

OREGON CITY ENTERPRISE

Published Every Friday.

E. E. BRODIE, Editor and Publisher.

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OVERSEAS LETTERS NOW BRING TALES OF TRAVEL, NOT HARDSHIP

Miss Mary Mitchell, of this city, is in receipt of a number of interesting letters from her brother, Harry E. Mitchell, Company K, 11th Marines, one of which is dated May 23, written at Dinard, France; another May 27, in Paris, and the last, received a few days ago, and dated June 16, was written at Gievres, France. In the letter of May 23, he says:

"I am on a fourteen day leave here at Dinard. There are eight of us here from 'K' company. We took a trip out to Mont St. Michel yesterday. Saw some wonderful sights. People have come from all over the world to see Mont St. Michel and it is well worth their while. We were all through the old church and museum. The old church was first begun in 708 A. D. It is built on a little island just off the Normandy coast, with Dinard and St. Malo just across the River Rance, in old Brittany. The Isles of Guernsey and Jersey are just out in the bay from here. This is what is known as the Emerald Coast.

"We rate a seven-day leave every four months over here. We get about 14 days, traveling time included. We had a twenty-four hour pass in Paris on our way up here, and certainly enjoyed it, and saw most of the points of great interest. I also made a trip out to Versailles, went through all the rooms of the old palace, then went over the grounds. Saw the room, also the table on which peace will be signed. There are some wonderful paintings in the old palace.

"We made a trip to Dinan, about fifteen miles up the River Rance last week. It is a historic old city. Went through several old churches, a dungeon and an old fort, which was once used for a prison. Seventeen hundred English prisoners died in it at one time. A person wouldn't wonder that they died, after going through it. It has many statues and paintings in it now that were placed there for safe keeping during the recent war. Several of these statues were taken from Rheims just before the bombardment.

"I saw Roy (brother) at Gievres just before I came up here. He and two other Marines from the Casual Company at St. Aignan brought a truck over to Gievres to get their sea bags that had been discarded last spring before going into action. They found twenty-five out of about 200 for the company. Roy did not find his. All he has left that he originally had last spring is a fountain pen, a pocket knife and a little leather folder containing some pictures."

"Paris, May 27, 1919.
 "I certainly wish you could have been with me today. We got into Paris at 7:30 o'clock this morning and got a twenty-four hour pass. I went out to the Pantheon de la Guerre this morning and saw some wonderful war paintings. Artists have been working on it ever since the war started. It is certainly a masterpiece. I can not begin to describe it to you, for it would take too long. I went through the Louvre Museum this afternoon. If one goes through every room, he will walk over six miles before he gets through.

"The Notre Dame cathedral is a wonderful place. All of the stained glass hasn't been put back into the windows yet. It was taken out last spring when that cannon ball exploded in the other church, and was taken away for safe keeping."

In the letter of June 16, written at Gievres, he tells in part as follows:

"We got back to Gievres from Brest yesterday afternoon. Among the letters in waiting for me there was one from Ralph (brother-in-law). He is thinking pretty seriously of signing up for service overseas for replacements in the Fourth Marine Brigade. That's the Fifth and Sixth Regiments. The Eleventh and Thirteenth are of the Fifth Brigade. I would like to see him get the experience, but at the same time it is far from a pleasure trip. Of course it isn't so hard for us now as it was last winter. I wouldn't take anything for the experience and knowledge I have gained while over here, but at the same time I wouldn't care to do it over again unless it was necessary."

"We had a fine trip to Brest. Twenty-five of us went. We took twenty-five prisoners, and it required five days to make the trip. We had to lay over several hours each in Tours and Le Mans. Then we had twelve hours' liberty in Brest and twenty-six hours in Paris. We certainly enjoyed our stay in Paris. While there I went up to the top of the Eiffel Tower. It is the highest structure in the world built by man. It is a thousand feet to the top of the flag pole on top.

"Saw the war painting at the Pantheon de la Guerre again, and also went through the museum again. Saw the Mona Lisa painting, also Venus de Milo and the Winged Victory. The Mona Lisa has a standing offer of five million dollars for it. It is considered the best painting in the world. Venus de Milo and the Winged Victory are almost priceless for the French wouldn't take any amount of money for them."

"If the Huns don't sign the dotted line by next Saturday, the allies are going to talk to them by force. Anyhow that's the dope now. I sent you a last copy of the Stars and Stripes."

"The Imperative (U. S. S. ship) pulled out of Brest six hours before we got there. Had been a day sooner, I could have seen Ari (brother) in the navy, for we had all day liberty there. Would certainly like to have seen him."

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STADIUM GAMES ARE RELIEF TO WAR WORN OREGON CITY YOUTH

First Sergeant Anthony J. Gzesky, of Company E, Composite Regiment, and stationed in France, writes the following letter to his brother, Joseph P. Gzesky, of this city:

"Pershing Stadium, Paris, France, July 7, 1919.

"Dear Brother:
 "I am just dropping you a few lines to let you know I am well, and hope you are all well at home, and that Mike has returned home by this time. I received a letter from him over a week ago, and at the time of writing the letter he expected to go home soon."

"We came down from Coblenz, Germany, June 17, and are stationed at the stadium, where the big track and field meet for allied athletes is being held. Our regiment is down here for a parade, and we are going to parade in London, England, the 19th of July. I do not know where we will go from there."

"I have a pretty good time out here watching the athletic games every afternoon. The Americans won almost everything they took part in, and we have the best regiment of soldiers in the world. We were a surprise to everybody who has seen us. Even presidents, kings, generals, and we even surprised our own General Pershing. I am proud to be with this regiment."

"I have been down to the city of Paris, and saw some of the places of interest, and where the big German gun shot through the church. I was in the Notre Dame church, the old King's court, Napoleon's tomb, and I also visited a few other places."

"You need not get excited if you do not hear from me for some time, awhile, for we are going to be traveling. You might send the mail in care of the company, as I might possibly get it after all."

ELBERT CHARMAN IS HOME FROM LONG SERVICE IN FRANCE

Elbert Charman, son of T. L. Charman, who left Oregon with the 15th Engineers' Railway Company in 1917 for France, and later was transferred to the staff of the Stars and Stripes, has returned to his home in Oregon City. Charman received his discharge from the service at Camp Lewis on Friday.

His many Oregon City friends gave him a royal reception upon his return here Saturday morning.

Tickling in the throat is best relieved by a gargle of salt and water.

Lieutenant Fellows Recently Returned From Overseas

Lieutenant Hurley Fellows, son of Mr. and Mrs. Orlando Fellows, prominent residents of Clackamas county, whose home is at Highland, received his discharge from the service this week at Camp Lewis, Wash., after serving with the Army of Occupation in Germany. Lieutenant Fellows has



Lieutenant Hurley Fellows.

spent the larger portion of the time during his service in the army in Germany.

After visiting in Oregon City Wednesday as a guest of his uncle, and aunt, Mr. and Mrs. D. E. Frost, Lieutenant Fellows proceeded to his home at Highland, and will resume his studies at the Oregon Agricultural college at Salem in the fall, being a senior at the institution.

Lieutenant Fellows was commissioned second lieutenant while at the Presidio, San Francisco, in 1917, and soon after his arrival in France he was given his promotion to first lieutenant.

Lieut. Lee Caulfield Accepts Position With State Highway

Lieutenant Lee J. Caulfield, who recently returned to the United States from overseas service, who has been stationed in the East, is now on his way West with his wife and will arrive here Saturday, where they will be guests of Lieutenant Caulfield's parents, Mr. and Mrs. David Caulfield, of Elkhart and Monroe streets.

Lieutenant Caulfield is on his way to Camp Lewis, Wash., where he will receive his discharge, and after visiting here for a few days will proceed to Albany, where he has accepted the position of resident engineer with the Oregon Highway Commission, on the state highway construction work.

When entering the service Lieutenant Caulfield was city engineer of Mount Vernon, Wash., and had considerable military experience when commissioned lieutenant. He is a former Oregon City young man, born and raised here.



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WILLAMETTE YOUNG MEN HAVE HAD MANY VARIED EXPERIENCES

Edward M. Van Ness, of Willamette, who has been with the 127th Engineers, and stationed at Limoges, France, returned to his home Tuesday of this week.

Van Ness, who is but 19 years of age, was a student of the Willamette school when entering the service June 13, 1918. He arrived in France shortly before the armistice was signed, but has had much experience since going overseas, and says there is no place like the United States, and especially Oregon.

Van Ness' brother, Harold Van Ness, aged 21 years, has recently returned to his home at Willamette from the navy. He left for the naval service April 12, 1917, being first stationed at Goat Island, and later transferred to Norfolk, Virginia, where he remained for six months, and was then transferred to the Philadelphia Navy yard, where he was assigned to the U. S. S. Chester, a scout cruiser, which later carried troops to Russia. These boys are the sons of Mrs. E. Van Ness, of Willamette, and they are represented on the service flag of the Willamette school.

Edward Van Ness returned to the United States on the S. S. Huron.

Iredell Wheeler admitted in court at Smithfield, N. C., that he had traded wives with another man, giving half a pint of whiskey and 25 cents to

Water Hogs

Our esteemed friend and fellow-citizen Fred McCausland, superintendent of the water commission, is loud in his denunciation of "water hogs," who pay little or no attention to rules of the water board governing the use of water, and particularly to the special rules affecting sprinkling privileges.

Mr. McCausland is quite right, and we hope he will follow up his words with deeds, and catch some of these water thieves red-handed and give them some well-deserved publicity. The greater the quantity of water stolen, the less left for those of us who are trying to comply with the rules of the board.

Sprinkling permits are sold for \$3 for the season, and residents are permitted to use water four days each week, from 6 to 8 A. M., and from 6:30 to 9 P. M. In order to equalize the burden on the reservoirs, people living on one side of a street are allowed to use water on Mondays, Wednesdays, Fridays and Sundays, while those on the opposite side may sprinkle their lawns and gardens on Tuesdays, Thursdays, Saturdays and Sundays.

It is an open secret that these rules are openly flaunted by some, that there are people who use water whenever they please, either surreptitiously or otherwise. It is even reported that some residents use water without paying for it, and have done so for a number of years. All over the city taps in houses and on lawns are leaking, causing a loss of water, and a poor pressure.

In its effort to enforce the rules, the water board will have the support of all law-abiding citizens. It would not be a bad idea for the board to place a special inspector on the job, with orders to deal severely with offenders, for we imagine the superintendent has his hands full to personally keep his eyes on more than 1400 consumers.

Thirty Years Ago Today

Taken From Oregon City Enterprise July 25, 1889.

Oregon Lodge No. 3 I. O. O. F. installed its officers July 11, and were as follows: G. M. Fry, N. G.; A. Coyle, V. G.; W. T. Grim, rec. sec.; J. A. Dodge, sec.; L. C. Crawford, treas.; G. W. Whitney, war.; G. W. Taylor, cond.; S. W. Weaver, R. S. N. G.; P. McIntee, L. S. N. G.; Robert Whitney, L. G.; B. H. Kelley, R. S. U. G.; J. C. Fowler, L. S. U. G.; O. Wendell, R. S. S.; W. S. Taylor, L. S. S.

J. C. Cairnes is in Oregon City for a brief visit.

The hitching posts at the court house are to be placed on Seventh street instead of in front of the grounds on Main street.

Mr. McLaren, of Wilhoit Springs, has estimates for an electric railway from Mt. Angel to the Springs. It will cost \$70,000 for a distance of 12 miles.

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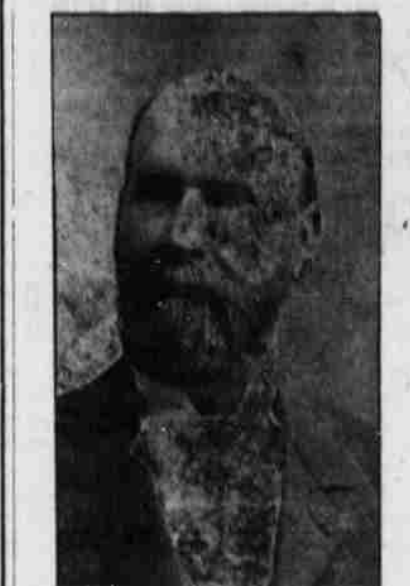
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Pioneer Resident Oldest Subscriber Weekly Enterprise

James Wilkinson, one of the best known Oregon City pioneer residents, who has the distinction of being the oldest subscriber for the Weekly Enterprise, renewed his subscription for another year while down town on Thursday. Mr. Wilkinson has been a regular subscriber for the past 45 years, and while in the office remarked:



"I have not missed a copy of the paper for 45 years, and I intend to be a subscriber for the same until I get too old to read."

Mr. Wilkinson is still enjoying the best of health, and his fine garden at Fourteenth and Main streets is one of the show places of the city. He delights in beautifying the grounds surrounding his home, and during his spare hours delights in showing his many callers about the grounds.

Claude Bacon is working at the Red Front Store.

Carpenters at work on the pulp mill had to lay off a few days this week for want of nails.

Charles McCarver and his mother, Mrs. Mary McCarver, one of the earliest pioneers, returned to Oregon City Tuesday. Charley has been away since 1882, and the band boys turned out and serenaded him the evening of his return from St. Joseph, Mo.

Henry Meldrum and two children are down from the "Bunch Grass" country to visit his father. Mrs. Meldrum remained with their other two children on the ranch.

There will be no services in the Baptist church next Sunday, as Rev. Road is sick and unable to preach.

Ada Hickman, who has been very ill for the past two weeks, is improving.

A lease has been taken by Captain James P. Shaw for a hall to be erected by J. W. Clark opposite Charman & Sons' store. The hall is to be on the second floor and will be 42 x 100 feet, with 15 foot ceiling. The lower floor will be used by S. Reizenstein for a first class restaurant. Work will be commenced immediately.

Last Monday the trains brought a car containing the first installment of machinery for the pulp mill. The car load consisted of three large turbine wheels of 250 horse power each. There will be twelve of these in all.

John Aldredge, who was thrown from a horse three weeks ago, is recovering.

Company F has been ordered attached to the First regiment, O. N. G.

The Ladies of St. Paul's Guild will give a garden party at the home of Mrs. G. A. Harding Friday evening, July 26. Admission 10 cents. Ice cream and cake will be served.

C. O. T. Williams is holding down his new office in fine shape. L. L. Porter is officiating with him.

Misses Birdie and Robin Shaw left yesterday for Ilwaco to be gone a month. They will be guests of Mrs. H. H. Northrup, of Portland.

Professor Riglee will go to Chelalis, Wash., to conduct an institute next week.

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HILLSBORO DISTRICT WHEAT YIELD WILL HAVE HIGH AVERAGE

HILLSBORO, July 30.—Threshing started in this section Monday and winter wheat is yielding from 40 to 50 bushels per acre in favored localities. Carl Meier threshed 50 bushels per acre and Jake Schneider, W. F. Heinrich and Jack Gottlieb each turned out more than 40 bushels. Gottlieb's 65 acres averaged more than 40 bushels. A week of exceptionally hot weather has cost many sections at least 10 bushels per acre and it is expected the general average will not be more than 30 bushels.

Veils were originally worn by Jewish women with the idea of covering up their hair.

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

Gary Coast Agency Inc.

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.
2:15 A. M.	1:00 P. M.
6:15 P. M.	5:00 P. M.