

OREGON CITY ENTERPRISE

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FORTY-FIFTH YEAR—No. 42.

OREGON CITY, OREGON, FRIDAY, OCTOBER 20, 1911.

ESTABLISHED 1866

INDEMNITIES MAY HALT BIG CANAL

P. R. L. & P. CO. ASKS \$2,194,000 AND HAWLEY PAPER CO. PANY \$1,900,000.

ENGINEERS ESTIMATE DAMAGES

County Road and Electric Railway To Canemah Would Suffer From Floods, It Is Asserted.

If the indemnities asked by the Portland Railway, Light & Power Company and the Hawley Pulp & Paper Company are considered anything like reasonable it is virtually assured that the canal and locks at the Falls of the Willamette will not be built on the east side. The Portland Railway, Light & Power Company will ask \$2,194,000 and the paper company has written to J. F. Melndow, Major, Corps, United States Engineers, in charge of the proposed work, that it will be damaged to the extent of \$1,900,000. The following is a part of the letter of President Hawley to Major Melndow:

"That the construction of proposed canal and locks No. 1 would completely annihilate our plant and involve damage to our company to the extent of one million dollars; that the construction of proposed canal and locks No. 2 would destroy our pulp plant and make the value of the entire plant worthless and involve damage in the amount of one million dollars; that, aside from this, the government should also indemnify our company against all damages that would be claimed by the Portland Railway, Light & Power Company against us, arising from our inability to take water power for the ensuing forty-five years under existing leases;—for which the Hawley Company would hold it by deed, lease, or otherwise, in and to the land embraced within the side lines of plan No. 1 or plan No. 2, as shown on blue print submitted;

Water Would Be Shut Off.
"That the plan No. 1 would completely shut off the water supply to our power wheels and appropriate the basin, which we need for water craft and as booming grounds for logs, besides, appropriating land owned and leased by us, thereby absolutely destroying our business.

"That the plan No. 2 would appropriate the land leased by us from the P. R. L. & P. Company for a new pulp mill site, upon which we are obligated for forty-five years, to pay a heavy annual rental for power, and would appropriate our wharf and other grounds leased by us for a like period and would otherwise damage us so as to prevent a continuation of our business."

Hydraulic engineers who have been going over the proposed routes on the east side, at the request of interested persons, have made a report of the amount of the damages which may be asked in case the canal is built. They say the building of the canal virtually would annihilate the water power of the Hawley Pulp & Paper Company and the Crown-Columbia Pulp & Paper Company, as well as the enjoyment and exercise of their rights and privileges obtained from the Portland Railway, Light & Power Company under their leases, covering a long term of years, ending December 31, 1954, with right of renewal of the rights and privileges for a further term of years.

The engineers say the plans guarantee no protection to Oregon City, the mills and other property, including the county road and the electric railway between Canemah and Oregon City. It is said all will suffer damage by freshets and floods.

Navigation Is Threatened.

"This damage," said one engineer, "will be caused by the flood level being carried down into the canal and basin inside the high cribbing. This cribbing forms an outside wall to make any navigation possible during high water by keeping the canal level with the river above; otherwise navigation would be impossible during high water. As no guard lock is provided, it follows that the upper river freshet will find its way into the canal and basin, along the county road and electric railway from the Portland City to Canemah, away from the mills and the lower end of Main street, doing great damage to all property. On the other hand, should the plans be modified and a guard lock be built to protect against freshets and flood water, the guard must connect with the shore and in doing so will cut off all water supply, except for the operation of navigation."

With regard to the right-of-way the engineers declare that the one proposed cannot be decided to anyone except subject to the leasehold rights of the Crown-Columbia Pulp & Paper Company and the Hawley Pulp & Paper Company. These corporations hold both rights to property and water use from the Portland Railway, Light & Power Company, under leases, which, it is said, will be seriously affected by the canal, if built.

SAWMILL WORKER INJURED.

J. Putz Sustains Fracture of Arm and Fingers Are Mangled.

While working at the Dick sawmill Thursday afternoon J. Putz was seriously injured. His right wrist was broken and two fingers were badly mangled, amputation being necessary. He was brought to this city where he was given medical aid by Dr. Hugh S. Mount. The injured man is at the Wildwood Hospital.

Two Couples Grant Licenses. Marriage licenses have been issued to Amelia Legard and F. C. West, and Grace V. Ruhl and C. O. Merrill.

COUNTY COURT MOVES TO BIG STOREROOM

There was something doing at the Court House last night. Not that there is not always something doing in this temple of justice, but there was more actively on the night of this particular "Friday the Thirteenth," than there ever was on the night of "Friday the Thirteenth" before. The following are some of the things that were done:

Sheriff's office moved to the little office formerly occupied by County Judge Beale.

County Clerk's office moved to the County Court room.

County Court headquarters moved to storeroom of Clarence Simmons on Main street, near Ninth.

The work of tearing away the interior of the building in order to enlarge the offices of the sheriff, county clerk and other departments will be begun today. Work was begun some time ago on the rearrangement of the second floor and repairing the tower. Work also is progressing rapidly on the addition to the building in the rear.

PROPERTY VALUES UP HALF MILLION

CLACKAMAS COUNTY SHOWS REMARKABLE GAIN SINCE 1910 SUMMARY.

BOARD OF EQUALIZATION TO MEET

Railroad, Telegraph and Telephone Lines Fixed by State at \$3,153,617—Valuation of Tillable Land \$5,759,470.

The summary of the assessment roll of Clackamas county, made public Saturday by County Assessor J. E. Jack, shows an increased valuation over 1910 of \$550,400. The gross value of all property is \$21,630,510, and in 1910 it was \$21,080,400. The report shows that there are 97,211.49 acres of tillable land and 528,063.15 acres of non-tillable land in the state.

The County Board of Equalization, consisting of the County Judge, the County Clerk and the County Assessor will hold its first session tomorrow to hear complaints against assessments. The board will be in session one month. Following are the valuations of the assessor:

Acres of tillable land 97,211.49	\$ 6,759,470
Acres of non-tillable lands 528,063.15	7,891,730
Improvements on deeded or patented lands 1,714,075	
Town and city lots and platted acreage 2,869,545	
Improvements on town and city lots 1,084,630	
Miles of railroad bed, "logging road," 1.50 4,000	
Stationary engines, manufacturing machinery 733,313	
Merchandise and stock in trade 474,850	
Farming implements, wagons, carriages, etc. 150,250	
Money, notes and accounts 49,864	
Shares of stock 6400 63,750	
Household furniture, watches, jewelry, etc. 186,385	
Horses and Mules, No. 6961 389,310	
Cattle No. 12,041 201,145	
Sheep and goats, No. 13,777 21,983	
Pigs, No. 5186 25,435	
Dogs, No. 1947 11,565	
Gross value of all property \$21,630,510	
Gross value of all property for 1910 \$21,080,400	
Increase valuation for 1911 assessment \$550,400	

Railroads, rolling stock, telegraph and telephone lines are not included in the list. The assessment on this class of property for 1910 as made by the state tax commissioners was \$3,153,617.

COLONEL HOFER LOOKS OVER CANAL ROUTES

Colonel E. Hofer, editor and owner of the Capital Journal, of Salem, made an examination Saturday of the proposed east side routes for the canal around the Falls. He will make a report to the Salem Board of Trade which is interested in having free locks. After his investigation he said that the property interests at stake were so large that he could not understand how the residents of Oregon City could even contemplate having the canal and locks on this side.

DIMICK ARGUES BIG SUIT IN HIGHEST COURT

Argument in the suit of Miss Blue, a Portland nurse, against the Portland Railway, Light & Power Company was held in Salem Wednesday before the Supreme Court, Judge Grant B. Dimick appearing for the claimant, who was awarded \$22,500 in the Multnomah County Circuit Court. This is said to be one of the largest verdicts ever given in a damage case in this state. Miss Blue was injured by a street car in Portland.

CLUB SMOKER IS MOST ENJOYABLE

INITIAL AFFAIR OF WINTER SEASON ATTENDED BY NEARLY ALL THE MEMBERS.

SPEAKERS GIVE STIRRING TALKS

The Value of The Organization, The Good It Has Accomplished, And The Work to Be Done In Future Are Outlined.

If Wednesday night's jinks at the Commercial Club quarters is to be accepted as a criterion, the smokers to be given during the coming winter by the Club will be largely attended, as the affair was most enjoyable throughout. Nearly all of the members and a number of invited guests were present, the best of feeling reigned, and good fellowship was much in evidence during the session.

Joseph E. Hedges, president of the club, who acted as chairman, took occasion in calling the meeting to order, to point out some of the good things the club has brought about for Oregon City. The publicity department, he said by the true character thereof, has done much for the advancement of the city and county by publishing only the truth. "And in this instance, he said, 'The truth is big enough.' In a special way, according to the speaker, a better feeling has been manifested in the city since the organization of the club, especially among the business and professional men, and he strongly urged those who are not members to affiliate themselves with the club as soon as possible.

Captain James P. Shaw, of Milwaukie, spoke of the conditions existing in Oregon City when he came here in 1888, and of the wonderful improvement which has taken place since the Commercial Club sprang into existence. He lauded the work of the club in all its undertakings, especially in regard to its publicity department. "Oregon against the world," exclaimed the captain, "has always been my motto, and I always take occasion to add, 'Clackamas county against the world.'" During his address, Captain Shaw related many amusing anecdotes of the early days here.

"All we wish to do is to tell the truth," was the gist of a short, but interesting talk by Gilbert L. Hedges, when called upon to speak in behalf of the publicity work of the club. He (Continued on page 4)

STATE BOARD WILL INSPECT LOCKS SITE

SALEM, Oct. 16.—Unless present plans fall members of the State Board will probably make an official trip to Oregon City next month to inspect conditions there relative to the proposed free locks. The state has made an appropriation of \$300,000, payable \$100,000 annually, to be used in connection with a similar appropriation from the government for the establishment of such locks.

The agitation in Oregon City for locks on the East Side of the river will meet with the opposition of the State Board, according to the present outlook, and it is to investigate personally this question of right of way that the board wishes to examine the situation.

Under an opinion of the Supreme Court, handed down a number of years ago, the state has a proprietary interest in the present locks on the West Side of the river, amounting to \$200,000. Should the course of the locks be transferred to the East Side it would result in the state's interest in the locks becoming practically worthless, it is said.

CLACKAMAS SOUTHERN FILES DEED OF TRUST

The Clackamas Southern Railway Company, which is constructing a railroad into the rich Molalla Valley Wednesday filed a deed of trust to the Merchants' Savings & Trust Company, of Portland. This company is the trustee of a \$300,000 bond issue for the purchase of rails and rolling stock. Sufficient money for grading and building treaties has been raised through stock subscriptions. Much of the grading has been done, and work on the big trestle in this city has been started. The bonds will be issued in denominations of \$100, \$500 and \$1,000. It is believed that most of them will be bought by residents of this county.

At a recent meeting more than \$20,000 stock was sold in less than twenty minutes. The road is negotiating with a millionaire Portland man, who owns large forest lands on the railway for the hauling of twenty cars of timber daily for twenty years.

W. B. STAFFORD IS DANGEROUSLY HURT

MOUNT PLEASANT FARMER IS KICKED ON FOREHEAD WHILE FEEDING HORSES.

PIECES OF BONE TAKEN FROM INJURY

Wife And Daughter Find Him In An Unconscious Condition Near Animal—Recovery Is Probable.

W. B. Stafford, a well-known farmer of Mount Pleasant, is in a critical condition as a result of having been kicked by a horse. His physician, Dr. C. H. Meisner said Thursday night that he thought Mr. Stafford was gradually recovering consciousness. His skull was fractured and the physician has removed several pieces of the bone.

Shortly after supper Wednesday evening Mr. Stafford went to the barn to feed, and his wife and daughter becoming alarmed when he did not return to the house, went to the barn and found him in an unconscious condition. He was lying near one of the horses and they at once surmised that he had been kicked by the animal. There was a long gash on his forehead. Mr. Stafford was removed to the house and the physician was summoned. It was at first thought he was dying, but after the injury was treated his condition showed improvement.

Mr. Stafford is about fifty-seven years of age, and came to Oregon City twenty years ago. He conducted a hotel here several years, and then moved to the Mount Pleasant ranch. He is one of the most successful farmers in the county, and sells most of his produce in this city. His daughter, Miss Roma Stafford, is a teacher in the Oregon City schools. His son, Roy Stafford, is an engineer.

BABY, PRONOUNCED DEAD, CRIES AT UNDERTAKER'S

EVERETT, Wash., Oct. 14.—After two doctors had pronounced the child dead and it had been conveyed by an undertaker in his basket to his shop with little to keep it warm, Mrs. Maudsly, who happened in, noticed that the child moved, and called her husband's attention to it. Soon the child started to cry and in a short time was very much alive.

SAILOR NOT SLAYER OF HILL FAMILY

BOYS ADMIT CONCOCTING STORY IN HOPE OF OBTAINING REWARD.

MASS SKEPTICAL FROM BEGINNING

Hobo Lads When Subjected To Searching Examination Become Confused, and Finally Reveal Conspiracy.

Sheriff Maca, who returned from Portland late Saturday night, said that the case against Richard Leopold Holmberg, the Swedish sailor, the suspect in the Hill tragedy had fallen flat. It is believed that the boy boys, James Hawkins and Harry Howard, the accusers, concocted the story that led to Holmberg's arrest in order to get the reward offered for the capture of the slayer of the Hills. Sheriff Maca has never believed the tale told by the boys.

District Attorney Stipp, of Clackamas county, who accompanied the boys on the trip to Ardenwald and listened to an extended cross-examination of Howard, said no complaint would be issued against Holmberg, as he agrees with the officers that the story of the boy is a "frame-up."

Detective L. L. Levings conducted the examination of Howard, and the seventeen-year-old hobo quickly fell into a mass of contradictions, strange forgetfulness and manifest falsehood that all hope of solving the atrocious crime at Ardenwald through Howard and his companion, Hawkins, became a joke.

Although pretending to have lived in Portland nearly all the time for the greater part of four years, Howard was unable to give a single address of places where he has stayed or where he has worked. Nor could he remember the name of the town in New Jersey where he says he was reared by an old man and woman who taught him to steal. He could not remember their names. In Portland he stopped for a month or two on the East Side with a Mrs. Schmidt, he said, but he did not know the street.

Howard, who is not so intelligent as Hawkins, freely admitted that he and Hawkins had planned to deliver Holmberg to the officers and divide the reward. He said he was going to put his part of the money in the government savings bank at Albany, Or., and keep it there until he was twenty-one, when he would buy a cattle and dairy farm and lead an honest life.

EQUALIZATION BOARD HAS FEW COMPLAINTS

Fewer remonstrances than ever before on the first day were received by the Board of Equalization, which convened Monday. The board consists of County Judge Beale, chairman; County Clerk Mulvey, clerk, and County Assessor Jack. The board will be in session one month. It is believed that the assessments this year are more nearly correct than ever before, and that complaints will be much fewer. Assessor Jack and his assistants have done everything possible to prevent making mistakes, and, it is thought, they have made few if any. The gross value of all property in the county is \$21,630,510, which is an increase over 1910 of \$550,400.

NEWBURGH, N. Y., Oct. 16.—

Perseus reports that Harry Thaw's release from the Matteawan Asylum is expected within three months are denied by Dr. James V. May, superintendent of the institution. "I can say most positively that Thaw will not be released before January 1, or for some time after," said Dr. May.

"WELL, I'LL BE JIGGERED!"



JURORS SUMMONED FOR CIRCUIT COURT

County Clerk Mulvey has authorized Sheriff Maca to summon the following for jury service in the Circuit Court at the term which begins November 6:

W. S. Tull, Barlow; Julius Paulsen, George; A. M. Kirchem, Viola; W. A. Bard, Springwater; Silas Wright, Molalla; C. C. Borland, Oswego; C. Krigbaum, Estacada; Harry Rastall, Molalla; J. P. Cook, Oswego; J. S. Owings, Killin; Charles Sharnke, Cascade; W. M. Stowe, Needy; Carl Wolfhagen, Damascus; O. P. Koch, Oak Grove; Nat Scribner, Highland; B. F. Linn, Oregon City; P. J. Winkle, West Oregon City; T. J. Wirtz, Highland; W. H. Heater, Maple Lane; Fred Gage, Sunnyside; A. Bremer, West Oregon City; O. A. Marquam, Marquam; C. D. F. Wilson, Union; A. M. Vinyard, Canby; Marion Young, Pleasant Hill; W. H. Bonney, Harding; E. P. Elliott, Oregon City; R. D. Nal-Tunatin; W. Porter, Abernathy; Walter Fred Lehman, Milwaukie; and John Tabert, Clackamas.

GRANGE OPPOSES ROAD FUND PLAN

RESOLUTION CONDEMNING PROPOSITION TO RAISE \$200,000 IS ADOPTED.

HIGHWAYS TO MARKETS ADVOCATED

Pomona Grange Not in Favor of Building Trunk Roads With Public Funds At This Time.

Resolutions opposing Governor West's road policy were adopted at a meeting of the Pomona Grange which met Wednesday with Maple Lane Grange.

The invitation to Pomona Grange by Harding Grange at Logan to meet with it the second Wednesday in January was accepted. Changes in the State Grange by-laws were discussed. Three resolutions pertaining to the road question were introduced by F. M. Gill. They were warmly supported by State Master C. E. Spence. After thorough discussion they were adopted without opposition. The resolutions are as follows:

"Be it resolved by the Clackamas County District Pomona Grange that we favor good roads; but that we wish these roads constructed from the market places to the farmer's homes.

"Be it resolved, that we are opposed to the program of Governor West's Road Commission in recommending a bonded indebtedness of \$200,000,000 and recommending a one and two-cent mill tax for providing a fund to establish state aid.

"We are opposed to the construction of the Pacific Highway or other trunk highways with the public funds at this time excepting such funds as may belong to road districts through which these roads run or special taxes voted in these districts for use upon the road."

FISHING PARTY HAS LUCK.

Three Deer, One Bear And Plenty Fish Are Results.

A fishing party composed of Ralph Neibauer and son, Irvin, of Greesham; Walter St. John, of Bull Run; William Dickinson, of Boring; Harry Gardner, of Bull Run; Jim Gardner, who went to Sugar Loaf Mountain near the Toll Gate, a few weeks ago, has returned. The party brought back three deer, one black bear and plenty of trout. An accident befell Irvin Neibauer while on the trip. He stepped on a pithfork, which penetrated his foot, and he was found after the accident happened by Gardner, and brought to camp. Jim was called the nurse of the camp as well as the cook.

BACK AFTER LONG JOURNEY HORSEBACK

Bert Staats, son of Chief Deputy Sheriff J. O. Staats, has returned from a 1,250 mile trip horseback through Oregon and Washington. The young man was gone five months and he saw the territory traversed by him thoroughly. He earned enough working for farmers to pay all his expenses. Mr. Staats declares that he had a delightful time, and he is planning taking a similar trip next year.

LAND HELD 40 YEARS YIELDS BIG RETURN

An illustration of how land values have increased in Clackamas county is the sale by George A. Harding of forty acres of timber land near Highland, which he paid \$50 for forty years ago, for \$1,800. The purchase price was \$1.25 an acre and the selling price \$45 an acre. The land was bought by Eugene Cumins. The taxes and other expenses on the land have been small, and, although Mr. Harding had his money tied up for a long time the investment was a fine one.

HEDGES PLEADS FOR FREE CANAL

LOCKS WILL BE BUILT ON EAST SIDE OR NOT AT ALL. HE DECLARES.

OBJECTIONS ARE OFFERED TOO LATE

President of Commercial Club Says Persons Opposing Engineer's Report Virtually Oppose Free Locks.

Declaring that unless the free locks and canal were built on the east side of the river, as proposed by the government engineers, they would not be built at all, J. E. Hedges, at a meeting of the Live Wires of the Commercial Club, Tuesday, made an eloquent and forceful appeal to all the residents of the city for united action. He declared that the locks and canal on the east side would not injure the manufacturing interests and would be of incalculable benefit to the city and the Willamette Valley. A resolution authorizing the Main Trunk, Grant B. Dimick, to urge the settlement in Congress and the Senate to hasten the beginning of the work, and to obtain a larger government appropriation, was adopted. Mr. Hedges said in part:

"For as many years as I have lived we have been hoping for an open river and for many years we have been promised by our representatives that we would have free locks and the rapids below the city would be removed. Four years ago the present agitation began, and these agitations were like tides, rising and falling when the bill was introduced in the legislature to appropriate \$300,000 for building or purchasing free locks; that since that time we have agitated free locks and for the last two years the practically universal sentiment has been against the purchase of the old canal and locks and for the construction of new ones.

"Not the Time to Switch."
"We have had our representatives in Congress in the Commercial Club rooms and at public meetings urged them to work for the construction of new locks, and asserted that we opposed the purchase of the old locks. The engineers have made surveys and have reported favorably upon the construction of locks on the east side. Now just as we seem about to reap the harvest of our work and to obtain the locks the controversy has been raised as to whether we want what for these four years, and especially the last two, we have so vehemently asserted we wanted. The point I here make is that this is not the time for us to switch and ask for that which we have labored against, in lieu of that which all of us have worked so hard to obtain. I see no reason why it will be a failure to get anything. And I believe those who are now urging the purchase of the west side locks are effectually working against free locks.

"The government does its work in a thorough manner. Instead of the locks costing \$700,000 I am of the opinion that before completion they will cost \$2,000,000 or \$3,000,000. They will be built in two to three years, but it will probably take four. They will be built for centuries to come and not the present. The advantage to the state and especially to the Willamette Valley will be so great that the share of Oregon City in it will be much greater than any loss which it can possibly sustain. Nor do I believe there will be any loss or disadvantage. I see no reason why if we take away by the construction of the locks a foundation for a mill the mill may not be constructed on that portion of Oregon City between the present basin and Seventh street. It is not necessary in order to obtain power that the mill be on the crest of the falls.

Will Mean Open River.
"Again, an inevitable result that will follow the construction of new locks by the government will be that work which is necessary to make an open river to the sea. I am of the opinion it will not be very difficult if the locks are constructed, to induce the government to make an additional appropriation to clean out the channel from Oregon City to Portland and especially to remove the rapids below Oregon City. Again, as the government builds permanently, and the engineers have had all the data necessary in making their report, including the lines of highwater heretofore, and the probability of floods hereafter, the locks will be so constructed with a wall outside to keep them from the overflow and to protect the city as it never has been protected of danger from washout.

"I am told that in the 1890 flood, if it had not been for a jam of logs accumulated in the south end of the wooden mill, the building of the Oregon City Manufacturing Company would have been destroyed, and we all know that as the valley is cleared of timber the freshets will become larger and the floods more dangerous so that we may expect floods far greater than that of 1890 any winter when the conditions are ripe. The Oregon City Manufacturing Company, I am told, would construct another large building to take care of its great business were it not for the fact that as winter approaches they fear for their buildings. By the construction of such an addition as that one company would obtain employment. That enlargement probably never will be made unless protection is afforded to make the buildings of the company safe.

"If the locks on the west side were purchased it would be necessary in order to make them adequate either to condemn some of the plant of the largest of the corporations here—the (Continued on page 4.)