

# OREGON CITY ENTERPRISE

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

FORTY-EIGHTH YEAR—No. 24.

## DIMICK ELECTED HEAD OF W. V. S.

OREGON CITY ATTORNEY WILL TAKE PLACE OF THE LATE F. M. SWIFT

## J. G. BAKER IS NEW SECRETARY

Judge Dimick Prominent in Railroad Construction Through Molalla Country — to Assume Duties at Once

Judge Grant B. Dimick was elected president of Willamette Valley Southern and J. G. Baker secretary to take the place of Judge Dimick at the special meeting of the board of directors Saturday. The new officials will take control at once.

Mr. Baker is comparatively a new man with the local road, although he has spent all his life in railroad work. He came to Oregon City from Portland about three months ago and entered the service of the company as expert accountant. He takes the place of the new president who was secretary.

It will be necessary for Judge Dimick to turn the bulk of his law practice over to his cousin and partner, Walter Dimick, and devote the greater part of his time to the construction of the road, according to a statement made by him Saturday. He will probably go into the field and take control of the work in the same active manner which characterized the work of Mr. Swift.

Judge Dimick has always played a prominent part in the promotion of the Willamette Valley Southern and the Clackamas Southern. He was the first to form the plan of building into the rich Beaver Creek, Mulino, Molalla and Willbut districts and even before Mr. Swift first came into Clackamas county had surveyed out in the field in an attempt to find a route to Silverton or Mt. Angel. When Swift went through the country and thought of the possibilities of such a railroad, one of the first men he went to was Judge Dimick who was a close associate with Swift. Judge Dimick is heavily interested financially in the project, probably having more money invested than any other man.

## THE LIMIT ON W. V. S. FRANCHISE EXTENDED

The time limit of the Water street franchise of the Willamette Valley Southern was extended 60 days by the city council at the meeting Wednesday night.

O. D. Eby made the application for the railway company. The franchise was granted by the council several months ago and the time for the completion of the track along Water street was set at six months from the date of the franchise, but a temporary injunction, secured by Charles Toose, stopped work for about 40 days. During that time, the pile-driver was taken to the Molalla river.

## BURGLARS AT MELDRUM

Burglars entered the summer home of M. E. Parks at Meldrum station early Thursday morning, took every article they could find, and were ready to depart with their loot when Mr. Park appeared and the men dropped all they had found and ran. A dog tied at the back of the house awakened Mrs. Park and she awakened her husband. He found that the window at the rear of the house had been pried open and a sack filled with tools which had been dropped by the intruders when they attempted to loot the house.

## Wild Balloon Ride In Thunder Storm Ended By Sheer Drop of 3500 Feet

Captain John Berry, pilot of the "Million Population Club" balloon, is safe and sound and arrived in Oregon City Saturday morning, leaving his aide, G. Y. Morrison at the farm of Fred Lindau to watch what is left of the balloon which was ruined when it was struck by lightning late Thursday night, 3500 feet in the air.

According to the report sent out by Morrison by a carrier pigeon, Berry is only slightly injured, having scratched his shoulder severely when the balloon struck the tree. Berry is extremely fatigued and would say little, but he told of flying along in the storm near Beaver Creek at 9 o'clock Thursday night, when suddenly a shaft of lightning struck the bag, tearing it into fragments and the basket, containing Berry and Morrison, shot straight to earth. The trees broke their fall.

"We were struck by lightning not once but several times," said Berry Saturday. "The lightning struck the bag it seemed to fall apart. I think it was split at the top. We were up about 3500 feet when this lower end of the big bag was sagging in the basket.

"I grabbed my knife and told Morrison to get ready to jump when we were struck. The balloon came down just like a bird with its wings broken and I began cutting at the ropes and the bag to keep it from us when we struck the ground.

"When we did land I had just cut away enough to allow us to jump. I slid several feet after landing. Morrison was slightly excited, but kept his head in fine shape.

## JUDGE GRANT B. DIMICK



New President of the Willamette Valley Southern, elected at special meeting of directors Saturday.

## DR. GUY MOUNT HURT IN AUTO ACCIDENT

AXLE CATCHES ON RIDGE BETWEEN ROADS AND CAR OVERTURNS

Dr. Guy Mount was the victim of an automobile accident Sunday night when his car turned a complete somersault when he was speeding down a hill near Beaver Creek.

The physician and his companion, John Beattie, were thrown out, and while the latter escaped with a few bruises, Dr. Mount's clavicle was broken. A passing machine took them to the farm of Hal Lindley, where Captain Honeywell's balloon, the "Uncle Sam," came down last Thursday night, and J. W. Ganong, of Portland, who was in Oregon City, went out and brought the doctor to the Oregon City hospital.

A complete examination of Dr. Guy Mount has been made and it has been learned that his injuries are confined to the broken shoulder blade and flesh bruises. As nearly as could be determined there are no internal injuries.

The investigation of the accident continued in an informal way Monday and it is now thought that the peculiar antics of the automobile were caused by a puncture in the front tire, as at first thought. There are two roads at the point where Dr. Mount was driving his car and it is thought that he attempted to go from the higher road to the lower one. As the wheels on one side of the car reached the lower road, the axle caught on the ridge between the two paths, stopping the car with such violence that it was thrown completely over.

Dr. Thomas J. Fox, of Portland, but formerly of this city, arrived in Oregon City Monday morning to take care of Dr. Mount's practice until the latter's recovery.

## ESTATE PROBATED

The estate of Mary Shepard was probated in the county court Thursday and Ross Shepard was appointed administrator.

## WORK ON W. V. S. RUNS SMOOTHLY

LINE TO MT. ANGEL WILL BE COMPLETED BY SEPTEMBER, SAY OFFICIALS

## GRADING FOR ROAD ALMOST FINISHED

Freight Trains Will be Operated on Line in Few Months — First Seven Miles of Road Completed

That the line of the Willamette Valley Southern from Oregon City to Mt. Angel would be completed by September and that by the first of the year, all trains on the road would be operated by electricity, was the statement of one of the officials of the road Tuesday.

The distance from Oregon City to Mt. Angel is about 30 miles and, excepting a few short pieces, the right-of-way is graded for all that distance. The first seven miles of the line, from Oregon City to Beaver Creek, is now finished and construction trains make regular trips over the road. Three camps with several hundred men, are at work in the Beaver Creek and Mulino districts and the equipment used includes a steam shovel and two pile drivers.

The rails will be laid for the entire 30 miles if the present plans are carried out by the early fall, but freight trains will be operated into the Beaver Creek, Mulino and Molalla districts long before that.

Power for the road will be secured at the generating plant at Cazadero at the head of the Clackamas river and a power line will be constructed across the country from one line to the other, a sub-station at Beaver Creek. Work on this line will be commenced soon so that the sub-station can be completed by the time the road is ready for electrification.

Work in the terminal yards in Oregon City is progressing rapidly and the site for the freight sheds is cleared ready for the building. A side track will probably be built from the Oregon City-Portland track so that freight can be handled from one line to the other with ease. Supplies for the line are arriving almost daily at the yards of the company here and are hurried to the front so that there can be no delay in the work.

## OFFICIALS PRAISE SCHOOL DECORATIONS

That the decorations at the Wilsonville schoolhouse were the most elaborate and the best of any school this spring in Clackamas county, was the united verdict of County Superintendent Calavan and Supervisor Vedder who attended the graduating exercises at the Wilsonville school Saturday night. The room was decorated with evergreens and flowers.

An elaborate program was given, including addresses by both of the county school authorities. Superintendent Calavan presented the diplomas. The pupils represented the Kruse school as well as the Wilsonville school, the two uniting for the exercises. The graduates from the eighth grade of the Kruse school are Elmer Kruse, Myrtle Aden and Irvin Scharp, and from Wilsonville Fern Bliss, Leah Wagner and Milton Seely.

## UNION SCHOOL ISSUE IS LOST

SANDY, Ore., June 16.—The proposal of a union high school went down to defeat yesterday. In this district the proposition carried by a considerable majority, but it was defeated in the Bull Run and Kelso districts. The majority in Sandy was not sufficient to overcome the vote in Kelso and Bull Run. Mrs. W. H. Barndrick was elected school director in the Sandy district.

## LONG LOST BALLOON IS FOUND IN FOREST

GASBAG COMES DOWN NEAR BLUE LAKE—AERONAUTS ARE UNHARMED

## BALLOON RACE IN BRIEF.

"Kansas City III."—Watts and Pawcett. Started 4:09 1/4 p. m. Thursday. Landed 6:20 a. m. Friday, near Cascadia, on the Santiam in Linn county. Distance about 75 miles. In air 17 hours, 10 1/2 minutes.

"Springfield"—Donaldson and Henderson. Started 4:25 o'clock Thursday afternoon. Landed 8 o'clock Friday morning near Blue Lake in Hood River county. Distance about 47 miles. In air 15 hours and 25 minutes.

"Million Population Club."—Berry and Morrison. Started 4:29:14 p. m. Thursday. Landed 8 p. m. Thursday, 10 miles east of Beaver Creek, southeast of Oregon City. Distance about 27 miles. In air three hours and a half.

"Uncle Sam"—Honeywell and Stewart. Started 4:15:30 Thursday. Landed at 7:30 o'clock same evening, seven miles east of Oregon City. Distance 18 miles. In air three and one quarter hours.

Enveloped in the almost impenetrable forest of Bull Run reserve far beyond the headwaters of Portland's water supply, since 8 o'clock last Friday morning, Roy Donaldson, pilot, and Wilbur Henderson, aide, of the lost balloon "Springfield," came out of the wilderness, where the feet of man seldom tread, at 7 o'clock this morning.

At 1 o'clock Wednesday automobiles were within a few miles of the aeronauts near Ames.

Homer Williams and A. Mitchell, forest guards stationed at Walkers Prairie, thought they were being visited by some apparitions from the woods when the two lost aeronauts stumbled into their camp. Their clothing was hanging in shreds and their food was nearly gone.

The men staggered up one of the paths leading from a nearby creek and practically fell into the cabin up on the astonished rangers.

## \$10,000 SUIT FILED BY SCHOOL DIRECTOR

MEMBER OF WICHITA SCHOOL BOARD BRINGS ACTION FOR LARGE SUM

Charging that his reputation had been ruined to the extent of \$10,000 by remarks made by Jerome Avery, John H. Gibson, a director of the Wichita school, has filed a damage suit against Avery in the circuit court.

According to the complaint, Avery disapproved of the actions of Gibson on the school board and contented himself with various alleged remarks which reflected on the character of Gibson. On June 14, the plaintiff states, Avery said to Isaac Mollen and several other that "Gibson is a thief," and again he said to one Carlson that Gibson and Carlson, another member of the board, "are robbers."

Gibson says that he is unable to act for the malice which Avery shows toward him and desires each and every one of the alleged statements.

## RECHECK GIVES LEAD TO BENSON; 16 VOTES

The recheck in all of the counties of Oregon of the votes cast for Judge Henry L. Benson, of Klamath Falls, and for Justice Charles L. McNary, of Salem, for justice of the supreme court, at the recent primaries has resulted in a majority of 16 for Judge Benson. Judge Benson gained in the recheck in various counties, 96 votes, and lost 9, making his net gain over the original returns to the secretary of state, 57 votes. Justice McNary gained on the recheck 28 votes. Benson's total vote, according to the recheck in the state is 34,662, and McNary's 34,646, giving Benson a majority of 16 for the nomination as a candidate for justice of the supreme court.

## W. H. ENGLE ELECTED MOLALLA DIRECTOR

MOLALLA, Ore., June 16.—(Special)—The school meeting at Molalla yesterday resulted in the re-election of W. H. Engle as director and W. A. Shaver clerk, a special tax of 4 mills was carried for school maintenance, and 100 by 500 feet more ground was ordered purchased on the north of the present school grounds from Alvin Robbins.

This will give the high school ample room for many years to come. The new school building will be commenced at once and just what to turn the old building into is the question at hand.

## BIG BAG 'JOY-RIDES' OVER CLACKAMAS

BALLOON ON PERFECT DAY MAKES A 'PLEASANT' JOURNEY OVER COUNTY

## LANDS AT BEUGLI PLACE AT MOLALLA

Pilot Unger Describes Conditions of Weather as Perfect—Reaches a Height of 8000 Feet Over Oregon City

"We had a pleasant joyride." This was the verdict of Pilot Edward Unger after he landed in his balloon "California," in the barnyard of David Beugli between Molalla and Liberal Wednesday evening. The California started out from Portland with the pilot and Harry Kadderley and Jack Elmer as passengers at 1:45 o'clock and landed at 5 o'clock. The party left Molalla early in the evening for Portland by automobile.

In describing the trip, Pilot Unger said: "The conditions for the trip were perfect. The air currents were just right and we could have gone far up in the Cascades if we had so wished but the thick forests were too deep to make escape easy and the country too rough to make landing safe."

"We were well supplied with ballast when we left Portland so that we could take any height that we wished. At one time we were 8000 feet above the earth, but we sailed low as well as high. The air was clear and we could see for many miles in every direction. Portland was plainly visible at all times and we could see down the Willamette valley far below Salem. To the north a long range of hills, extending east and west across Washington was the limit of our vision and to the west, the air was so clear that we could easily see far down the Columbia river. I could not tell how many counties were within range of vision but all in southwestern Washington and northwestern Oregon spread out before us like a great map."

"The trip was a joyride in every sense of the word. We were out for the fun of the trip and to see the country." Pilot Unger said that he would probably make another trip from Portland either this week or the first of next.

## CONTRACT IS LET FOR LAZELLE ROAD

HENRY CROMER PUTS IN LOWEST BID—WILL DO WORK FOR \$5,999.85

The county court let the contract for the reconstruction of the Lazelle road to Henry Cromer for \$5,999.85. The improvement is to be macadam and built with heavy oil.

The road is part of the Pacific highway and lies between Oregon City and New Era, beginning at a point opposite the Lazelle place and extending about one mile south. The improvement is to be nine feet wide. Six inches of crushed rock will be laid and then a two-inch coating of prepared rock will form the surface. Heavy road oil will be used to bind the road together, the oil being applied by the penetration method.

The Lazelle road has long been notorious through the northern part of the Willamette as one of the poorest roads in the county.

## PAPER COMPANY IS SUED FOR \$5000

The Crown-Columbia Pulp & Paper company is made defendant by a damage suit filed in the circuit court Tuesday by James Dawson for \$5,000.

Dawson alleges that he was employed by the paper company in the wood room and that on March 21, through the lack of signals between employees and because of a defective guard on a machine, his foot was caught and so crushed that he would be permanently injured. He had a helper to assist him but on the morning of the accident the helper failed to appear and the foreman, R. A. Gay, told Dawson that when help was needed in operating the drag saw, which was Dawson's duty, he was to call the foreman. Dawson left his post to adjust chains on a log on the chute and while standing on the chute, he states, another employee pulled a lever which set in motion the rollers on the chute. One of these rollers caught Dawson's foot and it was crushed, the complaint states.

## CLUB WORKS FOR THE CLACKAMAS HATCHERY

Telegrams have been sent both Senator Chamberlain and Senator Lane by the Oregon City Commercial club, asking that the two Oregon senators make an effort to have an appropriation for the Clackamas hatchery which was taken out of the sundry civil service bill in the house reintroduced in the senate.

The sundry civil service bill as introduced in the lower house included an appropriation for the Clackamas hatchery, but before it was passed by the house it was stricken out.

## MORE PUPILS PASS EIGHTH GRADE EXAMS

LAST PAPER IS CORRECTED IN THE OFFICE OF SCHOOL SUPERINTENDENT

The last examination paper of the June eighth grade examination has been corrected by County Superintendent Calavan and his assistants. The list comprises those students who failed in one or two subjects in either of the earlier examinations or those schools at which the teacher thought that the pupils were not fully prepared to take the test. The students follow:

Edith Stockton, Marjorie Toates, Dorothy Wasinger, Herman Fisher, Marion Kirchen, Esther Meyer, Clara Fullam, Daisy Coop, Everett Shibley, John Schenk, Florence Schenk, Sadie Wilcox, Elva Shibley, Millie Millard, Pearl Tucker, Mary Fulsom, Fred Dicker, Olive Farmer, Alvina Landy, Fern Bliss, Milton Seely, Henry Rogers, Alvin Kuzman, Lillian McCarty, Madeline Brown, Tharlie Rankin, Martha Watts, Lillian Lehman, Dave Steininger, Johnnie Echerd, Mary Echar, Karl Derby, Walter Taylor, Alvin Destr, James Wilson, Earl Owen, Glenn Coleman, Rosie Dosier, Clarence Hanson, Albert Roy, Myra Will, Frank Ritter, Dewey Miller, Frances Meinig, Muriel Julian, Aida Rieker, Vera Peterson, Frank Pollock, Wilfred Knight, Ometta Whelan, Blenda Samuelson, Ruth Bastin, Flora Scott, Wilbur Wilson, Maggie Moser, Alfred Steinke, Helen Steinke, Myrtle Mortensen, Ida Erickson, Wm. M. Carlson, Hazel Chitwood, Dorothea Wiese, Ruby Baker, Edna Baker, Iida May, Leona Sherman, Ralph Scott, Violet Wettlaufer, Pansy Wettlaufer, Marjaret Kaiser, Harold Sage, Elmer Irvin, Paul Hayes, Freda Johnson, Harold Johnson, Freda Johnson, Delbert Howard, Benjamin Becker, Earl Schuebel, Francis Long, Leon W. Stone, Glenn Henthorne, Ruby McWilliams, Wm. Obestalar, Josephine Lingelback, Ernest Kuenzie, Harry Sloden, Alice Freytag, William Healey, Charlotte Lorenson, Rosie Mosier, Boyd Gibson, Ella Hurst, Jessa Green, Marie Normansen, Edwin Yunker.

## PIONEERS TO GATHER FOR ANNUAL REUNION

PORTLAND, Ore., June 17.—Oregon pioneers, both men and women, who came to the Oregon country in the formative days of the territory or who were born there during those stirring times, will gather in Portland tomorrow for the forty-second annual reunion of the Oregon Pioneer association.

Everything is in readiness to receive the "old timers" and an elaborate program has been arranged for the day. In the evening the women's auxiliary of the association will be hosts at a banquet.

Reunion headquarters are now open at the office of Secretary George L. Himes in the Tournay building, 205-7 Second street. Each pioneer is required to register and procure the 1914 badge, which shows that he is in good standing for the present year. Resident pioneers are requested to register at once.

Literary exercises will be held at the Masonic Temple at 2:30 p. m. Following a short social reunion after the meeting all the pioneers will go to the armory for the annual hiyu muck-a-muck. A post-prandial social hour will be spent until 7 o'clock, when the pioneers will return to the Masonic Temple for the election of officers and transaction of routine business.

Colonel Robert A. Miller will open the annual "campfire" meeting at 8 o'clock. Edward B. McFarland will extend the greetings of the "Unimproved Order of Red Men" to the "Boston Tili-kums" who began poaching on the original ill-see.

## MARKET DAY IS NEWEST SCHEME

BOARD OF TRADE WOULD BRING CONSUMER AND PRODUCER CLOSER TOGETHER

## DEFINITE ARRANGEMENTS UNFINISHED

Hitching Posts Are Discussed—Committee Plans to Raise Platform at Lower End of 11th Street

A twice-a-week market day, a time when the farmers of Clackamas county shall collect in Oregon City to sell his products direct to the consumer, is the newest plan of the Oregon City Board of Trade. The definite arrangements have not been completed for the market days, the street where the sales will be held has not been chosen, and even the majority of the details are yet to be worked out but at the meeting of the board Monday night in the parlors of the Commercial club, there was no opposition.

If there is any opposition to the plan, it is expected that it will develop from the grocery stores and every grocer in the city will be invited to attend the next meeting, next Monday, to protest if he wishes, and if the objections of the grocers are strong enough, the officers of the board promise that the plan will be dropped. Henry Larson, a member of the Board of Trade and a prominent grocer in the city, was present at the meeting and favored the plan. He said that in his opinion the market day would draw farmers to the county seat better than any other plan that the Board of Trade could devise.

The organization plans to secure the use of a street from the city council where on the appointed days the farmers can hitch their horses. The market will be operated on the same lines of those in Astoria, Vancouver, St. Johns and other towns where the movement is said to be a success.

The hitching posts were again discussed by the board. Property owners on both side of Eleventh street west of Main street have given their consent. It is planned to raise the lower part of the platform at the intersection of Moss street and Eleventh street between the Oregon Commission company and the Frank Busch store. This will give a level space about 100 feet by 100 feet and a space almost that large again just west of Main street but on a slight grade. The committee is advertising for bids on the work.

## PRESIDENT OF STATE ASSOCIATION SPEAKS

The regular monthly meeting of the Deutsche Verein of Oregon City, was held Sunday afternoon at Schroer's pavilion, and was largely attended by the members and their families, as well as visitors from Portland societies.

The opening address was delivered by President Gustav Schroer, who introduced Louis Damasco of Portland, president of the Associated German Verbands of the state. He delivered an address, which was well received and applauded. His address was followed by a German song by the Verein, and Edgar Winter of Portland, secretary of the state Verbands, addressed the meeting, calling for frequent applause.

A number of voluntary songs and short speeches were rendered by various members and Vice President D. M. Klemens delivered the closing address. After the exercises a German dinner was served.

## Captain of Balloon Tells Thrilling Tale of Wild Ride In Thunder Storm

Captain H. E. Honeywell, of St. Louis, pilot of the balloon "Uncle Sam" of Portland, who arrived in Oregon City Friday morning after spending the night at the farmhouse of Hal Lindley in the Beaver Creek district, tells a graphic story of his voyage from Portland Thursday afternoon. The ascent was his one hundred and ninety-fifth and the experience he had in a heavy electrical storm was the first of its kind.

"After ascending from Portland," said Captain Honeywell, "we dropped to an altitude of 500 feet strapping southeast, making 15 miles an hour until we struck the Clackamas river, where the sun came out from behind a heavy cloud bank in the west expanding our bag and causing the car to go up to an altitude of about 6000 feet where we struck a dead calm and lost headway. The sun then dropped down behind the clouds and the gas contracted and we again dropped to the 500 foot level, and we intended to rest in between storms, which were east and west of us. We were in a great vortex from the west going southerly and that from the east going northerly, and the counter current forced us back.

"Finally the two storms merged overhead like a canopy, with lightning playing between both of them. We decided to take advantage of the north drift and back out, and it was about this time, at 7:30 o'clock, that the first bolt of lightning struck us. We could feel the shock, for it vibrated through our bodies like a current of electricity from a voltage machine. It was especially noticeable in our hat hands, which of course, were moist and in our hands. We trailed on, not thinking of any danger, in a northerly direction, and five minutes later a heavy bolt struck us, causing fire to fly from the rigging of the car. The shock passed through our bodies, terminating in the crowd through our trail ropes, which made a perfect conductor, being wet."

"Both Dr. Stewart and myself have families and loved ones, we decided that this was too interesting for comfort and we concluded to land, but before a suitable place presented itself we were struck again by a light bolt, causing us to make a hurried descent on the Lindley farm at 7:45 o'clock. We came down in a peach orchard and made a smooth descent by pulling the valve rope and letting the gas out of the bag, and we grabbed our instruments and the stuff that would be damaged by rain and ran for the barn, which we hardly reached when a bolt of lightning struck a large dead tree within 40 yards of the barn and tore off a mass of bark, setting fire to it. Mr. Lindley made me comfortable for the night but Dr. Stewart obtained an automobile and went to Portland. We had lots of ballast, enough to run us 48 hours, and had atmospheric condition been favorable, we would have made a fine run."