

OREGON CITY ENTERPRISE

OREGON CITY, OREGON, FRIDAY, MARCH 13, 1914.

ESTABLISHED 1866

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

The Clackamas County Fair at Canby will be bigger and better than ever this year.

FOURTY-EIGHTH YEAR—No. 11.

A HISTORY OF CLACKAMAS ROADS

DISTRICT NO. 30

1666.80, which would permit expenditure under its eight-mill levy of about \$2300.00 for that year. The expenditures were kept within this amount.	
W. C. Heater has been supervising in this district continuously since 1907.	
It might be noted that the figures published above, with today's discussion of District No. 32, have reached and passed the \$600,000.00 mark.	
DISTRICT NO. 33.	
District No. 33 has fared pretty well in matters of road apportionments since the year 1907; likewise it has made a good showing in the generous use of the special levy in its road work. The total sum expended in this district during the last seven years totals \$50,292.27, of which amount over \$18,000 was raised by special tax.	
This district lies just south of Estacada, running in a southeasterly direction between the Clackamas river and Clear Creek, including the Springwater and Dodge communities, and including approximately 40 square miles. It lies about nine miles south and 15 miles east of Oregon City.	
The figures for the district since 1907, showing both regular apportionments and special levies have been as follows:	
1907.....\$ 1,263.94	\$ 1,989.19
1908.....2,084.37	2,856.95
1909.....2,534.70	4,240.67
1910.....4,411.48	3,606.59
1911.....2,348.96	2,642.76
1912.....2,206.52	2,904.82
1913.....\$ 21,058.33	\$ 18,240.98
Total.....\$39,299.27	
The assessed valuation of No. 33 last year was \$689,800.00, and under this valuation the district was entitled to \$2,214.85 as its share for that year. There are 28 miles of highway in the district which might be classified as follows:	
Number miles dirt.....17%	
Number miles crushed rock.....9	
Number miles gravel.....4	
Number miles plank.....9	
Total miles.....28	
Last year 400 yards of crushed rock and 500 yards of gravel roads were constructed. Henry Cromer was supervisor from 1907 up to 1913. Last year John Reed had charge of the road work in this district.	
DISTRICT NO. 34.	
District No. 34, with its total road expenditure of \$23,516.08 since 1907, represents the largest district from the standpoint of money spent, of any yet discussed in the Enterprise. This district lies just across the river from Oregon City and is the familiar "west side" country, running north beyond Bolton and south for about three miles beyond Willamette, and running possibly five miles directly west of Oregon City.	
There are about 44 miles of roads in No. 34, which might be classified as follows:	
Crushed rock.....18%	
Gravel.....1	
Plank.....1	
Dirt.....23%	
Total.....43%	
Statistics from this district show the annual expenditures have been as follows:	
1907.....\$ 3,083.03	\$
1908.....5,859.80	
1909.....5,999.04	
1910.....7,875.97	1,960.24
1911.....10,822.81	73.45
1912.....10,758.62	5,507.32
1913.....11,475.70	
Total.....\$56,074.97	\$7,541.11
Total 7 years, \$63,616.08	
It will be noted that over \$7,000 of this total was raised by special levy. The assessed valuation in 1913 was \$2,967.66, under which enormous sum the district was entitled to spend a little over \$10,000. During 1913 no new permanent roads were built under the expenditure above noted but several dirt, fill, rock cuts and culverts were made.	
From 1907 to 1910, inclusive, John Turner was supervisor; since then William Kaiser has looked after the work.	
DISTRICT NO. 35	
District No. 35 has had to rest content with \$5,262.84 as its share of the county road money during the last seven years, but by resort to the special levy has swelled this amount to a modest total of \$6,586.42.	
This district lies about 2 1/2 miles east of Boring and extends westward to the Sandy river. It is a long narrow district covering about eight square miles and touching Multnomah county line on the north, running thence southerly for perhaps four miles. The district is 17 miles east and 6 miles north of Oregon City.	
It cannot be presumed that number 35 has an extravagant system of "improved highways," although comparatively with some of the larger and richly-endowed districts of the county, number 35 has not done so badly. Statistics made recently show the following to be the condition in District No. 35:	
Total miles.....12	
Crushed rock.....0	
Gravel.....1	
Plank.....5	
Dirt.....11	
The plank roads in this district are in very bad condition, as may be naturally inferred from the meagre amounts expended in the district. During 1913 90 rods of gravel roadway were built under a total expenditure of \$1300 for all the work done in that district. Figures are as follows:	
1907.....\$ 484.69	\$
1908.....1,354.58	309.05
1909.....179.94	
1910.....545.75	
1911.....1,172.10	
1912.....746.83	487.45
1913.....777.95	527.08
Total.....\$5,262.84	\$1,323.58
Total since 1907, \$6,323.58	
Supervisors have been as follows: 1907, A. D. Edwards; 1908, A. D. Edwards; 1909, A. D. Edwards; 1910, J. B. Jones; 1911, J. B. Jones; 1912, Wm. Booth; 1913, Wm. Booth.	

Over on the west side of the Willamette, and a little distance north of Oregon City, begin the boundaries of District No. 30. This district is out in the Oswego country running perhaps one mile north of that city, three miles south and for about 1 1/2 miles west, and includes about eight square miles. The center of the district is about three miles north and four miles west of Oregon City.

No. 30 has spent since 1907 the sum of \$15,476.97 on its road system. There are no special levies. There are 20 miles of roads in this district including quite a strip of the well known "west side" road between Portland and Oregon City.

Expenditures by the year have been as follows: 1907.....\$ 1,102.33 1908.....1,398.81 1909.....2,618.33 1910.....2,061.21 1911.....3,174.46 1912.....2,698.25 1913.....2,033.78 Total.....\$15,676.97 Under its assessed valuation of \$225,738.84 for 1913, District 30 was entitled to spend a little over \$1700 that year.

Road conditions today in this district are about as follows: Total mileage, 20 miles; course rock roads, 14 miles (crushed rock cover); dirt roads, six miles. Twenty-five hundred feet of crushed rock roads were built in 1913.

One point of note in the road history of this district is that there has been a uniform system in the effort to build road roads, the crushed rock system having been used entirely where any permanent form was attempted. James Cook supervised in 1907 and 1908; F. E. Davidson for the next four years; and Ed Walker had charge of the work during last year.

DISTRICT NO. 31 District No. 31 is out in the Stafford and Willamette countries, running north and south between the Tualatin and the Willamette rivers, and east approximately two miles from the western line of Clackamas county. There are in all about 11 square miles in No. 31. The center of this district is about five miles west of Oregon City.

MANY BUILDINGS RISE IN MOLALLA

THREE BUSINESS STRUCTURES ON MOLALLA AVENUE UNDER CONSTRUCTION

MANY RESIDENCES ARE BEING BUILT

William Mackrell, S. A. Knapp and Marian Corbin are Owners of New Buildings Which are Under Way

MOLALLA, Ore., Mar. 10.—(Special)—Three business houses are under construction on Molalla avenue in this city. They are: a harness shop, belonging to William Mackrell; a general merchandise store, owned by S. A. Knapp, and a barber shop and confectionery store, belonging to J. Marian Corbin.

Mr. Mackrell's building is 30x50 and will have an elaborate store front. There will be living rooms upstairs. The building will be wired for electricity and piped for hot and cold water. With more room at his disposal, Mr. Mackrell will be able to better display his sock of goods. Mr. Mackrell says his building will be ready for occupancy by the first of May.

S. A. Knapp, who is putting up a general merchandise store on the property formerly belonging to Mrs. Lizzie Trullinger, came here from South Bend, Wash., where he owned a store. He was also owner of a store at Hood River. The building now under construction will be a neat and substantial store and will add much to the appearance of Molalla avenue. The building is under the supervision of A. T. Shoemaker of this city.

On the other side of the street J. W. Corbin's barber shop and confectionery store is going up. This is a two story building with an elaborate store front. Dr. E. R. Todd and Dr. W. S. Derby will occupy offices upstairs. They will take possession in about a week. Mr. Corbin will not open his confectionery store until May.

Many residences are under way in all parts of the town and sidewalks are being laid in the residence section.

And They Sue And They Quarrel Over One Lone Horse

Several hundred dollars, two separate actions in the circuit court, and litigation extending over a period of several months is part of the history of a horse valued by one man at \$250 and by another at \$50 and which has passed out of the hands of all concerned in the trouble. The case is to come up in the circuit court Tuesday.

Last fall the Canby Mercantile company turned over a bill of less than a hundred dollars to an attorney named Cobb to collect. Cobb went to Hutchinson, who owned the horse, and sued the bill, and acting as his own constable, it is said, took the horse and placed him in a livery stable in Canby owned by one Shearer. The matter was taken to the Judge Knight, justice of that district. The case was postponed from time to time and an appeal was made to the higher court.

In the meantime, the livery stable keeper, who had become tired of keeping the horse and receiving no pay, started an action of his own, obtained the horse, and sold it to a man in Marion county. Since then the animal has changed hands several times and no one concerned know where it is. At the present time the horse has dropped out of the matter along with the Canby Mercantile company and the livery stable keeper. Hutchinson is suing for the value of the animal, alleging that the law provides that every man is allowed one team of horses free from garnishment. The other action before the circuit court is a demand for the justice court at Canby.

BROTHER BRINGS SUIT AGAINST HIS BROTHER

FRANK BAGLEY CLAIMS \$600 DUE FOR ALLEGED FARM WORK FOR BROTHER JESS

Charging that he had an implied contract with his brother for pay during two years spent on the latter's farm near Molalla, Frank Bagley has brought suit against Jess Bagley for \$600. The case was before the circuit court Monday and will probably be in the hands of the jury sometime Tuesday morning.

FIRST SESSION OF ALASKA RAILWAY AWAITING PRESIDENT

SENATE PASSES BILL AFTER LONG AND THOROUGH DISCUSSION

SIGNATURE AT WHITE HOUSE ASSURED

WASHINGTON, March 10.—The Alaska railroad bill providing for the construction of 1000 miles of government railroad and the expenditure of \$35,000,000 was ready for the president's signature today when the senate adopted the conference report already adopted by the house.

President Wilson has indicated his intention of signing the bill as soon as it reaches the White House.

Final action on the bill in congress came after a long debate in the senate, the report of the conference committee appointed to settle differences between the two houses being adopted by a vote of 42 to 27.

The measure authorizes the construction of not more than 1000 miles of railroad to connect Alaska's coal fields with the coast, the route and other details to be selected by the president. He is to decide if railroad lines already constructed in the territory shall be purchased as a part of the government system and whether the road is to be operated by the government or leased after it is built.

The discussion today was principally on a suggestion by Senator Cummins that the senate conferees be instructed to reinstate the language of the bill as passed by the senate and stricken out by the house, providing that the president, in constructing the railroad, must, if existing railroad lines in Alaska are to be bought and used as a part of the system, buy or arrange for the purchase of these lines before construction of extensions is begun.

Where is Addie Reed? This is the question which her mother, Mrs. Susetta E. Reed is asking. And where is J. E. Shearer is the problem which the county Constable Jack Frost, County Attorney Hedges, and Justice John Slevers.

Early Monday morning when the doors of the clerk's office were first opened a man and a girl applied for a marriage license, but Miss Ida Harrington, refused their request because the man had no medical certificate. Before the noon hour the court house was invaded by a group of highly excited persons who inquired the way to the clerk's office. Again Deputy Clerk Harrington stepped to the counter to wait on them when the woman in the party, who seemed in a highly nervous state, asked if a license had been issued to J. E. Shearer and Addie Reed, Miss Harrington replied that no such license had been issued and told the woman of the incident of the morning.

Now there is a warrant out for Shearer, charging him with committing acts which might contribute to the delinquency of a minor and all the clerk's offices within many miles of Oregon City have been notified not to issue a license to the couple. The romance began in the Sunnyside country in the northeastern part of the county. Shearer lives near Damascus and is said to be about 30 years of age.

BOURNE DECIDES NOT TO BE CANDIDATE

ANNOUNCEMENT LEAVES BOOTH ALONE IN REPUBLICAN FIELD

PORTLAND, Ore., Mar. 7.—Jonathan Bourne will not be a candidate for United States senator in the coming campaign. Definite announcement of his decision not to enter the race is afforded by the following dispatch sent by him to this city today:

"With deep regret I feel obliged to announce that I shall not be a candidate in the Republican primary for reelection in the United States senatorial nomination. For a year I have voluntarily and gladly served without compensation as chairman of two joint congressional committees, one on federal aid to good roads, and the other on railway mail pay and second class postage.

"It was hoped that the work of these committees would be completed by the third of this month. The magnitude and technicality of the subjects have necessitated far more exhaustive and elaborate study than originally anticipated. Congress has just extended the life, personnel and powers of these committees until the first of December."

Former Senator Bourne's announcement that he will not be a candidate at the forthcoming primaries for the Republican nomination completely changes the complexion of the senatorial race.

CHARGES EXCITE SEATTLE COUNCIL UP IN CONGRESS

INITIAL STEPS ARE TAKEN TO CARRY OUT REQUEST OF PRESIDENT

BILL IS REPORTED IN THE HOUSE

WASHINGTON, March 6.—Initial steps to repeal the toll exemption clause of the Panama canal act as requested by President Wilson were taken in congress today when the house committee on interstate commerce reported favorably a bill to strike out the provision.

In the senate the committee on inter-oceanic canals decided to meet next week to consider the appeal of the president for a reversal of policy in the controversy which involves the Hay-Pauncefote treaty, and in the opinion of the president, the general foreign relations policy of the administration.

While the house is debating the issue next week, the senate committee will consider whether to recommend a flat repeal bill or to urge the compromise bill offered by Senator Chilton, of West Virginia, a member of the committee, which would authorize the president to regulate tolls and assess charges at his discretion wherever exemption is provided in the canal act.

"I believe that more senators would vote for my amendment than will support a flat repeal measure," said Senator Chilton tonight. "Although the amendment would accomplish repeal of toll exemption indirectly, it would not repudiate the Democratic platform endorsing toll exemption and senators who flatly refuse to go back on that plank could vote for it."

MILWAUKIE HOME IS DESTROYED BY FIRE

PORTLAND AND OREGON CITY RAILROAD PLANS BRANCH INTO BARTON COUNTRY

DETAILS HAVE NOT BEEN DECIDED

MILWAUKIE, Ore., Mar. 5.—(Special)—Fire of unknown origin completely destroyed the house belonging to the Wilson heirs at the head of Washington street Thursday evening. The loss is placed at somewhere between \$1500 and \$2000. It was occupied by Mr. and Mrs. J. W. Rigdon and their family.

The fire broke out about 8:30 o'clock and the neighbors sent in a call for the fire department. At the time but few firemen were here but hose cart was brought to the scene of the blaze but by the time it arrived there was no hope of saving the house. The building, which was two stories high, had been built many years but was still in a good condition.

"I Beat My Wife To Make Her Love Me" Says Husband

PORTLAND, Ore., Mar. 6.—"Cave man" methods in holding marital affection did not meet with the approval of Judge Stevenson in the municipal court this morning, and he put Robert Le Roy under \$500 bonds to keep the peace, despite the protest by Le Roy that he beat his wife to make her love him. Le Roy admitted that he had beaten his wife, Minnie—and when she had objected to the treatment promised to her to a stake and burn her alive. Mrs. Le Roy sought refuge in police protection.

"The more I beat her, the better she likes me," said Le Roy to the judge. "You've got to beat women like they did in the days of the cave man to make 'em love you."

"Civilization has intervened between the day of the cave man and the husband of today," replied Judge Stevenson. "Your methods are rather antiquated as well as brutal." He then put Le Roy under the bonds to keep the peace, and as Le Roy has not the needed security he will stay in jail until some friend helps him out.

EXOM AND COUNTY COMPROMISE ON CASE

As a result of a compromise between the county court and J. W. Exom, the latter was given \$175 instead of \$250 as he at first demanded for the loss of a horse which he charges was due to the construction of a bridge across Bear Creek. The case was up before the commissioners Friday.

TOLL EXEMPTION UP IN CONGRESS

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ROAD MAY BUILD EAST INTO COUNTY

PORTLAND AND OREGON CITY RAILROAD PLANS BRANCH INTO BARTON COUNTRY

DETAILS HAVE NOT BEEN DECIDED

Matter is Hinder to County Court by Stephen Carver, Head of Company—Would Save Bridge

That the Portland and Oregon City railway company may build up either Clear Creek or the Clackamas river was hinted to the county court Thursday.

Stephen Carver told the court that he might build up one of those two streams from Parkplace although how far he would construct his line or the exact location has not been decided. Mr. Carver will probably approach the county court in the matter of a franchise at a later date.

In case this is done, it is probable that the Barton bridge will not be built across the Clackamas and that the county will save between \$18,000 and \$24,000 thereby in connecting roads and the bridge itself. The plan of the county is deciding to erect this bridge was to afford the country south of the Clackamas better and closer access to the tracks of the Portland, Railway, Light & Power company at Barton. But if the Carver line is extended into this territory that line would be more accessible than the Portland Railway, Light & Power company and the bridge would not be needed. The court decided Wednesday to build the structure and was preparing to authorize the drawing of plans.

The matter of the bridge across the Clackamas river at Parkplace was also brought up by Mr. Carver. The foundations for this structure are completed and according to an agreement between the railway company and the county, the Portland and Oregon City road is to build the bridge and give the county use of 20 feet for the roadway.

EXPECT EARLY VERDICT ON ELEVATOR CASE

That the city will soon hear the verdict from Judge Benson on the elevator case, which has been turned over to him is the opinion of City Attorney Schuebel. Mr. Schuebel wrote the Klamath Falls judge the first part of last week and sent several references and Tuesday received a reply that Judge Benson would probably be able to give a verdict Monday or Tuesday. If the case, which charges that the elevator is a public nuisance, is decided in favor of the city, the first step will be taken in clearing away the legal obstructions which stopped work on the bridge from the top of the elevator tower to the top of the bluff.



Guy T. Hunt

this county and the state at large, regardless of origin.

"We need fewer and better laws. We are spending too much money yearly in our county and state affairs for the results obtained.

SUES FOR CLEAR TITLE

In order to obtain a clear title to a tract of land, O. H. Romans has brought suit against the Canby Investment company which he says is composed of Francis Lawless, Mary Mulloy, William Mulloy, M. J. Lee, Bertha Lee, L. R. Gorman and Ella H. Gorman.