

FALLS CITY NEWS

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COUNCIL MEETING

The Old Council Conclude Their Labors and the New Take Charge of Affairs.

The council met Monday night to finish its work and give way to the new officers.

Mayor Hubbard, Auditor Clement and councilmen Hollowell, Sampson, Titus, Hopkins and Gottfried were present, Brown and Teal being absent.

The various bills for last month were read and referred to the finance committee.

The finance committee were unable from lack of time to audit the treasurer's report and it was laid over for the new council.

The committee appointed to investigate the electric light franchise also failed to get together.

The business being cleared up as nearly as possible the new officers were duly installed and the council adjourned sine die.

The new Mayor then called the council to order and cleared the decks for future action.

The following standing committees were appointed.

Finance:—Hopkins, Singleton and Bradley.

Street:—Brown, Titus and Wonderly.

Health and Police:—Bradley, Gottfried and Titus.

Fire and Water:—Wonderly, Brown and Gottfried.

Ordinance:—Singleton, Titus and Bradley.

Water Board:—Wonderly, Singleton and Hopkins.

Building Committee:—Titus, J. R. Moyer and Singleton.

M. L. Thompson was re-elected Treasurer and Dr. Hellwarth Health Officer.

Titus, Hopkins and Wonderly were appointed to look after the electric light franchise.

A special committee was appointed to look after the electric light franchise.

The street committee was instructed to see that the jack screws belonging to Bancroft and used in jacking the Dayton street bridge up, were taken out and returned to the owner.

A motion prevailed that there be no smoking in the council chambers.

The Mayor then called the attention of the committees to their duties as laid down in the Charter and said that he expected them to faithfully perform such duties. He then set forth his intentions which, briefly told were, to work for the best interests of the citizens of Falls City and give the most humble citizen the same consideration as the most influential.

To look after the financial condition of the city and endeavor to reduce the expenses and increase her earnings. He also stated that during the deliberations of the council no outside person would be allowed to "butt in" except when under the head of miscellaneous business; that it was his desire to transact all necessary business as speedily as possible and if every one was allowed to give their opinion that it would be impossible. He informed the council that if any of them failed in their duty that he would not be slow in reminding them of such neglect.

The retiring Mayor was called on to make a talk and he was

equal to the occasion. He said that on taking the office it was the desire of the people to improve streets and install a water system, all of which had been accomplished. He felt that he had done his duty and was not ashamed of his record. The new and the old councilmen were then called on to express themselves and for a while they had an "experience" meeting. The new councilmen pledged themselves to the cause and the old ones renewed faith.

BRAVE FRENCH AIR MAN CAN FIGHT NO MORE

Capture of Roland Garros Big Loss to Allies' Aerial Fleet.

Paris.—When Roland G. Garros, the daring French aviator, was captured by the Germans one of the most picturesque careers of the war came to a halt. The lieutenant had proved himself to be the most brilliant and daring air man in any army.

Lieutenant Garros is well known in the United States, having flown in



Photo by American Press Association.

ROLAND GARROS.

many competitions in that country. One of his latest exploits was at Dunkirk, when he shot dead in the air the aviator and the observer of a German aeroplane. He went out against this machine alone, and as his machine was the faster he was able to gain an advantageous position, from which he fired with fatal precision.

Garros was born of French parents at Cape Town, South Africa, in 1885. He is a graduate of the University of Paris and of its law school and for a time practiced his profession in the French capital.

The exploits of Garros have made him a prominent figure in aviation circles throughout the world. He has appeared in meets in Richmond, Chattanooga, Memphis, New Orleans, Dallas, Fort Worth, Oklahoma City, Waco, Houston, San Antonio, El Paso, Mexico City, Vera Cruz, Havana and New York and holds a number of speed prizes won at tournaments held in many European cities.

On Dec. 11, 1912, Garros ascended to a height of 19,032 feet and established a world's altitude mark. On his flight from Tunis to Sicily in December, 1912, he traveled for a distance of 160 miles entirely over water. When he flew across the Mediterranean from St. Raphael to Bizerta he traveled 558 miles in 7 hours and 53 minutes.

527 DAYS FOR BOOZING.

The Court Also Rubs In a Fine of \$200. Must "Stay Sober."

Sandusky, O.—James Smith, thirty-five, was brought to the county jail here from Castalia to serve 527 days for drunkenness and disorderly conduct.

Justice Charles Canfield, before whom he entered a plea of guilty, gave him six months after assessing a fine of \$200 and costs.

Canfield in passing sentence told Smith he was determined to have him stay sober for awhile.

EUROPEAN TRAVEL HALTED BY WAR

As a Result \$275,000,000 Stays In America.

OCEAN PATHWAY DESERTED.

Great Passenger Liners That Formerly Carried Thousands Back and Forth Now Doing Duty in the War or Tied Up at Their Piers in Neutral Ports. Statistics Show Loss to Europe.

New York.—A quarter billion dollars of good American money will be kept in this country this year on account of the war. There will be at least that much saved by the inability of the public to travel to Europe. Last year the steamship companies received in fares alone approximately \$83,000,000, carrying eastward and westward more than 1,200,000 passengers. A conservative estimate fixes the amount spent by this traveling army at close to \$192,000,000, making the total amount spent for European travel \$275,000,000.

There will be no exodus to Europe this summer, however. The Great Green Way of the Atlantic is as lonely as New York's Great White Way on a summer Sunday night. This is the time of year when the rush across the ocean begins. The tide of travel sweeps east across the Atlantic from May till August and back again from August till the middle of October. But this year the tide hasn't set in and it won't set in. Uncle Sam is holding back the tide by refusing to issue passports, and on the other side of the ocean the kaiser's submarines prove an obstacle.

Nobody is going away who can't prove to the satisfaction of Uncle Sam that he or she has business in Europe. Doctors, Red Cross nurses, reserves, continue to go, but even their number is dwindling.

From all ports of the north Atlantic there left for Europe last year in four months just 27,727 passengers. During the same four months of this year the number of departures was 4,198, a falling off of 17,529. The westward sailings were 13,662 for the same period last year and this year 4,674, a deficit of 8,995.

The arrivals and departures at New York last year from and to Europe totaled an army of more than 1,200,000. Of this number 148,380 traveled first class, 241,810 in the second cabin and 813,743 in the steerage. The grand total to and from all north Atlantic ports was: Eastward—first class, 83,261; second class, 121,085; steerage, 479,232. Westward—first class, 90,840; second class, 238,347; steerage, 631,862.

The average first class fare across the Atlantic on little ships and big ships is \$120, second class \$50, and third or steerage \$35. That means that last year \$20,892,120 was paid the steamship companies for first class passages, \$17,720,000 for second class and \$44,892,120 for steerage, a total of \$83,065,790.

Placing the amount of money spent during the season in Europe by the first class traveler at \$1,000, the second class at \$500 and the steerage at \$100, a pretty good average of American contributions abroad will be the result. Computed by these figures the amount spent in Europe last year by the American traveling public would have been \$191,726,700. That these figures are by no means overestimated will be realized when one stops to reflect that \$10,000 for the season would be no money at all for each of 5,000 American families to dissipate. This would alone mean \$50,000,000.

At a modest calculation there was spent last year by people from America on European travel \$278,064,500; \$300,000,000 would be, perhaps, nearer the mark. It is safe to say that the war has cost Europe \$250,000,000 of American tourist money this year. That much cash in hand would do strange things. It would do wonders for the unemployed of the country. It's the ransom of a king and no bagatelle even to a Rockefeller. There will be just that much more money remaining in the United States this year.

The click of glasses and the clink of wealth are hushed. The stewards' tips are missing. The bands of music are silent. The \$10,000,000 Vaterland of

WASH GOODS YOU CAN "WASH" MADE UP AND IN BOLT

WHEN WE TELL YOU OUR WASH GOODS WON'T FADE THEY WILL HOLD THEIR COLOR. JUST COME IN AND SEE OUR BREEZY, BEAUTIFUL WASH GOODS—BOTH IN PIECE GOODS AND MADE UP. THEY WILL DELIGHT YOU AND YOU WILL BUY THEM. WHEN YOU WEAR THEM YOU'LL FIND THEY GIVE GOOD SERVICE.

OUR WASH GOODS WILL PLEASE YOU SO WELL THAT YOU WILL BUY EVERYTHING YOU NEED FOR EVERY MEMBER OF YOUR HOUSEHOLD.

N. SELIG'S

FALLS CITY DEPARTMENT STORE

the Hamburg-American line is eating her head off at the dock in Hoboken. The \$10,000,000 Imperator of the same line is a hospital ship at Bremen. The \$10,000,000 ship Aquitania of the Cunard line is a converted cruiser, and the \$10,000,000 Olympic of the White Star line has also been impressed by the British government. The France, the beautiful \$8,000,000 queen of the French line fleet, is doing government duty for France. The North German Lloyd's Kronprinzessin Cecilie, Kaiser Wilhelm II. and Kronprinz Wilhelm have figured in the war.

More ships on the average are arriving here today than ever before. Steamers whose names are unfamiliar to customs men and shipping men have reached the port in the past six weeks, sometimes as many as ten a day. They come here under charter or looking for a charter to carry away American goods. All kinds of freight is being stowed away in their holds, all kinds of vessels are in demand. They can't come here fast enough to satisfy the merchants and manufacturers who have goods for foreign consumption.

Democratic Blunders

From National Republican Congressional Committee, Washington, D. C. May 4.

One of the classic blunders of the present administration in now before the Court of Customs Appeals, and a decision is looked for at an early date.

The Court is expected to interpret the meaning of the provision in the Underwood Tariff bill proposing to give a five per cent discount in customs duties on merchandise imported in American vessels. Thus far that clause has failed in its purpose, just as the tariff measure of which it is a part failed to provide adequate revenue.

Enacted October 13, 1913, it failed on its first test, and that

test applied, too, by the then Attorney General less than 30 days after the bill was signed.

No sooner had the tariff bill been presented to the Secretary of the Treasury for administration than a doubt arose in his mind as to the validity of the five per cent discount provision. He appealed for advice to Attorney General McReynolds, who is now on the Supreme Court bench. The provision was pronounced inoperative. "The five per cent discount to American vessels cannot be given," is the language of the Attorney General quoted by the Secretary, "without impairing the stipulations of existing treaties between the United States and various other powers, and consequently the subsection is inoperative."

Acting on this opinion the Secretary of the Treasury issued an order to customs collectors, instructing them to make no allowance of discount on duties under this provision.

Importers who had relied on the law appealed to the Board of General Appraisers. Their ruling resulted in further confusion, and neither side being satisfied, the case was taken to the Court of Customs Appeals, more than a year after the law had passed.

The Democratic Committee report on the five per cent provision defined it as "a discrimination in favor of American shipping, designed to build up our merchant marine and keep at home millions of dollars now being paid to foreign

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