

Oregon City Enterprise

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ANSWERING In this issue of THE CHARGE Enterprise is printed a reply by County Judge R. B. Beattie and Commissioner Blair to the charges preferred against them by those who are backing the recall movement.

In a mild, clear and concise statement the judge and the commissioner take up the record the county court has made and present it to the people for their judgment. Replying to the charge that the present county administration has been an expensive one for the tax-payers, they submit figures that cannot be disputed to show that any increase in taxation is not due to the actions of the county commissioners, but is the result of an increase in mandatory state taxes, and in taxes voted by the people themselves.

Figures are quoted to bear out these facts. The figures are a part of the county records, and they are also a part of the report made by a special accountant who experted the county books. The figures do not lie; and any right-thinking man who reads them, and who understands the meaning underlying them, cannot fail to see that any charge of extravagance, based upon them and levelled at the county court, is a gross misrepresentation of affairs as they actually are.

Judge Beattie and Commissioner Blair also point out that under the present administration the county has not only been freed of debt and placed upon its feet in a sound financial condition, but that there has also been accumulated in the county treasury a healthy surplus. Surely there can have been no extravagance, nor mismanagement, nor wrong-doing, if such results have been achieved.

Not only does the comparison between the years 1910 and 1912 show this advance, and prove that under the present management of affairs the county has been financially battered by many thousands of dollars; but the present administration has taken steps through the county cruise, to benefit the district over which they have charge to a still greater extent. Results obtained from this cruise already indicate that the increase in assessed valuation and the taxes on timber land levied thereupon will more than pay for the cruise, and will add to the county funds further thousands of dollars annually.

In short, it must appear to the citizen who thinks of this matter that the present county administration has done well in office, has had at heart the interests of the county, and has, in the last assay, given an economical rule. It has lifted the county from debt and provided it with a surplus, and while doing this it has found ways to also provide and maintain many needed improvements.

made over the New Haven line to a modern railroad, but he tackled on to it the Boston & Maine and other independent lines, and built up a railroad system in New England that is as firmly entrenched today in its territory as are the Hill roads in the Northwest. This being done, Mr. Mellen and his headstrong methods became a burden to the system, and served only to embroil it with the states through with it passed.

HINDERING Seekers after the GOOD WORK siduous lobbyist might do well to probe the opposition now in evidence against the proposed expansion of the parcel post service planned by Postmaster-General Burleson. Mr. Burleson's betterments will probably curtail the business of the express companies to a still further extent, and this fact might furnish a clue as to the best place to seek the malign influence.

In attempting to do this, he is merely doing his duty as director of a very useful branch of the postal service, and congress has no legitimate reason to stand in his way. The only people who may be injured by the changes are the express and transportation companies, and congress is showing bad grace—if not something worse—in appearing to champion them against the people.

Additional suggestion of the peculiar influences that are probably at work to hamper Mr. Burleson is to be found in an article published in a recent number of The Oregonian. This dispatch, coming from one of the professional news-mongers of the national capital, says that Ex-Senator Bourne is behind the attack upon the postmaster-general. As Mr. Bourne has always been a friend of parcel post, and as he was one of the prime movers in making the adoption of the system possible, it can hardly be believed that he is now industriously trying to hamper the progress of the work which he helped get underway.

Mr. Burleson should have the support of Congress and the people in whatever attempt he may make to advance the usefulness of the parcel post system. He is doing a public work for the public good; and all who cast hindrances in his path cannot be classed as unselfish citizens seeking the best for the common weal.

SEQUENCE The election of Howard OF EVENTS Elliott to the presidency of the New York, New Haven & Hartford, and the proposal to make him absolute dictator of its policies and management is a matter of interest to the Northwest, as well as to New England. Mr. Elliott, who has attained no small fame as an executive under the Hill interests, takes the place of Mr. Melka, another former Hill man, but of a totally different stamp. Mr. Mellen has always been an organizer, a builder, and a conquerer if need be. When he was placed in charge of the destinies of the New Haven road that line was in a somewhat chaotic state, and was threatened on all sides by rivals that were fast gaining strength and power.

Mr. Mellen was put in office to place the New Haven line on its feet and to crush threatening rivals. He accomplished his purpose, even though his methods were perhaps not altogether praiseworthy. He not only

added about \$7000.00 for Widows' pensions; and the expense of two Special elections which will cost approximately \$9000.00. The County Court is not responsible for these items of expense. They are created by the Legislature or the people and the Court must, under the law, pay these various items.

There are places in development work for all kinds of men, and I know this better than James J. Hill. Because he has developed men of the stamp needed, his roads have furnished perhaps more executives for other lines than any other system. Mellen, the fighter, will probably find work for his peculiar talents elsewhere, and his successor will probably be able to successfully smooth down the furrows that Mellen has plowed in the very soul of Puritan land.

BAY STATE Oregon used to be CONPOLITICS sidered the natural home of tangled politics, where party lines were about as binding as the mists of the morn, and where there was no telling what strange combinations were going to be formed to swing the result one way or another—or possibly both ways at once. But Oregon seems to be losing the leadership in the line of frenzied politics, and staid old Massachusetts is shaping herself the van of weird politics.

In the Bay state this fall an entire state ticket, both branches of the legislature and numerous county officers are to be chosen at the polls. The campaign is now on for the nominations, which will be made at a general primary two months hence. At present the political situation appears to be in the worst possible muddle. The confusion that now prevails may be said to arise wholly from the attitude of Governor Foss, who is now serving his third term. The governor is expected to be a candidate for a fourth term. But, strange as it may seem, even his most intimate political associates do not know whether he will seek the Democratic nomination or the Republican nomination, or whether he will pass up both parties and run independently.

Though elected three times on the Democratic ticket, Governor Foss is undoubtedly out of sympathy with the Democratic party at present. His public statements say that he believes the Democratic policy of tariff revision is no better than the Republican policy as evidenced on the Aldrich bill. The governor is first last and all the time fighting for reciprocal trade relations with foreign countries.

There is no question but that in the past few weeks the governor has been sparring with the Republicans, and this has given rise to the belief in some circles that he may enter the Republican primaries. The governor was a strong Republican until a few years ago, when he accepted a Democratic nomination for congress, and many Democrats accuse him of still being a Republican at heart. The governor has lent countenance to this by his recognition of Republicans in his appointments and by the fact that he has sent for many of the Republican leaders to talk over the situation. At the present time one of his Republican friends is circulating petitions to have his name placed on the Republican primary ballot, but whether with or without the governor's sanction is not known.

Just what figure the Progressives will cut in the fight for the governorship is problematical. The party organization now has several thousand nomination papers out throughout the state, and an attempt is to be made to file for all county as well as state offices. The Progressives have started off in earnest, and despite the fact that the enrollment of the party is relatively small, every member throughout the state is being canvassed for his signature. The Progressive nomination for the governorship will go without opposition to Charles Sumner Bird, who is already busy on the stump throughout the state. Mr. Bird is a conservative business man and an able politician and has admittedly developed much strength.

BEATIE AND BLAIR ANSWER RECALL CHARGES

(Continued from Page 1.)

added about \$7000.00 for Widows' pensions; and the expense of two Special elections which will cost approximately \$9000.00. The County Court is not responsible for these items of expense. They are created by the Legislature or the people and the Court must, under the law, pay these various items.

CHARGE NO. 1.—That the sum of \$350.00 was paid for an examination and This amount was paid for an expert examination of the bridge. At our first meeting in January, 1911, Mr. J. W. Moffatt, President of the Oregon Engineering & Construction Company, appeared before us and called our attention to the dangerous condition of the suspension bridge. He stated that he had made similar report to our predecessors in office and they had promised to take the matter up but for some reason had failed to do so.

CHARGE NO. 2.—That the bridge across Clear Creek at Stone was destroyed and replaced by a new steel bridge, which was wholly uncalified for, so the old bridge was in good condition when destroyed. All it needed was new piers and a few minor repairs at slight expense.

CHARGE NO. 3.—That many steel bridges were built without due publicity and without asking for competitive bids. Section 6368 Lord's Oregon Laws provides two methods, either of which may be followed by the County Court, in building bridges. The first method as defined by said section is as follows:

CHARGE NO. 4.—That a contract was entered into with a Portland timber cruising company to cruise the timber of Clackamas County at the rate of \$51.20 per section, without giving any notice to the public that such contract was to be let.

things. Not that the jury was crazy, as some people might charge. The jury was perfectly sane, and was composed of good citizens of the community, men of intelligence, men who believed that they had a solemn duty to perform, and who did it. It goes to show that it is a bad plan to base a proposition will impress the person whom it is meant to impress. In this particular case the man with the gun in his pocket was sitting in his own house, doing nothing. Hence the jurors did not conceive that he was guilty of any overt act, and the fact that he had a revolver in his pocket while he was sitting still in his own home did not seem to them like a violation of the law against carrying concealed weapons.

Other people might differ upon other matters. The old fable of the two men who fought to death over the gold and silver signboard is too familiar to need repetition here, but the principle involved was the same in this justice court trial. One's opinion on any subject is formed mainly by two things, first what one notices about any circumstance as being the most prominent fact; and secondly by one's frame of mind. Policemen have a natural distrust of people who are on the streets at night. Sailors pity the poor folks on land when there is a storm ranging; and the people on shore tremble for the safety of those at sea during the same storm. Some

people refuse to sit down at a table where there are thirteen, others court the hoodoo, but will stop in a rush to get the last car if they see a chance to pick up a pin. You never can tell what another person is going to think about any question; nor can the other person be sure how the matter will impress you. All of which should be appreciated by most of the people in this world, and particularly by those who aspire to be leaders. A willingness to be enlightened, or to hear the other side of the case, or even to admit that there may be another side, will save a great deal of unpleasantness and worry. In short the philosophy of the thing may be summed up in the remark of the colored preacher who was given a chicken by a white neighbor, and who was told to serve it at a church supper. "Thank you, massa, fo' de chicken," said the colored pastor, "but why should I serve it to de church when if I do I'll de folks will say I stole it? No sab, I'ae gwine to eat dis bird myself."

LANDS DESCRIBED ARE OWNED BY THE WEYERHAEUSER LAND COMPANY. Values before the Nease Cruise and after the Nease Cruise are shown:

Table with 3 columns: Old Value, Cruise, New Value. Lists land parcels with acreage and values.

The old values above set forth are the values placed on the timber land above described by the Weyerhaeuser Land Company from their own cruise. This cruise was furnished to the assessor and assessments have been made, taxes levied and paid, for many years past on that basis.

CHARGE NO. 5.—That said R. B. Beattie (N. Blair), as chairman of the County Court has not complied with Section 6278 Lord's Oregon Laws. Section 6287 is as follows: "All county roads shall be under the supervision of the county court of the county wherein the said road is located; and no county road shall be hereafter established, nor shall any such road be altered or vacated in any county in the state, except by the authority of the county court of the proper county; and each county court within this state shall have the authority, and it shall be its duty, to supervise, control, and direct the working, laying out, opening and keeping in repair of all county roads within its county, and to prescribe the methods and manner of working the same; to supervise the construction and repair of all bridges on the county roads, and to remove any supervisors for incompetency or disobedience to the orders of said court. The powers herein given may be exercised directly by the court, or through some one of its members designated for that purpose."

CONCLUSION. Many charges have been made against us by innuendo. Statements absolutely false and malicious have been hurled forth by the steaming champions of the Recall. More such statements will be coined and placed in circulation. The county records are public documents open to the inspection of every citizen. The county Court's proceedings are published monthly so every one may know what we are doing. We urge all citizens to satisfy themselves first hand from the records. Signatures may have been obtained on the recall petition through fraud and misrepresentation; the petitions may not be legally drawn; the Recall Act may not be self-executing, but we shall throw no straw in the way of an election. We welcome the test.

All we ask is a fair and impartial expression of our citizenry at the polls. R. B. BEATIE N. BLAIR.

GIRLS PREVENT SERIOUS WRECK

(Continued from Page 1.) They had passed over the site of the fire. That Miss Green's fear proved to be well founded was discovered a moment later, when the train crew came back and examined the track, and found that the fire had so weakened the track supports that the rail had bent down under weight of the passing train. No derailment occurred, however.

The three girls later reported their act to Supt. Shepherd, of the railway company, and were warmly praised for their work. Later the matter was again reported by the train crew and a truck gang was hustled out to the spot to repair the charred timbers. The track was in condition for service soon after, and schedules were not seriously interrupted. How the fire started in the piling is considerable of a mystery, but it is thought that some passenger may have dropped a cigar butt under the track, and that this caught in the weeds along the river bank.

CARRIED GUN, JURY SAYS "NOT GUILTY"

Peter Erickson, arrested on the charge of carrying concealed weapons and who is said to have threatened to shoot his wife in their Mt. Pleasant home, was tried before a jury in Justice Sievers' court Tuesday and found not guilty, in spite of the fact that Constable Frost, aided by Chief of Police Ed Shaw, took a sawed-off revolver of small calibre from his pocket when they were summoned to his home Sunday by his wife. Following the decisions of the jury, Justice Sievers ordered the gun confiscated and thrown into the river, and a few minutes later Constable Frost carried out the ruling by taking the gun to the suspension bridge and throwing it into the murky waters of the Willamette.

JAPAN SCHOOLBOY HAS SOME QUERIES

Shikaro Takomoto, "Japanese passenger," has written to the "Hon. S. Pacific company," earnestly asking why, "please, do engineer 9:30 evening p. m. freight train necessary blow whistle with so long lasting of sounds for calling back end brake-man if 5 short whistle call would wake baby and back-end brake-man with same effect departure?" And Takomoto, too, has some suggestions regarding Pullman cars. His letter follows:

"Dear Hon. S. Pacific: "I residing in these Suisun City and question, please, do engineer 9:30 evening p. m. freight train necessary blow whistle with so long lasting of sounds for calling back end brake-man if 5 short whistle call would wake my baby and back brake-man with same effect each departure? Many other trains at crossings raise same long lasting noises; cannot all lives be safe with less awaking of almost the dead?"

FAST TRAIN KILLS MAN RIDING RODS

The Southern Pacific has answered Takomoto and assured him that it will do all it can that "all lives be safe with less awaking of almost the dead." "Yours truly, SHIKARO TAKOMOTO, "Japanese Passenger." The man, identified by papers in his pocket as George Sivertsen, 31 years old, and a native of Norway, was ground to pulp under a Southern Pacific train early this morning near Canby, and his body found lying on the track by members of a section crew. Coroner Wilson, who viewed the remains gave the opinion that the unfortunate had been stealing a ride on the rods, and lost his hold. It has not been determined what train killed him. The man was about five feet seven inches tall, had blue eyes and brown hair, and was a member of the Sailors' Union of the Pacific.

THE CHECK ACCOUNT FOR YOUR BUSINESS. The check account will serve your business interests to advantage. Because:—It is adapted to any volume of business; it adjusts itself automatically to requirements. The benefits are as great whether your business amounts to \$25.00 or \$2,500.00 a day. The system is safe, simple and sure; accurate, systematic and convenient. It will be all this for you. The Bank of Oregon City OLDEST BANK IN CLACKAMAS COUNTY