

OREGON CITY ENTERPRISE

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BOYS OVER HERE—OVER THERE



C. C. Selby, who arrived safely in New York Monday morning, wrote the following letter to his brother, Frank Selby of this city, just before his departure from France:

Nantes, France, February 24, 1919.

"Dear Brother: I am going to drop you a line to let you know that I am still alive and not exactly sorry of it. (Compre). The word in brackets means in French 'do you understand?'"

"Frank, what is the reason you never write me any more? You surely must have plenty of time.

"I am at a seaport and may get out of here some time this summer; not certain though.

"You may have thought there was a lot of red tape when you was in the army, but it was nothing to compare with what we have to undergo now. The very slightest offense is considered sufficient to send a man to a labor camp for six months or more. That they do not want us to go home is very evident to all of us. However, the officers are having a fine time, I think. Many of them have never been so well situated before in their lives and had Liberty Bonds to provide them with cars and gasoline. It is wonderful to see what is going on here, and we are all supposed to be patriotic and as economic as reasonably could be expected, but far be it from the actual fact.

"When I get home I am coming down to Oregon City, and will try to see you then and can narrate the thing, as I am not privileged to do now.

"Write me when you can.

"I remain,

"Your loving brother,

"C. C. SELBY,

Evac. Hospital, No. 1,

"Nantes, France."

(Selby arrived a few days ago in New York, and will soon be on his way to Oregon City to visit his parents, Mr. and Mrs. Selby, and other relatives.)

From second Lieutenant to first Lieutenant Henry Norris Schindler was promoted shortly after the armistice was signed. His recommendation had been sent in to headquarters before the end of the war, and as the young man was in the scrap up to the last hour, he was honored to the office of first lieutenant a few days following the signing of the armistice. Lieutenant Henry Norris Schindler is the grandson of Dr. and Mrs. J. W. Norris of this city, and son of Mrs. Daisy Schindler, of Oakland, Calif., and he has visited at the grandparents' home here on many occasions. He has been cited for bravery and has been in many of the biggest fights. He said on many occasions he learned to 'flop' at the right time when shells were coming thick and fast, and that they had become music to his ear. Much of his work had to be done at night, and was with the ammunition train. It was a part of his duty to take the ammunition on these trains to the various points where the fighting took place, and he has had many narrow escapes while on these trips.

Lieutenant Schindler entered the service at San Francisco, and received his training at the Presidio, and went to Camp Lewis with the famous 91st (Wild West Division). He was stationed at that place for about six months, where he married a Miss Clara O'Neill, a California girl. A baby boy, who has been given the name of Norris James, was born shortly before the father sailed for France, scored 100 per cent. at a recent eugenics test. The father is anxiously awaiting to see this youngster as he has grown considerably since the father left over a year ago.

Mr. and Mrs. W. B. Stafford received word Tuesday morning that their only son, Roy Stafford, who is with the Eighteenth Engineers' Railway company, had arrived in New York. Roy, whose home is at Mount Pleasant, was employed by the city for some time in the engineering department.

Walter Duney, who was one of the first boys of Oregon City to enter the service, and with the Eighteenth Engineers' Railway, when last heard from by his relatives, was enjoying life at Glenoble, near the Alps. As Walter was a member of the Eighteenth Engineers' Railway company, his early return is looked forward to by his mother, Mrs. E. J. Duney, of this city. As his name does not appear in the list having arrived in New York Monday morning, he will probably come in on a later steamer. He is one of the well-known and popular boys of this city.

Wallace McCord of Twilight, with Company F, Eighteenth Engineers' Railway company, arrived in New York Monday morning. Wallace has been looking forward to the time when he would "plant" his feet on the soil again in the old U. S. A. He has been holding a responsible position with the company in France. He is the only son of Mr. and Mrs. W. W. McCord of Twilight. His sis-

MACHINE GUN MAGGIE TO DO HER BIT FOR YOUNG SOLDIER BOY

Mr. and Mrs. R. L. Badger, who have recently sold their dairy farm at Beaver Creek, and will dispose of their dairy cattle at a sale May 7, are to sell one of their Chester White swine, the proceeds to go to a soldier boy in France. This soldier is Clarence W. Burrows. He enlisted when 17 years of age, and is now with the Army of Occupation. He has been gassed twice, but escaped being wounded. When last heard from he was near Coblenz. Among the fronts this young soldier has been on were Lorraine, Champaigne, Marne, Toul, and Verdun.

"Machine Gun Maggie Jiggs of Badger Farm" is the name honoring this Chester White swine that will be sold. "Maggie" and her three little mates were fed on a bottle after their mother had died of fever a few days after their birth.

The following poem has been composed by Mrs. Badger regarding "Maggie":

Machine Gun Maggie Jiggs of Badger Farm.

When Mary raised some little pigs, She called them Maggie, Father Jiggs, And Mutt and Little Jeff—the mife. These four pigs made a pretty sight About their feeding pan—and say They had warm milk eight times a day!

Now Mary loved to watch them grow But wee Jeff bit her fingers so. The mistress said "It will never do, You'll drink alone!" and they did too.

Three weeks lived Father Jiggs, Then over-ate, as greedy pigs Will to their sorrow, often do. And so his days on earth were few. Dead, lay he in the sleeping place, A smile upon his pigish face. Though Mary grieved, of all the pigs She ever loved best, Maggie Jiggs.

Dear Maggie, fair of form and face, So winsome in her pigish grace! Intelligence gleams from her eye, And Maggie's movements all are spry. Affectionate her heart, and true, The darlin' loves her mistress, too. There's bound to come a lonesome day At Badger farm with her away; For she's to be sold without fail May seventh—Badger's have their sale.

Proceeds of Maggie's sale will be sent to a lad, who o'er the sea As a machine gun man has fought On the big fronts; he must have shot Lots of the foes of Liberty.

"Fighting," says Mary, "some for me, And for your husband—R. L. B." "And so," quoth he, "it is but right. He have rewards for that big fight! And we must have a little part In cheering that young soldier's heart."

In a letter written by C. Roy Criswell he says: "The weather is fine here now, and the club for Oregon boys in uniform is fine. The state of Oregon gave \$10,000, and the business men of the principal cities have donated supplies, so we have a nice place to come to when we are at liberty. We get sandwiches and coffee at all hours; also cigarettes, candy, fresh fruit, writing material, two phones, two phonographs, and all in free. Oregon is certainly doing her bit for her men in uniform here, and we sure think it fine, and appreciate the people's thoughtfulness and generosity."

Roy Criswell has been in the naval service for four years in October, 1919, and overseas several times.

Among the boys' names appearing in the list returning and arriving in New York Monday and members of the Eighteenth Engineers are Lee Shannon, son of Mrs. Kate Shannon, of this city; William Strohmeyer, son of Mr. and Mrs. Strohmeyer of this city; Charles W. Nichols; William W. Kieling of Company E, whose home is in Aurora; Bert L. Van Cleve of Company E, Eighteenth Engineers' Railway, whose home is at Willemette; C. Rowley of Milwaukie; George Martin, who arrived on the Texas, and of Second Casual Company No. 1; Blake Bowland, son of Mr. and Mrs. John Bowland.

Mr. and Mrs. S. Mead of Twilight, are overjoyed, for they heard from their twin sons, Albert and Eddie Mead, Monday saying that they had arrived safely from overseas. They are with Company F, Eighteenth Engineers' Railway company. These two boys have been together continually since leaving here, and both are enjoying the best of health.

The name of Elmer E. Wilson of Sandy, appears in the list of the returned soldiers in New York from France. He is a member of the Seventh Regimental Field Corps.

PLANS ARE MADE FOR MEETING FRIDAY NIGHT

(Continued from Page One)

- F. L. Sanders 2,000.00, Larsen & Co. 250.00, J. G. Mumpower 200.00, L. Adams 200.00, J. R. Willis 200.00, J. E. Bonter 50.00, John Vinney 50.00, Lillian A. Gillett 50.00, Clara E. Gill 50.00, J. B. Johnson 50.00, Clarence Erickson 50.00, Iner Mortensen 50.00, F. C. Barker 100.00, R. B. Beatie 150.00, Mr. and Mrs. Fred Erickson 200.00, Alex Tomczewski and wife 500.00, Rose Tomaszewski 100.00, Alex Paterson 400.00, Thos. Paterson 200.00, Austin Nickels 100.00, Carl W. Muender 50.00, Frank Miller 150.00, Geo. A. Livers 50.00, C. A. Lewis 50.00, Henry E. Jones 100.00, Alfred Jaggar 100.00, Major C. Hunt 50.00, Eben B. Grant 50.00, Geo. Geer 50.00, Mary Agnes Freytag 200.00, Chris Fisher 50.00, Otto Erickson 100.00, Jesse A. Elliott 50.00, C. H. Dye 200.00, Joseph E. Cluett 550.00, P. Christianson 50.00, Raymond P. Caufield 100.00, W. I. Bowland 50.00, Harriet Baker 50.00, Fred K. Baker 50.00, Joseph G. Bancke 500.00, Margaret Beatie 50.00, Geo. W. Buck 250.00, S. B. Chipman 100.00, Clinton Cole and wife 50.00, A. R. Daus 50.00, John W. Draper 300.00, Fred Erickson 200.00, M. Agnes Freytag 50.00, Chas. F. Gottberg 100.00, Miriam Henderson 50.00, E. W. Hornshuh 500.00, John Johnson 100.00, May Kelly 100.00, A. S. Kleinsmith 50.00, Esther Larsen 50.00, Mabel Larson 50.00, Amos Leek 100.00, Mrs. W. R. Logue 1,000.00, A. D. McDonald 50.00, John Logsdan 50.00, W. J. Millican 50.00, Hue Matheson 100.00, C. P. Murray 50.00, Geo. B. Potts 200.00, Geo. H. Scouton 50.00, Elizabeth A. Shively 50.00, Roma G. Stafford 100.00, Clyde S. Stokes 100.00, I. D. Taylor 50.00, George H. Webster 200.00, Edwin Woodworth 100.00.

Lieutenant Cooper Back From France

Lieutenant Ray Cooper arrived in Oregon City Monday for a visit with his parents, Mr. and Mrs. R. H. Cooper. He recently returned from overseas and is on his way to Camp Lewis where he will secure his honorable discharge. He is on a 16-day furlough. Cooper left here with Company G, 192d Infantry, and was transferred to another company. When leaving here he was a sergeant and has been promoted to lieutenant. He saw much service in France and was for some time in England.

Lieutenant Cooper was with the old Third Oregon on the Mexican border.

When baking potatoes, prick a few holes in the skin and it will keep them from bursting.

Perhaps John Was Right

A week ago our friend John L. Etheridge, in a red hot telegram to Oregon City, expressed his opinion of what he termed "the hogghishness of Portland."

We believe John was right. Sunday the battleship Oregon, pride of our state, came into Portland harbor. Arrangements were made for an excursion down the river to greet the famous old battler and a select party of Portland people were on hand picked to meet the craft that bears the name of the best state in the union.

With her customary program of isolation, Portland forgot that the Oregon people who do not live in the metropolis are interested in the battleship and not a single person, except those so fortunate to live in the corporate limits of Portland, was included in the party, save the Governor of the state.

The battleship Portland—we mean the battleship Oregon—steamed into Portland harbor to the accompaniment of hurrahs from the people of Portland alone.

There are thirty odd counties in the state who might have been represented. There are several state wide organizations in Oregon who would have been proud to designate someone to stand up and be counted for them, but they were not invited.

Like its predecessors it was exclusively a Portland affair, and yet Portland is just about the only city in Oregon that is so far behind in the effort to secure Victory Loan subscriptions that Portland is really getting nervous.

The people of Oregon don't like this localism. Portland is the principal city of Oregon, and we all like her, but we do not think she ought to forget that she is not the whole state, and that there are men and women in the cow counties who are also interested in affairs of a state-wide character.

After all, perhaps John was right.

LETTER TO SOLDIER IS RETURNED AFTER MAKING LONG TRIP

A letter containing a dollar green-back sent by the Women's Patriotic Edition almost a year ago to Private Lyle Dalley, who was a member of Company G, 18th Engineers, was returned Tuesday, and the envelope from indication has been in many parts of France, marked "Not in hospital No. 6;" "Not in hospital No. 1;" and other notations on until "return to writer" finally brought the letter back to Oregon City. The letter had been opened for censoring, but the little green bill was still attached. This letter was turned over to the young man, who is now in Portland, where he is employed in a shipyard, working as a sorter of bolts. He is still suffering from wounds received in action while in France, but having given the position as a sorter it does not worry a hardship on him as other positions would. This young man was in some of the hardest-fought battles in France. He was injured in the battle at Argonne Forest, and was fighting steadily for 21 days when he was wounded, this occurring on July 18, 1918. In this battle there were 25 men left from 270 of the company in which Dalley belonged. Here the captain lost his life, and the boys passing over the spot the following day where his body had been buried by the comrades, found that a shell had penetrated the grave and there was nothing remaining of their commanding officer. Many heart-rending scenes have been witnessed by this young man.

Lyle Dalley entered the service in this city, and was a member of Company F, 162d Infantry, and when arriving in France was transferred to another company. He returned to the United States October 11, 1918, being among the casualties. He was at Walter Reed Hospital, Washington, D. C., for some time where he received medical attention, and arrived in Portland in February.

Arthur Dalley, youngest son of Leon Dalley, of this city, and Mrs. Emma Dalley, of 809 Moore street, Sellwood Gardens, was promoted to second gunman on the Martha Washington before receiving his honorable discharge. He entered the service April 10, 1917, at Bremerton, Wash., and was immediately shipped to South America, his destination being France, and later he was transferred to the Martha Washington, at one time a large German liner, and one of the finest vessels on the Atlantic. The boys had the "pleasure"

of sleeping in German booths, and these were exceptionally fine. He saw a number of torpedo boats, but the boats on which he sailed were lucky enough to escape.

Arthur Dalley is also employed in the shipyards and went to work three days after his return from overseas navy.

Both young men are well known in this city, where they attended the local schools. They were among the first to respond to their country's call.

LOGAN GRANGE PLANS TO HONOR SOLDIERS BACK FROM FRANCE

A dance will be given at the Logan Grange hall Saturday evening with guests of honor, William McCubbin and Carl Mumpower, who have just returned from the service, are to meet their many friends. The affair is in charge of Roy Trullinger of this city, and a jazz orchestra is to furnish the music for the dancing. There will be no admission charged, and great preparations are being made for the event.

McCubbin was in some of the heaviest engagements in France, and among the battles he fought in was Chateau-Thierry, St. Mihiel and at the Meuse river, as well as at Verdun and the last fight was in the Argonne forest.

Carl Mumpower is the son of Mr. and Mrs. William Mumpower of Stone, and has also been in France, with the 91st division, and is still in the service, stationed at Camp Lewis. He will be allowed a furlough to attend the big ball.

McCubbin, who is the son of Mrs. Laura McCubbin of Logan, is a brother of Mrs. Roy Trullinger of this city. He left here November, 1917, and on July 1, 1918, was on the firing line, and had much exciting experience, and was lucky enough to come out without a scratch.

PROBATE COURT

G. T. Daywalt filed Wednesday letters of administration of the estate of the late Flora Daywalt, who passed away April 10, 1919. The estate consists of personal property valued at \$1,000 and there are several heirs.

Eliza Jackson filed Wednesday letters of administration of the estate of the late Gottfried A. Jackson. This consists of personal property valued at \$150 and the father and mother are the heirs.

GARY MOTOR TRUCKS WIN IN ROAD WORK COMPETITION



GARY 3 1/2 TON TRUCKS

Three Gary 3 1/2-ton Trucks, purchased by Kay County, Oklahoma, for public road work—after a competitive test with five other leading makes of trucks.

We now have twenty trucks on the way like those shown above, all equipped with 3 1/2 yard steel lined bodies, with Hydraulic Hoist, that we are bringing in for road construction work. These will be sold under the factory's absolute guarantee for the full period of one year.

GARY steel products lead the world. GARY Trucks are in the same class. Don't chance an unknown quality.

REPORT OF W. C. NORRIS CO.

Here is the report of the W. C. Norris Motor Sales Company, of Tulsa, Oklahoma, on the three trucks shown above, and covering their experience with motor trucks in general and GARY Trucks in particular.

"We have just closed the deal with the County Commissioners of Kay County for three GARY 3 1/2-ton trucks. We competed with five other makes, and outpulled them all. The performance of the trucks we frankly state is marvelous. The "H" and "HU," 2 and 2 1/2-ton models with four speed transmission outpull, overpower and outclass everything in their rated capacity; while the 3 1/2-ton is even greater in pulling power and load carrying capacity. We consider your worm drive, semi-floating Sheldon Axle as the only safe and sure form of construction for hard usage and to withstand the strain and abuse to which a truck is subjected in the oil fields and kindred lines of work. Our observation, experience and knowledge of actual results in meeting oil field requirements, with heavy loads and no roads, convinces us that GARY TRUCKS can be relied upon in every instance and will deliver a long life of service at a nominal upkeep and low cost of operation. We are for the GARY TRUCKS strong and shall concentrate our future efforts exclusively on the GARY line.

R. C. NORRIS MOTOR SALES CO., (Signed) N. D. Southerland, Gen. Mgr.

Note: The W. C. Norris Motor Sales Company are a million dollar concern, and one of the largest in Oklahoma. After several years' experience with other lines of trucks, they have dropped them all and rely exclusively on GARY Trucks for heavy duty oil field work and for all purpose usage.

There is a Gary Truck for every purpose, one to five-ton sizes. Certainty of Service is our slogan, and as WEST COAST FACTORY AGENCY we shall always be prepared to supply any duplicate part that may be required, and do any repair or service work necessary.

Pacific Highway Garage, Inc. Clackamas County Agents

READ WHAT YOUR NEIGHBORS SAY.

Gentlemen: You want to know how we like the 1 1/2-ton Gary Truck we bought in Spokane last July. We are more than pleased with it. We thought at the time we had bought the best but we really got more than we expected. We have done lots of hauling and the truck is in just as good shape as ever. We have done more hauling than trucks lots larger, and with less expense. Yours truly, (Signed) W. F. PENNINGTON, Mansfield, Washington.

Gentlemen: The 2-ton Gary Truck that we purchased from you in June, 1917, has been in service continuously since that time, and during the busy months of the fruit season we have operated the truck 24 hours a day. We have no trouble requiring no repairing or duplicate parts and did not have the truck in the shop until we sent it in to have the new tires put on. We consider this a wonderful record and evidence of the highest standard of design, material and workmanship, to outwear a set of solid tires over rough roads, without having any repairing to the mechanical parts of the truck. The truck has been handled by one of our former teamsters, without truck experience, and he worked the truck over the rough roads that one will find mostly in our section. The GARY has the power and never fails to deliver the load. We think it is the best truck built, and give it our unqualified endorsement. Yours very truly, BREWSTER-BRIDGEPORT GROWERS, INC. (Signed) Sam Berry, Sec. Brewster, Washington.

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