

OREGON CITY ENTERPRISE

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E. E. BRODIE, Editor and Publisher.

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CONDITIONS TOLD OF INTERIOR GERMANY BY LIEUT. ST. CLAIR

Lieut.-Commander C. L. St. Clair, who returned to Oregon City the first of the week, after a two years' absence in the navy, has had many interesting experiences while abroad. One of these trips was through the Panama Canal, and Mr. St. Clair says it is well worth the time to anyone to make the trip. Another trip he enjoyed was through the Kiel Canal, Germany, which is also a wonderful piece of engineering work. During the war the Germans had the Russian prisoners care for the canal, and much was accomplished in beautifying this waterway by the prisoners.

After arriving in Germany, Mr. St. Clair found a large majority of the German people in favor of the present system of government, and were opposed to re-establishing the government as conducted by the Kaiser, they apparently having a hatred for the Kaiser. Mr. St. Clair says there are still a large number of the German people who have a hatred for the American people, although many of these are giving hospitality to the American soldiers and sailors stationed there. An illustration is given by Mr. St. Clair of some of those people's actions towards the American sailors recently. It was while a seaman was engaged in painting the stern of the torpedo boat destroyer, Lea, that he was struck on the head by a loose gear on the deck, which had become detached from the ship. The man was rendered unconscious and knocked into the water. At the time of the accident there were fourteen stalwart Germans standing alongside the boat, who could have easily reached over from the wharf and saved the drowning man or at least have called the attention of one of the sentries of the boat, but instead they stood on the wharf and actually watched the man drown like a rat. After the facts became known there was intense feeling on board the Lea and other American seacraft in port, as the young man was one of the most popular boys on board, and the crews of the boats kept aloof from the Germans who visited the docks.

In Germany there is a scarcity of foodstuffs in the form of flour, lard, coffee, cocoa and sugar. There are practically none of these staples, and many of the people, who were formerly in comfortable circumstances, are now hungry. There are very few of the manufacturing establishments now in operation. This is largely due to the scarcity of coal, as there has been a strike on by the coal miners.

There is also a great scarcity of soap in Germany, and many are compelled to do without this article, a substance being manufactured to take the place of soap, being made from a compressed fire clay and containing a small amount of soda. This is being sold under the name of soap, and a sample of this was brought home by Lieut.-Commander St. Clair. Owing to the scarcity of fats, soap is not being manufactured, and Mr. St. Clair says if anyone would take in some soap, flour, sugar or coffee to Germany they could come home with half of Germany (if they wanted it).

Among the souvenirs brought back by Lieut.-Commander St. Clair was a sawtooth bayonet of the type carried by the Germans during the earlier part of the war, and if a prisoner was caught with one of these on his person, he was immediately shot. This bayonet was secured at Danzig.

Many German people blame the Kaiser for hardships they have been forced to undergo, and it is believed by many Americans who have visited in some sections of that country that William will not again be tolerated as a ruler or even be allowed to have his presence in the country. Although there is plenty of money among the people, there are very few foodstuffs on hand to purchase with this money, and the German people seem to realize that they must depend upon the American people to keep them supplied with the necessities. Mr. St. Clair states this as one of the main reasons some of the German people are welcoming the American soldiers.

There being a shortage of leather, consequently shoes are commencing to become a luxury, and many are compelled to wear wooden ones. If a

government official desires a pair of shoes, states Mr. St. Clair, he has to put in his order, and probably by the expiration of six months the shoes will be forthcoming.

Paper money is being used exclusively in Germany, and each district has its own species of money. This sometimes causes great confusion to the traveler.

Lieut.-Commander St. Clair was in Brest, France, for three days, but was in Germany for about three weeks. He left Brunshuttel, Germany, June 9, this being the last German port where he was stationed, and is glad to be back in the good old U. S. A. again.

LIEUT. CAUFIELD, FORMER REESIDENT, BACK FROM FRANCE

Lieutenant L. J. Caufield, of the 318th Engineers, son of Mr. and Mrs. David Caufield, who left the United States in May, 1918, for France, has returned from overseas, according to letters received by his parents recently.

Lieutenant Caufield before leaving for home visited the grave of his brother, Waldo Caufield, one of the well known Oregon City boys, and youngest son of Mr. and Mrs. David Caufield, who was killed in action in France. Lieutenant Caufield arranged a marker at the head of the grave, engraving the name of his brother thereon.

Lieutenant Caufield in his letter to his parents says he has accepted a position in Washington, D. C., but is waiting for a call from the West, and as soon as this arrives he will leave immediately for home. He further says: "There are no states to compare with Washington and Oregon, although I have passed through many states." He was city engineer at Mount Vernon, Wash., when he answered his country's call.

Mrs. Caufield joined her husband on July 4th, and they spent their first day together after the arrival of the husband from overseas at Atlantic City. Before going to Washington, D. C., Lieutenant Caufield visited in Philadelphia and Harrisburg, Pa., Annapolis, Maryland; Wilmington and Dover, Delaware. He arrived at Newport News from France June 11th. He was stationed for some time in Germany.

WAR DOG WRITES HE WILL BE DISCHARGED FROM DUTY SOON

In a letter to his parents, Mr. and Mrs. J. W. Jones, Walter Jones writes from St. Thomas, in the Virgin Islands, that he has been instructed that his regiment is slated for early return to the United States for discharge and that he expects to be home within a comparatively short time.

Young Jones enlisted in the U. S. Marines and was sent to the Virgin Islands shortly after entering the service.

FINE YIELD OF OATS IS ANTICIPATED BY CLACKAMAS GROWERS

A sample of gray oats was brought to Oregon City yesterday afternoon by J. L. Waldron, and is attracting much attention. The sample has been placed in the publicity department of the Oregon City Commercial Club on Main street.

The stalks of the oats have attained a height of seven feet, and is being cut for hay. Mr. Waldron has five acres in this grade of oats, and believes it will average about five tons of hay to the acre. The oats were planted by Thad Stipp, who has had much experience in planting grain at Liberal, where this grade is grown. Mr. Stipp will also have a large yield.

OBSERVER RECEIVES MESSAGE FROM AIR DISPATCH RIDER

Coincident with the recent arrival in Portland of Robert E. Smith, director of war loan organization for the twelfth federal reserve district, on his record-breaking flight from California to Portland for the purpose of connecting with an Alaskan steamer with a large shipment of war certificates, is the receipt of a telegram from Mr. Smith by Miss Myrtle McDermott, Observer at the Oregon City locks for the past three years, announcing his arrival and departure at Redding, Cal. enroute. Following is the telegram.

Redding, Cal., July 19, 1919. The Observer, Oregon City, Oregon.

Arrived here this evening from Sacramento, flying time one hour and thirty minutes, distance nearly two hundred miles. Pilot says we have been loafing but when we pass mountains at Riddle he will open her up, but I'll say we were going some. Leave here about five a. m. Sunday and make first landing at Eugene for gas and oil, flying time four hours. Will land at Municipal golf links, Portland, seventy minutes after leaving Eugene so expect to arrive before noon. Pilot says we will cross Siskiyou mountains elevation ten thousand feet. Account making no stop flight have sent treasury savings certificates through by express to Portland except fifty thousand dollars worth, which I am carrying with me to put on mail boat for Alaska. These certificates are in hundred and thousand dollar denominations. Cash value in July eighty three dollars forty cents and mature at hundred dollars value on January first, 1924. Certificates will be distributed to Oregon banks as soon as they arrive from here by express. Hope Oregon subscribes her quota as speedily as I am getting delivery.

ROBERT E. SMITH.

OREGON CITY BOY IS HOME FROM JOURNEY IN FOREIGN LANDS

Robert Fairfax Myers, son of Mr. and Mrs. Joseph Myers, has received his discharge from the service and returned to his home in this city.

Robert Myers left Oregon City two years ago to enter the naval service, and was first stationed at San Diego, where he was a bugler, and then sent East, where he took up the study of Wireless telegraphy at a university in Massachusetts. After completing his six months term he returned to California, and was later assigned to the Major Wheeler as a wireless operator, being later transferred to the Idaho, one of a crew of 1400 men.

Many exciting experiences have been seen by the young seaman. One of the trips he made was to South America, where he had experienced with mosquitoes he will not forget. It was while visiting a port infested with mosquitoes that the ship's cook was attacked by the pests. His face, when morning dawned, was swollen almost twice its size, and it was several days before he could perform his duties in the kitchen. The boys were hungry, and managed to assist in securing food for the table during the cook's illness.

Myers says he never wants to get a glimpse of South America again, since his experiences with the "biting bugs." After traveling the ocean for almost two years, Myers arrived at New York in good health, although he had suffered severely from influenza and yellow jaundice while in the service. He received his honorable discharge at Bremerton, Wash.

SHERIFF'S SALE OF BARRETT GROCERY STOCK ANNOUNCED

Notice of Sheriff's sale was posted in the store building formerly occupied by the E. H. Barrett store on Main street Tuesday afternoon, the action being taken by the Credit Service company, a corporation to which the Barrett company was heavily indebted at the time at which it closed its doors.

According to the notice of sale the stock and fixtures will be sold from the store building on August first next. Mr. Barrett will be remembered as having closed the doors of his establishment several months ago at a time when he was ostensibly departing for a pleasure trip with his family into Canada. Soon after his departure, however, it developed that he was very heartily involved when he left for the sanctuary of Canadian territory.

While operating the Barrett store here he engaged in a strictly cash business, as far as his retail business was concerned; but strained his credit to the breaking point in his purchases before finally closing his doors.

Six-Day Week Is Ruled Not Valid

SPOKANE, July 19.—Action of the state public welfare commission in defining six days as a week's work under its order fixing \$13.20 as the minimum wage for women is held invalid by Superior Judge Hurn in a decision rendered here in the case of H. S. Moore, manager of a local hotel, charged with violating the commission's order.

A Famous Woman

Not even excepting the Peerless One, the real star of the Chautauqua session at Gladstone Park was Miss Ida Tarbell, who lectured there Thursday. Her ability to portray so graphically what she has seen overseas, backed by her fundamental knowledge, makes her easily the most attractive personality on the Chautauqua platform. Miss Tarbell is not an orator. She is not so singularly gifted as is Mr. Bryan in powers of rhetoric, but her analysis of scenes and incidents is keener and her aptitude for description is superior.

Ida Tarbell never jumps at conclusions. She has long been noted in literary circles for her carefulness of preparation and her regard for facts. Her magazine stories of the Standard Oil operations astounded the American reading public for their research. Her best work is evidenced in her history of the great emancipator, and a study of this life of Lincoln is one of the most interesting and entertaining books that has come under our observation.

It is fitting that such a woman, with the clearest of visions, should have been privileged to spend her time on the fighting fronts of France, and to return and tell the story. It is a wonderful tale, and she tells it well, unblemished and with the very essence of truth. Her fame will increase with the passing years.

HOT TAR CAUSES BAD BURN WHEN SPILLED ON LOCAL MAN'S ARM

Supt. of City Waterworks F. McCausland met with a very painful accident Tuesday morning as the result of which he is carrying his left arm in bandages. A bucket of tar which he was having melted for the purpose of making some small repairs at Elyville caught fire and in an attempt to remove the bucket from the fire over which it was heating the bucket upset, spilling its contents on Mr. McCausland's arm.

Owing to his inability to secure grease of any nature to apply to the wounded member and thus counteract the effects of the hot tar Mr. McCausland experienced considerable difficulty in removing the tar after it had become cooled.

In speaking of the incident Wednesday Mr. McCausland remarked: "I don't know how many different kinds of tar there are, but if the tar they are in making county roads sticks half as tight as the kind I got on my arm the roads ought to wear forever."

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 3 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. All of the highest quality of design and construction. 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
Oregon City, Oregon 71 roadway Portland, Oregon Phone Brdwy 2162

Thirty Years Ago Today

Taken From the Oregon City Enterprise of July 18, 1919

Major Thomas Charman was in Portland last Thursday for the first time in many months. While down he purchased for his own use one of the finest phaeton top carriages, paying \$265 for the same.

Mr. and Mrs. John Draper are nicely settled at housekeeping in their house in Canemah.

Mrs. Thomas Miller has been visiting her mother, Mrs. Barlow, at Barlow for several days this week.

Creed Stratton and Bert Greenman rode out to the Soda Springs Saturday night on horseback and returned Monday.

Married—The marriage of Miss Maggie Eltors and Mr. Truman D. Cross was solemnized last Sunday evening at the Baptist church, Rev. J. C. Read officiating. The ceremony was performed after the regular evening service. Miss Mollie Crowley and W. A. Cross attended the couple. The church was filled with friends of the young couple.

Lawn Party—The ladies of the Congregational church will give a lawn party at the home of Mr. and Mrs. Charles Albright next Friday evening. Music will be furnished by the Silver band.

Long Hours—Some of the carpenters who are working on the Pulp company's residence are putting in twelve hours a day and find themselves pretty tired when the quitting time comes. At first they thought it a soft snap to get in twelve hours a day but as the days slip by they find that it is taxing their strength more and more.

Anniversary of First U. S. Victory

It was just one year ago Friday that the cables flashed back to America the glad tidings that two of her galant divisions had stopped and turned back, on the most sensitive part of the front, another German drive which was sweeping toward Paris. The Belleau wood fight was, of course, history, but the big counter smash which sent the German armies reeling back from the Chateau Thierry salient was begun just a year ago today. That was America's first real thrust—the thrust that told Germany the tide had turned.

OIL AND COAL LANDS ARE FILED ON IN HOT SPRINGS GOVT. RESERVE

Declaration of intent to locate, prospect, mine for and develop for gas, coal and petroleum were filed Tuesday by O. L. Paquet and P. X. Johnson of Wapanita, Oregon.

It was stated by Mr. Paquet while in Oregon City yesterday that he and his partner, Mr. Johnson, have been prospecting the country in the vicinity of the ground on which they have filed for the past several months and that they have discovered positive indications of the presence of coal and oil deposits in the ground on which they have located.

The location of the ground on which they have filed is officially described as the southeast and southwest quarter-sections of section three, township 6 south, range 6 east of the Willamette meridian, being located in the roadwaters' country of the Clackamas river, in the Hot Springs government reserve.

DEPUTY COUNTY CLERK HOLLOWELL GOES TO BANK OF COMMERCE

Garland Hollowell, for the past several months engaged in the County Clerk's office in the capacity of Deputy County Clerk, has resigned from that position to accept a position in the Bank of Commerce, and will enter upon his new duties about the first of August.

While engaged in the office of the County Clerk Mr. Hollowell has made a host of friends among the officials and employees of the Court house and the announcement of his departure from their midst is meeting with many expressions of sincere regret.

Iowa Leads World In Hog Production

The number of hogs on farms in Iowa at the beginning of this year, 19,925,000, was exceeded in only five great nations before the European war. Germany had about 25,500,000 hogs, Brazil had over 17,000,000 hogs, Austria-Hungary and the Russian empire each about 15,000,000 hogs, and China a number of unknown but huge proportions.

The Portland & Oregon City Ry. Co. wishes to announce that they have new equipment on their line, for handling both freight and passengers, between 22nd and Powell Streets East Portland, and Baker's Bridge. The passenger train makes three round trips daily. The following is the new schedule:

Week Days	Leaving Portland	Leaving Baker's Bridge
	9:00 A. M.	6:00 A. M.
	3:00 P. M.	12:30 P. M.
	6:00 P. M.	4:15 P. M.
Sundays		
	9:45 A. M.	8:30 A. M.
	3:15 P. M.	1:00 P. M.
	6:15 P. M.	5:00 P. M.