

OREGON CITY ENTERPRISE

The Enterprise is the only Clackamas County newspaper that prints all of the news of this growing county.

CLACKAMAS COUNTY
FAIR, CANBY, ORE.
SEPT. 24, 25, 26, 27.

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ROAD'S FIRST MILE IS DONE

RECORD MADE IN GRADING WORK ON PORTLAND & OREGON CITY LINES

TOWNS WANT PLANS CHANGED

Ask Alteration in Routes of New Road so They Will be Included When Construction is Finished

The first mile of grading for the new Portland & Oregon City Railroad was completed Friday. This is a rather record in preliminary construction, considering the fact that actual work on the new line was begun only two weeks ago.

The work which is being rushed by Mr. Carver as rapidly as possible, started on the Webster Acre tract, near Milwaukie, and the graders, about fifty in number have been working each day. If the pace is kept up, it is thought that within 60 days the grade will have been completed as far as the Clackamas river.

James Roots of Irving, was in Oregon City Friday afternoon, after having passed through the grading camp. He is extremely enthusiastic over the new line and says the road will be completed in a few months. Mr. Carver is personally in charge of the grading work at the present time, and according to Mr. Roots, there is no doubt from the way the work is progressing that he means business.

Parkplace Survey

Tomorrow a tentative survey will be made through Parkplace, following a meeting held there a week or so ago, when Parkplace citizens asked that the right of way be laid through their town. After the survey is made a committee of Parkplace citizens under the chairmanship of Captain J. T. Apperson will make strenuous efforts to secure a right of way for the new line. If they succeed and pressure can be brought to bear upon Carver, the line will probably cross into Parkplace near the S. P. bridge and will be of great benefit to the citizens of that locality.

At all events the line will make a deep cut through Gladstone, paralleling the S. P. tracks and meeting the county road just below the Chautauque park, where the line as now surveyed runs along Arlington street and crosses the Clackamas river at a point over the island.

It now develops that the line is to pass farther east through Milwaukie than formerly contemplated, as the people of that section are hot after the new line. It is now contemplated to skirt the eastern boundary of Milwaukie and likely run through the Mathron addition to Portland.

More men and teams are wanted in the construction work, especially more men to clear and keep ahead of the graders who are making phenomenal progress. The right of way has practically all been secured between Gladstone and Milwaukie.

CLASH OF ROADS IS AVERTED

CLACKAMAS SOUTHERN INSISTS THAT PORTLAND LINE SIGN AGREEMENT AT ONCE

WORK STOPS AT CROSSING LINE

Local Official Thinks Other Company Wanted Excuse for Delay in Reaching Molalla on Specified Time

A clash between the Clackamas Southern and the Portland, Eugene & Eastern was averted when the officials of the Portland company stopped work on their lines at Liberal upon the orders of the representatives of the Clackamas line.

Because the Portland company had not signed the crossing agreement in spite of the fact that it is said to have had it for several months, the officials of the Clackamas Southern refused to allow them to make the crossing at Liberal and ordered the work stopped until the agreement was signed.

F. M. Swift, general manager of the Southern, was notified Friday afternoon that the agreement had, at least, been signed by the Portland line and he instructed his men to allow the company to put in the crossing in accordance with the terms of the understanding.

According to F. M. Swift, the opposition road has an agreement to enter Molalla on September 19 and that it is an impossible feat to make the connections by that time. He believes that the road, as an excuse, wanted to declare that the Southern had been the cause of the delay and had not allowed its lines to cross at the Liberal Junction.

Mr. Swift also says that he has offered no opposition to the other line and has made no effort to prevent it from getting into Molalla on time but that he did insist that the company should sign the crossing agreement before an inch of track was laid at the junction point.

The difficulty between the two roads came yesterday as did also the settlement of the difference of opinion that has existed.

TALK AND FIREWORKS TO WELCOME ROAD

Many Oregon City people are planning to go to Molalla September 19 and 20, when the recently incorporated city will celebrate the completion of the Molalla-Canby branch of the Portland, Eugene & Eastern railroad. Members of the Clackamas County Automobile club will make the run in a body and farmers from the surrounding country will be on hand to enjoy the festivities.

The program, as arranged, includes concerts by four bands, daylight fireworks, speeches by President Robert Strahorn of the new line, and others; a reception at the Molalla Commercial club, and a special demonstration when the first train over the new line pulls into town.

The Portland, Eugene & Eastern will not only put Molalla into direct rail communication with the rest of the state, but will also open up a wide sweep of agricultural country and provide modern facilities for its shipping needs. Marked development is expected to follow the advent of the road.

COUNTY IGNORES COURT'S ORDER

DISTRICT ATTORNEY ADVISES NEW OFFICERS NOT TO HEED MANDAMUS

IS THE ECHO OF RECALL VOTE

Holds That Suit Was Brought Against Officials Not Now in Power and Has No Effect at Present

Deputy District Attorney Lyle Stipp, acting as county attorney, has advised the members of the county court and the county treasurer to ignore the declaration of Circuit Judge J. U. Campbell in the matter of the Gladstone road fund suit, which was brought in the form of mandamus proceedings to compel the county to refund to Gladstone the unexpended portion of the road tax collected within its borders for the years 1911 and 1912.

The court ruled that the money collected within the Gladstone limits was for the sole use of the improvement of Gladstone's highways and ordered the unexpended balance returned to the municipality.

Suit Against Old Court.

The proceedings were brought against the county court composed of Judge R. B. Beattie and Commissioners N. Blair and Mattoon. While the matter has been pending in the courts Judge Beattie and Commissioner Blair have been recalled, and replaced by County Judge H. S. Anderson and Commissioner J. W. Smith.

Mr. Stipp holds that the present county court, therefore, is not a party to the action, that it cannot be mandamus on the original suit, and that as they have never refused to give the moneys in question to Gladstone, and have never had a day in court for any hearing in relation to the matter, they cannot be affected by the outcome of the action.

Mandamus proceedings, Mr. Stipp holds, are directed against individuals, and not against county officers in the abstract, and therefore Judge Anderson and Commissioner Smith cannot be bound by court orders directed to Judge Beattie and Commissioner Blair.

RAILROAD SHOWS ITS INTEREST IN COUNTY

Further demonstration of the interest of the Southern Pacific and Great Northern railroads, with their allied lines, in Clackamas county has been given in the receipt by the Oregon City Commercial club of a massive silver and gold cup, which is offered by the Hill lines as a prize for the best general display of farm products made by any one man at the Clackamas County fair which is to be held at Canby September 24, 25, 26 and 27.

The cup is a beautiful sample of the silver-smith's art, standing 14 inches high, and measuring six inches across the top. It is mounted upon an ebony base and is to be competed for each year until won three times by the same farmer, when it is to become the winner's property.

Stimulate Developments

None of the Hill lines enter Clackamas county, so the offering of the cup is all the more remarkable. It is designed to stimulate general agricultural development in the county, and is a duplicate of the cups that are being offered by the Hill people in states where their roads find an active freight field.

ENGINES SOON TO PUFF IN MOLALLA

ROAD PUSHES WORK ON RAIL LAYING AND WILL REACH POINT ON TIME

ROAD WILL SOON BE ELECTRIFIED

Line Plans to Make Changes and to Penetrate Rich Lands Now Untouched by Transportation

Rails of the Willamette Valley line have passed Liberal and Monday morning will find the Portland, Eugene & Eastern work trains at Molalla.

Ballasting trains have been following close on the heels of the rail laying crews and the engineers for the company announce that the new road will be in readiness to do its part in the official opening ceremonies which are scheduled to occur next Friday, September 19.

Important Line

The opening of this new line of connection between Oregon City and the rich Molalla country is considered of vast importance. Until the new road is electrified the trade of the Molalla will pass through this city on the tracks of the Southern Pacific company, and if any considerable portion of it shall be diverted to find permanent anchorage with local business houses, the effort to capture the business must be put forth by Oregon City men.

Portland, Salem, Canby are all alive to the possibilities of landing the Molalla country as part of their trade territory and will be largely represented at the big celebration. Special trains will come up from the south and it is announced that 10 cars will be on the Canby siding when the train from Portland and Oregon City reaches that place in the morning of celebration day.

Big Depot Facilities

After the main line of the Willamette Valley line is constructed and electrified the electric trains will pass through West Oregon City, where splendid depot facilities are promised and from which point Oregon City merchants can still command a large influence in Molalla trade if the effort is made.

The Commercial club of Molalla is preparing to entertain a crowd of 5,000 persons at the opening of the P. E. & E. It is asserted that every farmer between Colton and Silverton will be there, besides the hundreds who will ride on the first train over the new line. It will be an opportunity for Oregon City men to come in closer contact with the people of the district and is bound to result in the establishment of closer and even more friendly relations than have heretofore existed, it is believed.

Cowboys Coming

As the engine ahead of the first train pokes its nose into the city limits of Molalla the old cowboys from back in the hills will attempt to capture it with their lariats, and as it steams on into town hundreds of balloon flags will be released, while massed bands turn loose with stirring music.

Besides Robert E. Strahorn and other prominent railroad men there will be speakers from Oregon City and adjoining cities to express the gratification of every resident at the accomplishment of the railroad dream of the old settlers.

SKULL BROKEN; LIES IN RAIN

SLIPS OFF DRENCHED DECK OF FREIGHT AND IS LEFT UNCONSCIOUS

FINDS WAY INTO CITY FOR HELP

Walks Unaided from Scene to Get Aid After Accident Happens on Sharp Curve of Road—Goes to Portland

Running along the deck of a freight train soaked by several pouring rains as she was swinging around the curve near Gladstone, J. S. Cushing, a "brake" was thrown to the ground, left in the ditch for several hours in the drenching rain with his skull fractured and his back injured until he regained consciousness and walked into the city for help.

Cushing was a brakeman on one of the freights that passed through Oregon City Wednesday night. He was about 30 years old and unmarried. He was at the rear end of the train as she was making the curve near Gladstone and attempted to reach the head of the freight.

The deck of the train was as slippery as glass. His feet went out from under him and he dropped to the ground like a bag of lead, struck his head on a rock, fractured the skull and injured his back.

Through the seven hours of the night in the drenching rain he staid there until he regained consciousness and could make his way into the city. He reached the S. P. station here and was placed on board a Portland train that took him to the hospital for medical attention.

GLADSTONE PREPARES ITS DISPLAY FOR FAIR

The people of Gladstone, a thriving community two miles north of Oregon City, are so proud of the progress they have made since incorporation that they are planning to make a novel exhibit at the Clackamas County Fair, which will be held at Canby on September 24, 25, 26 and 27.

The Gladstone exhibit, as planned, will be unique and will combine displays of agricultural products with samples of municipal development.

Part of the exhibit will be composed of maps and drawings of the Gladstone municipal street improvement plant, including grader, piling, grading machine, road-oiling plant and standard specifications; and accompanying this will be a map showing the miles of completed street work.

Gladstone holds the record for Oregon of having the most economical street plant in the state, and is able to improve its highways at a cost of from 65 cents to one dollar a yard, depending on the class of improvement.

Aside from this display, there will be an exhibit of fruits, vegetables and grains raised in Gladstone, and the management of the Clackamas County Fair believes that the municipal showing to be made will attract much interest among the fair visitors.

COUNTY MUST RETURN FUNDS

CIRCUIT JUDGE ISSUES ORDER COMPELLING COURT TO GIVE MONEY BACK

CITIES TO GET ALL ROAD LEVIES

Cannot Use Taxes Collected for Highway Purposes on Other Districts Must be Given to City Where Raised

The city of Gladstone will, hereafter receive all of its road money raised within the limits of its own district.

The county of Clackamas, the members of the county court, and the county treasurer have been mandamus by Circuit Judge J. U. Campbell, requiring them to return to the city treasury of the city of Gladstone the sum of \$1232.86 that has been retained from the money raised in that district during the year 1911 for road purposes.

The circuit judge holds that the city is entitled to all of the money that it gets for the road purposes and that the county officers cannot take the funds that are raised inside of incorporated cities and towns and use them for the general county benefit.

Old System

Under the old arrangement the city was receiving 60 per cent. of its road taxes after they had been collected but suit was brought to have the county treasurer instructed to return all of the money collected from cities and towns that are incorporated. The petitioners, through their attorneys, H. E. Cross and John Selvers, won their request and the city officials were ordered Friday to make the restitution.

During the years 1911 and 1912 the county court levied a road tax of eight mills and collected from the city of Gladstone the sums of \$2568.98 in 1911 and \$2695.60 in 1912, of which \$1336.12 has been returned. Under the instructions of the court the remainder will be given back into the city treasury for use in the improvements that are contemplated there.

Old Man Asks Court To Take Name From The Charity List

Perhaps for the first time in the records of the county court, a man who has been on the charity list for a number of years has applied for the removal of his name and the cancellation of the order that brought him in monthly revenues.

In a letter written for him by a friend, J. U. Scott, 83 years of age, tells the court that he believes he is now able to take care of himself and can support himself without the assistance that the county has hitherto given to him.

Goes into Business

He plans to set into business for himself and to make his own living hereafter. His friends have admired his pluck in determining at his age in life that he would no longer be a charge upon the county but that he would earn his living for himself.

'CHICKENS' GROW PRIZE CHICKS

GIRLS RAISE WINNERS AT FAIR IN ESTACADA AND TAKE ALL PREMIUMS OFFERED

COMMUNITY FAIR IS FUTURE PLAN

Big Crowd Attends Exhibition and Sees Displays of all Kinds that Have been Produced by School Children

A Brahma chicken four months old and weighing five pounds was one of the features of the Estacada school fair held in the power-house city Saturday, and declared by all who saw it to have been one of the most promising juvenile displays ever given in this county. The five pound chick was developed by Ruth Githens, who also gathered in the prize for Brahma pullets.

Girls take Prizes

Another school girl, Abbie Wagner, took two of the prizes offered for Plymouth Rocks, she having exhibited the best graded chicken and cockerel of this species. Other prize winning chickens were a Brahma cockerel grown by Everett Shipley and a Plymouth Rock pullet grown by Earl Gibson.

The contest in chickens was known as the "Shearer Chicken Race," a school patron named Shearer having given 20 of the Estacada school children each ten eggs four months ago. The children took the eggs to their homes, had them hatched out, and raised the chicks as best they could.

Big Crowd

An excellent attendance marked the Estacada Juvenile fair, the second of a series of nine to be held in the county this year. There were 66 exhibitors who had on display 141 entries. Particular merit was found by the judges in the display of cakes made by the girls and in collections of native woods gathered by some of the boys. A derrick, entirely designed and made by some of the boys also received favorable mention. The best display of vegetables was grown by George Hackenrider.

Interesting Talks

School patrons who attended the fair listened to interesting talks by Superintendent Churchill, Professor Griffith, of the Oregon Agricultural college, and Professor T. J. Gary, county school superintendent. Following this they determined to hold a community fair next year in conjunction with the school fair and John Ely, Mrs. A. W. Bolkin, J. A. Shibley, F. J. Harkenrider, Charles Duncan and H. M. James were named as a committee to arrange the matter.

Music was furnished at the fair by the Currinsville band and domestic science work was demonstrated by the girls in the form of refreshments. The exhibit included work of pupils in all grades of the grammar and high school.

DANISH PAPER IS FILED FOR RECORD

A power of attorney written in the Danish tongue and the translation certified to by the counsel of that land in Portland was filed in the county recorder's office Wednesday by Jens Madsen.

The paper merely prepared the way for the settlement of the estate of the husband, James Madsen, who owned a bank account of \$140 and 100 cents in clackamas county valued at \$200.

DEMANDS FOR SPACE HEAVY

COMMERCIAL CLUB SECRETARY FINDS MANY EXHIBITS ARE COMING TO FAIR

CLACKAMAS COUNTY TO HAVE SHOW

Local Displays to be Better Than Ever Before and to Cover a Larger Field Than in Previous Years

Demands for space at the state fair are increasing so rapidly that the officials have had to add tent after tent to the enclosure that was originally set apart for the exhibits.

Almost as rapidly as the tents are given their certain places on the grounds, the exhibits that are pouring in fill them up and others have to be added. This is the status of affairs, according to Secretary Freytag of the Commercial club, who has just returned from a trip to Salem where he was arranging for the Clackamas county exhibition there.

Many excellent features have been planned for this year's exhibit. The juvenile shows, the eugenics departments and other features of the kind are bringing in their exhibits by the train load to the grounds.

Clackamas county will have the gigantic county exhibit that will show all of the products of the county as they are produced on the farms in the Willamette valley. In addition, there will be an exhibit by the Donzherby brothers, by the juvenile departments and by the city and district of Molalla.

CAMPING SITES ARE OFFERED AT FAIR

One of the features of the Clackamas County fair, to be held at Canby September 24, 25, 26 and 27, will be the "vacation park" where free camping sites, supplied with excellent water, will be placed at the disposal of all who desire to spend the fair week near the grounds.

No charge will be made for camping sites, and as the grounds have been divided into numbered lots arranged in streets, it is expected that an extensive tent city will spring up. People who take advantage of this offer of the fair board will find it a most enjoyable way to spend a brief outdoor vacation.

The camping grounds are located in the heart of one of the most beautiful agricultural sections of the state, are well shaded, and are conveniently located with regard to the fair grounds, so that it will be but a few steps from the tents to the fair attractions.

Application for camping sites should be made as soon as possible to M. J. Lee, secretary of the Clackamas County Fair association, at Canby.

CLACKAMAS IS READY FOR FAIR

WONDERFUL DISPLAY OF LIVE STOCK SOON TO BE SENT TO CANBY EXHIBIT

DAIRY CATTLE WILL BE FEATURE

All Sorts of Farm Products are Gathered for Show Rooms and Fair Promises to Rival One at Salem

The last of the county exhibits before the big state fair at Salem will be the Clackamas County fair, which is to be held at Canby September 24, 25, 26 and 27, and which promises to rival in interest any similar display in the northwest.

Primarily will this be so because of the great interest that has developed in Clackamas county within the past three years in blooded livestock, representative samples of which will be shown by a host of exhibitors.

Exhibit Dairy Cattle

Dairy cattle that supply Portland and neighboring cities with cream, milk and their products will be on view, and the visitor will be surprised at the superiority of this stock. There will also be pens of shorthorn cattle, many thousands head of which graze in the county to be fattened for the markets, as well as displays of hogs of high degree, and sheep which annually provide the big mills at Oregon City with the raw material from which clothes, shawls and blankets are made.

Angora goats, which are raised to a considerable extent in the county, will also be on view, while some of the finest horseflesh in the state will be seen in the parades and on the race track.

Clackamas county is also famous for its chickens, and the entries so far received in the poultry section make it evident that this division of the fair will be specially worth viewing.

MOLALLA TO HAVE BRIDGE NEXT YEAR

Molalla will have a new bridge over its river as soon as the danger from flood is over and the construction work can progress without interference from high water.

The county court has listened to tales of plans and specifications and has decided that it will allow the appropriation for the bridge as soon as the work can be completed without interference or danger of damage.

To award the contract at this season of the year would, in the judgment of the court, throw the actual work during the period when the water in the river is at its height and would endanger all of the sub-structure erected during the work. As soon as the flood danger is over, the court plans to advertise for bids on the cost of the work and to have the bridge rushed through to early completion.

Talk Improvements

Roads and bridges through the county have been the subject of considerable discussion in the court room during the last few days of session and has attracted a great deal of attention from the members of the court.

TELEPHONE CASE UP FOR HEARING

RAILROAD COMMISSION SITS TO LISTEN TO CITY'S CHARGES AGAINST ITS RATES

MATTER TAKEN UNDER ADVISEMENT

No Decision on Evidence Given When Testimony is in but Ruling is Expected in a Few Weeks

With all of the members of railroad commission of the state present at the hearing, the city pushed its charges against the Pacific Telephone & Telegraph company and produced receipts to show how the company had made different and discriminatory rates for identically the same service, according to the committee's contention.

That the company had made rates that were manifestly unfair and discriminated against some of its patrons in the question of rentals was charged by the city and evidence introduced to prove the claim that the council has made. The city goes further and alleges that the company has discriminated against Oregon City, as a whole, and has made rates that are higher for service rendered here than the same company makes for the same service in other cities of the state.

The committee had a vast collection of receipts and contracts that had been gathered from some of the patrons and these were introduced to show that the company had made charges of \$1.25 and \$1.50 for identically the same service.

The company introduced Engineer Spencer and Teague and Assistant Superintendent Phillips to prove that the rate of \$1.50 was necessary in order to maintain the line an deservice that the corporation now has in the city. The officers said the lower rates would not meet the expenses of the company and return any margin of profit and that the higher rate was needed in order to make anything of the money invested in the plant here.

The city contended, on the other hand, that the company is now charging Oregon City with higher rates than it holds against other towns of the state and that it gives no better service for the charges that it makes. It showed, briefly, that some towns were receiving the same service for as little as one dollar that patrons on the line here are now paying for at the rate of \$1.50.

Is First Case

The case is considered the first of its kind that has ever been brought before the railroad commission of the state although it is not the first telephone matter that has been submitted for decision. The city believes that the decision in this case will be one of far reaching importance in that it will establish a precedent for similar action to be taken by other cities of the state that feel the company is making a rate higher than it should for the service given.

TO ADVERTISE ALL WEST SIDE

BOOSTERS ROLL UP SLEEVES AND GET TO WORK FOR IMPROVEMENTS

PRINT TEN THOUSAND BOOKLETS

Plan to Start General Publicity Campaign for Growing Towns and to Present Facts to Newcomers From East

With every seat in the new Willamette school house taken and the people of the west side out in force, the new board of governors and other officers of the West Side Improvement club were named and steps taken to advertise and boost for the advancement of the communities on the other bank of the river.

Ten thousand eight page folders will be printed and distributed for the benefit of the communities that are scattered along the west bank. Ripe, crisp facts, written in the best and most readable style, will tell the people of other places the truth about the cities on that side of the river and will advertise the various resources and advantages that they have that are of interest to newcomers in this section of the county.

"In unity, there is strength" was the keynote of the meeting through the evening. B. T. McElin, the retiring president, made a strong appeal to the people of those communities to stand by each other in the effort to build up the new cities on that bank. Professor Thompson and C. B. Wilson talked along the same lines.

The newly elected members of the board of governors are, J. W. Draper, of Bolton; B. T. McElin, of the West Side, and C. B. Wilson, of Willamette. Six of the members of the board hold over and were not elected Thursday night. Of the membership of the board G. L. Snidow was chosen president; J. W. Draper, of Bolton, vice president; J. Nichols, West Side, re-elected secretary, and M. C. Michels, re-elected treasurer.

The treasurer's report showed a balance in the Bank of Oregon City of \$88.75 and was adopted by a vote of the citizens present.