Miss Metzger was to have attended the wedding last night of her aunt, Miss Elsie Metzger, to O. E. Millison, of Overland, Kan.

The train was operated by Conductor J. J. Shipley and J. A. Vanham, motorman. The train was not thought to be traveling at an excessive rate of speed, according to Mr. Black, who is the only witness to the accident, besides the train crew.

Among the passengers on the train at the time of the accident were: William Jones, of Estacada; J. C. Stanton, 390 Vancouver avenue, Portland, and H. E. Sylvester and wife, of Clackamas.

Coroner Smith has taken charge of the bodies and will hold an inquest on Saturday.

Mr. and Mrs. Lindsey are survived by two daughters, Mrs. Grace Quick, of Gresham and Mrs. Pearl Erickson, of Warren, and a son, Ben Lindsey, who is in the automobile business at Nampa, Idaho.

FRED WILSON OF THE DALLES IS CIRCUIT JUDGE

SALEM, Or., June 23.—Governor Withycombe today appointed Fred W. Wilson of The Dalles as circuit judge for the Seventh judicial district, comprising Wasco and Hood River counties, to fill the vacancy caused by the death of Judge W. L. Bradshaw. Mr. Wilson was formerly district attorney for the Seventh district.

M'ADOO IS APPRECIATIVE

WASHINGTON, D. C., June 25.—(To the Editor, Morning Enterprise.)—The Liberty Loan campaign was essentially one of education, and without the generous and patriotic support of the press of the Nation the hope of those in charge that it would be a popular loan would not have been realized. The untiring efforts of the newspapers throughout the campaign were a constant inspiration to the various other groups of workers. At a time when news space was at a premium the Liberty Loan was featured at length.

Newspapers and magazines, in their news, editorial, and advertising columns, fought for the success of the loan every step of the way. The foreign-language press, in 36 languages, gave daily proof of the undoubted loyalty of peoples of foreign birth.

WILLIAM G. M'ADOO,
Secretary of the Treasury.

MOORES IS NAMED TO SUCCEED PUTNAM AS PRIVATE SECRETARY

SALEM, Or., June 25.—Chester Moores, automobile editor of the Oregonian, is scheduled to succeed George Palmer Putnam as private secretary to Governor Withycombe, and if the present program is carried out he will assume his duties September 1. The resignation of Mr. Putnam will become effective August 1, and in the interim Miss Esther Carson, assistant private secretary, will be secretary.

Mr. Moores is the son of C. B. Moores, formerly chairman of the state Republican central committee, and who was a candidate against Secretary Ottcott at the 1916 primary election. He is a son-in-law of Judge J. C. Moreland, who is clerk of the supreme court. He was a candidate for the secretaryship when Mr. Putnam was appointed. Miss Carson served as private secretary when Mr. Putnam was in service on the Mexican border. Because of the capable manner in which she handled the work, it was believed until recently that she would be permanently named to succeed Mr. Putnam.

LOCAL RAILWAY LOSES HEAVILY IN PAST YEAR

SALEM, June 27.—The Willamette Valley Southern Railway company, which operates a line from Oregon City to Mount Angel, did a losing business in 1916, according to the company's annual report filed with the public service commission. Operating expenses for the year amounted to \$62,165, while operating expenses ran up to \$69,227. After taxes and interest and other items were paid the total loss for the year amounted to \$61,457.

District Attorney Hedges Wins Decision Before the Supreme Court on Appeal

The reversal by the supreme court Tuesday of the circuit court decision in the case of the appeal of the Weyerhaeuser Land company marked the close of a case that has been watched closely by the timber interests of the entire Pacific coast. Tuesday's decision is a clean cut victory for the district attorney's office, and is the sixth successive victory won in the state supreme court by District Attorney Gilbert L. Hedges.

The Weyerhaeuser appeal was argued before the state supreme court by Gilbert L. Hedges representing Clackamas county and C. L. Starr, for the land company. Hedges was assisted by deputy district attorney Thomas A. Burke and H. B. Beckett while Starr had the assistance of Littlefield and Maguire. County Assessor J. E. Jack and Deputy Assessor G. F. Johnson also assisted the county in securing the reversal.

A petition was filed by the Weyerhaeuser Land company on September 19, 1914, with the board of equalization of this county praying for a reduction on the assessed valuation of about 65 sections of land valued at \$188,145 by the assessor.

Following the denial of the petition by the board, the company appealed to the Clackamas county circuit court which fixed the valuation at \$92,502. It was from this decision that the appeal was taken, which was met by the argument that the land was assessed at its true value whereas all other property in the county was assessed at only 68 per cent of its value.

The cause in this case was made by Mr. M. G. Nease, employing M. L. Stoddard, C. A. Hart, L. Clarke and L. W. Olinger as counsel. The court sustained the assessment and county cruise only on two of the parcels of land covered by the petition, and in these two cases the county cruise was



DISTRICT ATTORNEY GILBERT L. HEDGES

approximately the same as the high cruise of the other men.

District Attorney Hedges said in part in the brief of the appellant: "This whole matter is of the most vital importance to Clackamas county, and also to the other timbered counties in this state. If the assessments placed upon timber lands are to be overturned upon such flimsy and inaccurate evidence as has been introduced in this case, then the county officials might just as well turn over the assessment books to the timber companies and permit them to make their own assessments and valuation."

District Attorney Hedges Tuesday afternoon expressed considerable gratification over the outcome of the case and said that it was a "victory for the small land holder."

"I always have held and still hold," he said, "that unless the timber barons pay the assessed valuation the money must come from some place and the small holder is the one who must pay."

WILBUR CASE ARGUED BEFORE THE SUPREME COURT OF THE STATE

SALEM, Or., June 25.—The case of Julius Wilbur, owner of the notorious Friars club at Milwaukie, was argued in the supreme court Wednesday afternoon by Attorney General Brown and District Attorney Hedges of Oregon City, representing the state, and Attorney C. W. Fulton representing the defendant. Wilbur was arrested and convicted for selling intoxicating liquors. He appealed to the supreme court from the conviction on the grounds that the indictment against him was faulty because it did not name the person to whom the liquor was sold and that the court erred in charging the jury that the principal could be found guilty for an act of his servant.

Beer Case Is Bomb; Filled With Powder

FORT SNELLING, Minn., July 27.—Sentries at Fort Snelling found 60 sticks of dynamite hidden in a beer case on the reservation today. They saw a mysterious person running along the brush some distance away. He escaped. Investigation revealed the case of dynamite, enough to shatter the entire camp. The alleged dynamite wore shabby khaki and is believed to have made his way into the reservation disguised as a soldier.

Sheridan starting hard-surface good roads paving plans, and demanding that only the best be laid as being the cheapest in the end.

Lebanon—Paper mill to add extra shift July 1.

LIVE WIRES, IN NIGHT ATTACK ON ESTACADA, CEMENT FRIENDSHIPS

ESTACADA, June 26.—Fourteen automobiles rolled into Estacada early Tuesday evening, and rolled out again at a late hour, after a dinner at the Estacada hotel and a talk feast that included everything from patriotism to pigs.

Ever since the Live Wires of the Commercial club commended their various pilgrimages to country districts, they had Estacada as their ultimate objective, and 65 of them took the trip. The roads ere fair, the weather ideal, and the dinner satisfying.

One hundred and fifteen people were served, many members of the Farmers and Merchants' club of Eastern Clackamas, and their wives, being present. Walter Givens, he of the silver tongue, presided, and promptly turned the meeting over to O. D. Eby, president of the Oregon City club, who in turn, presented the orators and near orators of whom the Falls City boasts.

The Live Wires carried through their routine reports and Grant B. Dimick made a real speech, full of humor, replete with funny stories, coupled with some serious advice along agricultural lines. The whole affair was calculated to make a better feeling between the people of the county seat town and the residents of Eastern Clackamas.

SUBSCRIPTIONS MOUNT IN LAST HOURS OF THE RED CROSS CAMPAIGN

The total subscription of Clackamas county for the Red Cross fund was not available at a late hour last night, for contributions were still being received. The amount reported to headquarters is about \$12,000 with the amount in Oregon City forming about \$7,000 of this.

There are over a hundred districts that have not filed complete reports. Among the subscribers Tuesday were the Elks Lodge, \$100; Masons, \$25; Rebekahs, \$10; I. O. O. F., \$25; W. O. W., \$20; Commercial club, \$50.

The reports of the committees to date follow:

- Dist. 3, Canemah, \$44.17; Dist. 4, \$39;
- Dist. 20, Macksburg, \$122.50; Dist. 26, \$35.50; Dist. 15, Beaver Creek, \$101.90;
- Damascus, \$112.25; Dist. 31, \$40; Dist. 37, \$39.50; Dist. 46, Sandy, \$317.50;
- Dist. 48, Parkplace, \$102.20; Dist. 55, \$100.50; Dist. 63, \$61; Dist. 64, Clackamas, \$221; Dist. 73, New Era, \$100;
- Dist. 81, \$36.30; Dist. 92, \$60.05; Dist. 107, \$36.70; Dist. 305, \$48.50; Stafford, \$70.50; Oak Grove, \$316.17; Logan (partial), \$29; Bull Run (partial), \$28; Oswego, \$636.40; Estacada, \$1,025; Concord, \$109; Lakewood, \$130.25; Redlands, \$117.80.
- Dist. 32 (partial), \$13.75; Dist. 38, \$66.50; Dist. 42, Cherryville, \$1.00;
- Dist. 43, \$82.50; Dist. 52, \$53.75; Dist. 78 (partial), \$13.50; Dist. 84, Mulino, \$83.70; Dist. 94, \$50.10; Dist. 107, \$36.70; Dist. 121, \$25; Dist. 34 and 105 (partial), \$500; Dist. 1, Milwaukie, \$30.75; Dist. 87, \$3.

The following districts have increased their amounts to the following:

- Dist. 3, Canemah, \$55.02; Dist. 4, Logan, \$67.50; Dist. 28, Concord, \$117.10;
- Dist. 46, Sandy, \$344.50.

ACKERMAN IS AGAIN ELECTED PRESIDENT OF STATE NORMAL SCHOOL

SALEM, Or., June 21.—J. H. Ackerman was reelected president of the State Normal school at Monmouth Wednesday for a three year term by the board of regents, who held their annual meeting at Monmouth. Mr. Ackerman has been president of the school since 1911.

Contracts were signed for the construction of an extension to the main building, for which the last legislature appropriated \$25,000; and for a cottage dormitory for women, which will cost about \$10,000. The money for this dormitory comes from the savings of Miss Todd, superintendent of the girls' dormitory, during a long period of years. It is the "profits" from the dormitory.

THREE AERO SITES CHOSEN

WASHINGTON, June 27.—Three additional training camps for army aviators will be established, according to a war department announcement, at Fort Worth, Dallas and Wichita Falls, Texas.

OSWEGO IS TO BE THE CENTER OF INDUSTRY

PORTLAND, Or., June 22.—The old blast furnace and smelter plant of the Oregon Iron and Steel Company, occupying five acres of land along the Willamette river at Oswego were purchased outright yesterday by William Pigott, of Seattle, head of the Pacific Coast company interests in this section, with the prospect that it will be placed in shape within about 60 days for the manufacture of pig iron.

This development is of great significance to the shipbuilding industry of Portland and environs as the making of pig iron is the very basis of the steel industry.

At the present time Pueblo, Colo., is the only city west of Duluth and Chicago which is manufacturing pig iron, and as a result of this situation great quantities of manganese ore, mined in southern Oregon, has been sent all the way to Chicago to be smelted.

There are a number of steel roller mills on the Pacific Coast—at Los Angeles, San Francisco, Sacramento, Seattle and Vancouver. B. C.—and the Pacific Coast Steel company recently purchased 10 acres of land along the Willamette river below Portland, at Willbridge, where a roller mill will undoubtedly be erected ultimately to handle the pig iron to be turned out at the Oswego plant.

The big blast furnace at Oswego, which at the time of its construction was the only plant of its kind on the entire Pacific Coast, has not been operated since 1894, when the discovery of the Mesaba range ore in Minnesota reduced the price of pig iron so much that the Oswego furnace could not be operated at a profit.

The plant is of modern construction throughout, and was built at a cost of about \$300,000. Mr. Pigott said last night that perhaps \$100,000 would be spent in improvements before the plant is placed in operation, and that the renovations and installations would probably require about 60 days.

W. M. Ladd, president of the Oregon Iron & Steel Company, and A. S. Patullo, general superintendent, were laying plans recently to tear the Oswego plant down in order to sell the iron in its construction at the prevailing high prices. About that time Mr. Pigott came along looking for a plant site and looked the property over with the result that the deal for the purchase of the entire holding was concluded yesterday.

Mr. Ladd is understood to have sold the property at a reasonable figure with the understanding that the plant would be operated in the Portland territory and benefit the newly created shipbuilding industry.

ED FORTUNE IS PRAISED FOR HIS WORK AT CONDON

CONDON, Or., June 26.—The race meeting given by the business men at Condon recently was a most successful one in every respect. The weather was ideal and the crowds much larger than a year ago. But best of all, the races were top-notchers straight through.

Ed Fortune, who managed the meet, aroused the proper enthusiasm among the local people before the races opened and the town closed up for the occasion. They put up liberal purses and were out to see the events and brought their friends all with them. As the business men put up the money to make the events possible it is therefore only right that whatever money is spent by the crowd go to these financial backers and under Mr. Fortune's policy the usual horde of cheap fakery were barred out and every firm in town enjoyed a fine run of extra trade.

The races were well contested. Some of the best horses in the coast country participated and Mr. Fortune was emphatic in his praise of the horsemen for the manner in which they sent their entries to the wire and made the start. There were none of the long waits for races to start that have marred so many meets.

UNION OIL AIDS RED CROSS

SAN FRANCISCO, June 27.—The Union Oil Co. voted \$30,000 to be applied to the Red Cross campaign fund.