

THE ENTERPRISE IS THE ONLY CLACKAMAS COUNTY NEWSPAPER THAT PRINTS ALL OF THE NEWS OF THIS GROWING COUNTY.

THE HISTORICAL SOCIETY HAS A COPY OF THE ORIGINAL RECORDS OF THE COUNTY WHICH IT WOULD BE GLAD TO LEND TO ANY PERSON INTERESTED IN THE HISTORY OF THE COUNTY.

FORTY-FIFTH YEAR—No. 38.

OREGON CITY ENTERPRISE, FRIDAY, SEPTEMBER 22, 1911.

ESTABLISHED 1866

COUNTY FAIR TO SET NEW RECORD

EXHIBITION PROMISES TO BE FAR SUPERIOR TO ANY EVER HELD BEFORE.

BEST ATTRACTIONS ARE ENGAGED

Sham Battle, Motor Cycle, Automobile and Horse Races To Furnish Thrills—Special Features Daily.

Arrangements have been completed for the Clackamas County Fair, which will be held at Canby, September 27, 28, 29 and 30. The exhibition will be the best ever given in this county, and the indications are that the attendance will break all records made heretofore. One of the features will be the exhibit of the county which won second prize at the State Fair.

For the first day—“Scotch Day”—a tug of war race will be one of the attractions. There also will be bagpipe music and a troupe of beautiful girls dressed in Highland costumes will dance. The girls were engaged in Portland, and they are expected to be a stellar attraction.

A tug-of-war between Molalla and Oregon City teams has been arranged for the second day. There is great rivalry between the two teams and their friends, and the tussle will be to a finish. There will be a motorcycle race in the afternoon, and it is the desire of several entrants to smash records held in this part of the state.

“Oregon City Day,” September 29, will be the banner day of the meet. A special train will be run from this city, and thousands of Portland residents are expected to attend. Business in this city virtually will suspend, and almost the entire population will go to the fair. A sham battle between the Woodburn and Oregon City companies of the Oregon National Guard will be the big attraction. The imitation battle will be had fought, goes without saying for the companies have been rivals for a long time, and are determined to display all of their military prowess. It will be the first sham battle ever held in Clackamas county, and will give the audience a suggestion, at least, of what a real battle looks like.

After the imitation battle there will be a competitive drill, and the winners will be given gold medals. Representatives of all the schools in the county will engage in a track meet on the last day, and, in the afternoon, Charles Hoyt, the only newspaper reporter in Oregon who owns an automobile, and Chester Elliott, an automobile dealer of this city, will race in their big cars. The race undoubtedly will be the most thrilling event of the fair. Hoyt showed rare ability as a driver two years ago when he beat a professional at the State Fair, and his friends are confident that he will dispose of Elliott in short order. The latter, however, is a racer of fifteen ability, and his adherents are just as confident as those of his rival that he will be the winner of the \$100 offered by the fair association.

Bronco busting also will be a feature of the last day, and there will be many other attractions. All local trains from Portland and this city will stop at the fair grounds, and there will be return trains on schedules convenient for all who wish to attend the fair.

There will be trotting, running and pacing races daily. O. E. Freytag has arranged to have several lectures delivered at the fair that will be of great interest to the farmers, growers and stockmen of the county. The men engaged to lecture are connected with the Oregon Agricultural College. The subjects will be “Horticulture,” “Agriculture,” “Stock and Dairying.” There will be a round-table and question-box, and the farmers, stockmen and fruitgrowers are requested to bring in their questions and deposit them in this box, and they will be announced before they return to their homes.

SHAM BATTLE PLANNED FOR BIG COUNTY FAIR

That the crowd will be well entertained Oregon City Day at the big County Fair at Canby is an assured fact. Company G, O. N. G., will compete in a sham battle with the company from Woodburn. This will be a good imitation of a real battle and the people of this county should avail themselves of the opportunity to see this exhibition. These two military companies are considered the best drilled and trained men in the state and the military manipulations will be very interesting.

The battle will be under the supervision of a field officer detailed by W. E. Finzer, Adjutant General of Oregon, and Major C. S. Nobel, of Oregon City. After the battle, the companies will take part in a competitive drill and the best drilled soldier will receive a handsome gold medal and the second best drilled soldier will receive a silver medal from the association. The medals will be engraved, stating when and where the prize was won, etc.

On Oregon City Day the people will

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RACES TO BE FEATURE OF CLACKAMAS FAIR

J. W. Smith, president, and M. J. Lazelle, secretary of the Clackamas County Fair Association, have returned from the State Fair where they made arrangements for having several fine exhibits at the county fair, which will be held at Canby, September 27, 28, 29 and 30. They have arranged to have more trotting, pacing and running horses at the fair than ever before. Poultry raisers exhibiting at Salem promised to bring their exhibits to the Clackamas fair, and Messrs. Smith and Lazelle were assured of fine swine and sheep exhibits. Manufacturers of dairy machinery promised to take their exhibits to Canby. The New York Carnival Company and Taylor's Swinging Girls' Show, now exhibiting at the State Fair, will exhibit at the department of the State Fair, and in making the dairy exhibit at the Clackamas fair the best ever given in this county. A large force of men have been put to work at the grounds, and everything will be in splendid condition when the exhibition opens.

COUNTY TO FIGHT FOR FIRST PRIZE

PROMOTERS OF FAIR EXHIBIT WILL URGE THAT WORK BE STARTED EARLIER.

ADVERTISING WELL WORTH COST

Display at Salem To Be Taken to County Exhibition at Canby—Thousands Attached By Products.

Encouraged by winning second prize this year, and confident that Clackamas county can make even a better showing, O. E. Freytag and O. D. Eby, who had charge of the county exhibit at the State Fair, will make every effort to take first honor at the next exhibition. It is probable that the County Court will be asked to employ a man to devote most of his time to planning the exhibit, which has been done in other counties.

“With an early start I believe we could win first prize, declared Mr. Eby Monday afternoon, “if a man were appointed to attend to the work of getting together an exhibit he could see that the fruit trees were sprayed at the proper time, and that vegetables are given proper attention. He could make suggestions as to the planting of seeds and aid the farmers in many ways. The extra cost to the county would not be more than \$300 and at least \$300 would come back in premiums. Certainly the advertising Clackamas county would get as a result of winning first prize would be worth \$200.”

Dr. George Hoeye, E. P. Carter, and Messrs. Niles, Freytag and Eby, returned from Salem Sunday evening. The Clackamas county booth was visited by thousands. The exhibit has been packed and will be taken to the Clackamas County fair, which will be held at Canby, September 27, 28, 29 and 30.

SCHMIDT BROTHERS WIN FAIR PRIZES

Schmidt Brothers, of Shubel, who were seen the most successful raisers of Shropshire sheep in this county, were awarded several prizes at the State Fair. Among the first prizes obtained by them are for ewe lambs, flock, get of sire, two ram lambs and two ewe lambs and Shropshire specials. They were given second and fifth prizes for ram lambs. The Messrs. Schmidt have for years won prizes at the fair, but this year they were more successful than ever before.

TUFTS AND COMRADE MEET AT ROUND-UP

A notable event of the Round-up at Pendleton was the meeting of J. A. Tufts, treasurer of Clackamas County, and John Gerding, of Pendleton, who served in the same company through the Civil War. Mr. Gerding, although eighty-seven years of age, is hale and hearty, and declares that he will live to be 100 or more. Mr. Tufts is much younger. While regaling at the Grand Army Encampment at Hood River seven years ago Mr. Tufts was told that another man had registered as having served in the same company as himself—Company E, Fourteenth, Wisconsin. Mr. Tufts turned over the page and written in a bold hand was the name “John Gerding.” The men had not seen each other since they were discharged from service at Mobily, in 1865, after serving under General Sherman on his March to the sea. The meeting was affecting and the comrades have met several times since. Mr. Gerding has served two terms in the Oregon Legislature, and is a prominent resident of Pendleton.

SINGLE TAXERS TO MAKE COURT FIGHT

REFUSAL OF PETITION OPENS WAY FOR INTERPRETATION OF LAWS.

U'REN IS CONFIDENT OF VICTORY

Suit Will Be Filed in Ten Days and Decision of Supreme Court is Expected This Fall.

W. S. U'ren declared Saturday that the decision of Attorney-General Crawford in which he instructed the Secretary of State not to receive the single tax petition from Clackamas county, was what the advocates of the measure desired.

“C. E. Wood, E. S. J. McAllister and myself have looked into the law involved very carefully,” continued Mr. U'ren, “and we are satisfied that the constitution and amendments with the initiative and referendum law, in 1907, make ample provision for the filing of county initiative measures.

“If the Supreme Court decides the Attorney-General is right, we shall prepare a single tax measure for the entire state and submit it at the election next year. This is a matter of great public importance because if the law is not sufficient it will have to be ready to file suit in ten days.”

It is proposed to file a suit asking that the Secretary of State be compelled to receive the Clackamas county petition. If the decision is favorable the work of obtaining petitions in other counties will be started. Mr. U'ren said he was confident the measure could be passed in several counties, and he believed if submitted at a general election to all the voters of the state it would be passed.

“We are not advocating all that Henry George advocated,” said Mr. U'ren. “All we are seeking to do is exempt from taxation personal property and improvements on realty. It is a question that is easily understood, and the people will soon grasp it.”

Mr. U'ren intimated that a vigorous campaign would be made, and that nothing would be left undone to give the public all the information possible.

SINGLE TAX FIGHT TO BECOME COURT ISSUE

SALEM, Or., Sept. 15.—(Special.)—Declaring that counties have never been vested with legislative powers, like incorporated cities and towns, but have certain powers definitely defined by statute, and that in the matter of the county single-tax petition of Clackamas county no provision is made for county authorities, or other officers or tribunals, to provide the manner for exercising the power vested in the voters of the county, and that no rules or means for its exercise are provided in the constitution or by statute, Attorney-General Crawford today, in an opinion to Secretary O'Connell, recommended that the U'ren single-tax petition be not filed.

This means that U'ren and the single-tax contingent will be compelled to show their hand in a court of equity before the next general election and fight out the question to the last tribunal of whether these single-tax petitions can go on the ballot.

Miss Catherine Beckler, of Oregon City, and John Williams, of Port Townsend, Wash., were married at Port Townsend, September 8. They are visiting friends in Oregon City. Later they will go to Indiana where they will make their home.

CHAMBERLAIN PICKS WILSON FOR PRESIDENT

WASHINGTON, Sept. 16.—(Special.)—“Wilson is the man,” said Senator Chamberlain, speaking of the presidential situation. “At least he is my man, and I hear from most competent authority in Oregon that Woodrow Wilson may count on three-fourths of the votes of the state. The same sentiment, I believe, prevails in most Western states. Also in the East and South.

“Delegates proposed for the national convention represent back home more than heretofore. From their views and the sentiment I have observed, Wilson's nomination seems assured. Nomination means election. The people have ceased to tolerate interests, and want to elect their own candidates.”

Senator Chamberlain says Alaska offers a splendid opportunity for a trial of government ownership.

“The government should operate its own natural resources of all kinds in Alaska—run railroads, control all transportation facilities. If this is hopeless I believe we shall not soon have another such opportunity for federal regulation.”

FREIGHT CAR IS SUICIDE'S GIBBET

UNIDENTIFIED MAN HANGS SELF WITH BELT ON SIDING NEAR CLACKAMAS.

THE DALLES PROBABLY HIS HOME

Labels in Shoes and Hat Show That They Were Purchased in That City—Coroner Has Body Held.

The body of a well-dressed man, who has not been identified, was found early Friday hanging from a ladder on a freight car on the Southern Pacific railroad near Clackamas. The man had a belt, one end of which was looped about his neck, to the top rung of the ladder, and probably jumped to his death from the top of the car. Charles Schaffer, a section foreman, found the body, and immediately notified Coroner Wilson, who decided that the man had committed suicide. He had no papers in his pockets by which he could be identified, but the coroner expects to make the identification through labels on his shoes and hat band. The shoe label was “A. M. Williams & Co., The Dalles,” and the label in the hat was “Plymouth, Joseph Cohen, The Dalles.” The authorities at The Dalles were communicated with, and it is expected that someone from that city will come here to make the identification today. Coroner Wilson said that the shoes were new, and had evidently been bought from the store in The Dalles only a day or two ago. The hat also was comparatively new, and the suit of clothing worn by the man was of fine texture.

It was at first supposed that the man had hanged himself while the car was in motion, but it was found that it had been on the sidetrack several days. The body was taken to the Holman undertaking establishment, where it will be held for identification. No money was found in the pockets of the suicide.

BIG BOOM IS DUE IN OREGON CITY

BUILDING OF CANAL, RAILROAD AND HIGHWAYS WILL ATTRACT THOUSANDS.

MUNICIPALITY'S FUTURE ASSURED

Mayor Brownell Asked What Price City Will Ask For Right Of Way Of Canal—Route Not Chosen.

That Oregon City will have a boom in a short time that will place it in the first rank of Oregon cities is the consensus of opinion of business and professional men here who are familiar with conditions in fact, with the possible exception of Portland, this city is being favored as none other in the state. The building of the canal around the Falls of the Willamette at a cost of \$750,000, the assurance that the Clackamas Southern Railway, which is to be in operation within a year, and the establishment of the Capital Highway and the Pacific Coast Highway through the heart of the city, will stimulate business to such an extent that it is believed thousands of persons will locate here and in the county.

The larger part of the money for building the canal will be spent in Oregon City, and a general prosperous condition is certain to result. The directors of the Clackamas Southern also will spend as much as possible of the money used in building the railroad here, and a large sum will be expended in building the two great highways through the county. With the canal and railroad in operation and the highways opened for traffic thousands of persons will come to this city, who would not have been attracted otherwise and that many will remain and invest in a foregone conclusion. Millions of dollars worth of timber will be brought here by the railroad, and that several sawmills will be established is predicted. It is believed that the greatest expansion will be toward Portland, and that it will not be many years before the cities will form a junction.

Mayor Brownell received the following letter Thursday regarding the right of way for the canal:

September 13, 1911.

George C. Brownell, Mayor of Oregon City, Oregon, Or.

CITY CHARGES \$100 FOR CANAL ROUTE

MONEY TO BE USED IN PREPARING ABSTRACT TO GIVE TO GOVERNMENT.

SPECIAL MEETING HELD BY COUNCIL

Moffatt & Parker Paid \$2,727.07 For Work on Sixth Street and \$67.50 From General Fund.

The City Council, at a special meeting Saturday, adopted a resolution offering to sell the portion of the right-of-way owned by the city for the canal and locks around the Falls of the Willamette to the government for \$100. J. F. McIndoe, Major, United States Engineer, had written to Mayor Brownell asking what the city would charge for the right of way.

As a result of the action of the Council Recorder Stupp wrote to Major McIndoe as follows:

“In reply to your communication to the Mayor of Oregon City of September 13 relating to the purchase of right-of-way for the canal and locks at Oregon City, I am instructed by the City Council of Oregon City to say:

“That Oregon City is willing to sell such portion of a right-of-way of said locks as you may need and of land which Oregon City owns or controls for \$100, and furnish the abstract and such description as you may desire. This price, your estimate, will just about pay for the abstract and other details you will need.

“This offer will hold good for six months from October 1, 1911, or until the receipt by you of the necessary papers from Oregon City and for six months following said date.”

The Council ordered the payment of \$2,727.07 for work on Sixth street and \$67.50 out of the general fund.

U. S. TO RAISE HORSES HERE FOR CAVALRY

The United States Saturday bought thirty-five acres from John M. Poorman to be used in connection with the rifle range for the soldiers near Clackamas. It is said that the government plans raising horses for use by the cavalry at the range, and it also is probable that an artillery range will be established. The government has had trouble for years in obtaining the right kind of horses for cavalry use, and has decided to raise horses in several sections.

(Continued on page 4.)

TWO RAILROADS ARE PLANNED TO SANDY

RIGHT-OF-WAY AND INDEMNITY NOT INCLUDED IN THIS ESTIMATE.

MILLDOCKS WILL BE CUT IN TWO

Portland Railway, Light & Power Company Asks \$312,000 For the East Side Canal and Locks.

PORTLAND, Sept. 18.—(Special.)—Major McIndoe, of the United States Engineering Corps, having in charge the proposed construction of the canal around the Falls, has made public the details of his official report to the War Department. He places the cost of construction for an East Side canal at \$775,000, without considering the cost of the right of way and the damages which will accrue from injury to riparian rights and loss of high water power. The estimated cost of an east side canal, made by Major McIndoe, is as follows:

27,000 cubic yards rock excavation at \$2.50 per cubic yard	\$67,500
39,000 cubic yards subaqueous rock excavation at \$1.25 per cubic yard	165,750
31,250 cubic yards of concrete in place at \$8 per cubic yard	250,000
900 linear feet of cribbing at \$20 per foot	27,000
Coffer work	30,000
7 pairs steel gates, operating gear, etc.	105,000
Engineering and contingencies	129,000
	\$775,000

Damages Not Estimated.

“The value of the right of way on this route is problematical,” says the Major in his report. “The only structures to be removed would be the wharf of the Oregon Railroad & Navigation Company and the Crown-Columbia Pulp & Paper Company buildings. A hundred foot right of way for about 1,400 feet along the waterfront, estimated at \$10 a front foot will cost \$14,000, to which may be added \$6,400 for the dock, making a total estimated cost of canal and locks \$795,400. No estimate is included for damages to riparian owners for loss of water power or for damages to others claiming interests which would necessarily be interfered with by the construction of locks on the east side of the Falls. The riparian owners claim riparian privilege as far as the center of the river channel.”

It will be observed from the foregoing report that Major McIndoe eliminates the Hawley Pulp & Paper Company, and the figure, \$775,000, which he hopes to secure the construction, is based upon the fact that the line of the canal only strikes the Crown-Columbia Pulp & Paper Company buildings and destroys the Oregon Railroad & Navigation Company wharf. Mr. Hawley maintains that the proposed canal, even if it does not hit his building, will destroy his wharf, which is not mentioned in the report. The valuation of the waterfront at \$10 a foot is regarded as very low.

Route Cuts Through Docks.

Over and above the figure \$775,000 is the cost of the riparian rights and damages to the property which lie between the proposed east side canal and the river. A considerable strip of this land will be separated from the mainland, and the disadvantage in being so placed will be determined when it comes to the question of values. A strip of land is used at present for dockage by the Hawley Pulp & Paper Company, running from Main street to the river. The canal will cut this directly in two.

As to the water power rights, it is a long and doubtful story and of necessity will involve a great deal of dispute. Just how this matter will be determined is hard to outline. It is asserted that the damages which will be asked for will run up to considerable more than \$500,000, though.

(Continued on page 4.)

TWO ROUTES PLANNED FOR GREAT HIGHWAY

PORTLAND, Sept. 19.—(Special.)—Two roads to Oregon City, as parts of the Pacific Highway, will probably be built, one on the West Side through Oswego and the other on the East Side through Milwaukie and Jennings Lodge along the river. J. F. Kercheval, who has been active in the movement, is content that this plan will be adopted. The route on the East Side connects with the Milwaukie road and comes into the city over that street for some distance. Milwaukie street will be paved to the city limits next year. It is also expected that East Seventeenth street will be opened, and that Grand avenue in Portland, will be extended from its present end at Woodward avenue to a connection with Milwaukie street near Hoigate. These streets will be the Portland end of the East Side road to Oregon City.

Lightning Strikes Power House.

Lightning struck the power house at Lents Junction Sunday afternoon. One man was knocked down and other employees were shocked. The building was not damaged.

Engine Taken From Creek.

A crew of men, under William Smith, Monday, removed the threshing machine engine which crashed through a bridge on Kruse road, near Willamette a few days ago from the creek. The engine, which belongs to J. Moses, was only slightly damaged. County Judge Beattie will have it repaired. Several men were on the engine when it crashed through the bridge, and escaped by jumping.

COST OF BIG CANAL TO BE \$775,000

RIGHT-OF-WAY AND INDEMNITY NOT INCLUDED IN THIS ESTIMATE.

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(Continued on page 4.)

ALL COUNTIES AID PACIFIC HIGHWAY

Vice-President Frank B. Riley, of the Pacific Highway Association, has received notice that the sign-placing party under direction of Secretary Fretwell has been to Eugene and is progressing through the upper Willamette toward the Umpqua basin. L. F. Kercheval, who has been active in the movement, is content that this plan will be adopted. The route on the East Side connects with the Milwaukie road and comes into the city over that street for some distance. Milwaukie street will be paved to the city limits next year. It is also expected that East Seventeenth street will be opened, and that Grand avenue in Portland, will be extended from its present end at Woodward avenue to a connection with Milwaukie street near Hoigate. These streets will be the Portland end of the East Side road to Oregon City.

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