

OREGON CITY ENTERPRISE

FORTY-NINTH YEAR—No. 40.

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ESTABLISHED 1866

ROAD QUESTIONS TALKED FROM ALL SIDES AT MEETING

REDIVISION OF COUNTY PROVES TO BE TOO NARROW SUBJECT AT SESSION.

19-ROAD DISTRICT PLAN IS ALMOST CERTAIN OF DEFEAT

County Judge Anderson Believes General Sentiment is Against Decision Reduction—Harvey E. Cross Presents Plan.

From 10:30 o'clock Saturday morning until 5 o'clock that afternoon, with the exception of time taken for dinner, road districts, road construction and road needs were discussed by a crowd in the circuit court room which included practically every one of the 60 road supervisors in the county and many others. Every part of Clackamas county was represented. The county court called the session for the consideration of redividing the county into road districts. A map, showing a proposed division of the county into 19 districts as suggested by County Judge Anderson, held a prominent place in the front of the court room.

Although the meeting was called to consider new district boundaries, general road subjects were by far the most discussed. In fact, many of the speakers did not touch on the subject of the meeting while several supervisors took time to defend their own acts or criticize others.

Decided Change Not Probable. From what discussion there was of a radical reduction of the number of districts, Judge Anderson said he was convinced a majority of those at the meeting opposed the plan. He said that he felt a majority would not approve a decided reduction, while the number of districts might be reduced slightly.

Commissioner Knight said at the close of the meeting that the court would probably change the boundaries of district 22 so that it would touch a railroad. At the present time district 22 has one of the largest funds, yet is dependent upon another and comparatively poor district to reach a railroad. Other changes are also considered probable, but it is not likely that the complete plan of the county judge will be followed out.

Judge Anderson Explains Views. County Judge Anderson was the first to speak, explaining the purpose of the meeting and the reasons why he thought a reduction in the number of road districts necessary. He said that the map he had prepared was only tentative and that in case the number of districts should be decided reduced, many changes would probably be made. The new state law provides 70 per cent of the general county road tax must go into the district fund, a fact which would greatly cripple the general county road fund and prevent much of the financial help the county had been able to give the districts in former years. He also showed how, under the present division of the county into districts, that many of the districts with the largest assessed valuation, was not touched by a railroad and was dependent upon other districts for a road to market. He said that he favored the formation of districts with the trend of travel taken into consideration. Commissioner Mattson reminded the crowd of taxpayers of the difficulty of the road problem and the need of care in handling public funds.

H. E. Cross Has Plan. Harvey E. Cross made a number of suggestions which met with the approval of those who attended the meeting. He declared that the court should name a roadmaster who would have authority over all the road supervisors in the county. Money raised by the general county road tax should be spent under his authority on trunk highways, and side roads should be kept in repair with special district taxes. He urged Charles Connell, of Milwaukie, as the logical man to fill such a position.

Mr. Cross opposed a wholesale reduction in the number of road districts, declaring that with much larger districts, special taxes would not be levied as the neighborhood spirit would be lost.

The county court did not take final action on any change in the boundaries of the districts, but will take up the matter again early in the week. A new statute provides that all changes must be made in the September term of the court. Although it was suggested, no vote was taken on the proposed redivision of road districts Saturday.

COUNTY COURT WORKS ON DISTRICT CHANGES

CONSIDERATION OF MATTER IS DELAYED BY PRESS OF ROUTINE BUSINESS.

Working with three score of road district maps and half a dozen petitions, the county court Tuesday afternoon began its task of revising the boundaries of the road districts of the county. The task will probably not be completed before tomorrow. Owing to the press of routine matters, the court was not able to take up the petitions until Tuesday afternoon. Commissioners Mattson and Knight and Judge Anderson returned to work last night but were unable to settle all the petitions.

WILSON REVIEWS VETERANS OF '65 IN GREAT PARADE

CHEERS AND TEARS MINGLE WHEN HISTORIC PAGEANT IS REPEATED AT CAPITOL.

REMNANT OF WORLD'S ONCE MOST EFFICIENT ARMY IS CHEERED

Few Are Forced to Retire From Ranks Because of Exhaustion—Chilly Wind Tempered by Sun Proves Ideal.

WASHINGTON, Sept. 29.—Standing on the same spot where, 50 years ago, President Johnson reviewed the parade of the Grand Army of the Republic, home from the war of the rebellion, President Wilson today reviewed the parade of the feeble remnant of that army, called by historians the most efficient fighting force the world had known.

Fifty years ago the grand army on parade in the nation's capital numbered 200,000 strong. Today the aged and enfeebled veterans numbered approximately 20,000.

In the ranks of the veterans, however, were not a few who marched with heads erect and shoulders thrown well back as they whistled and sang the old-time marching songs. When the great army of the republic came home from the war in '65 two entire days were required for its passage in review before President Johnson. Today four hours only were required for the veterans to pass before President Wilson, the first southern-born president since the Civil war. Old inhabitants of Washington, who have seen many parades, asserted tonight that they never had seen such an enthusiastic ovation as that accorded to the "boys of '65." Cheers after cheer greeted the veterans as the parade moved slowly and with faltering foot-steps along historic Pennsylvania avenue from the Capitol to the White House over the same route taken by the troops of General Grant's remarkable army of 50 years ago. Touched by the old war songs, sung by the veterans as they marched, thousands of people along the way wiped tears from their eyes even as they cheered.

The weather was ideal.

BOARD PROTECTS STATE

SALEM, Ore., Sept. 28.—The state livestock sanitary board held a meeting today and decided not to permit the unloading of two carloads of Guernseys and Red Polled cattle belonging to George J. Groun and A. P. Arp, both of Duluth, at the state fair grounds until California gave assurances that the owners would be permitted to unload them in California. It was feared that if the cattle were unloaded it would bar Oregon cattle from California.

J. T. APPERSON IS GIVEN HIGH HONOR

Captain J. T. Apperson of Parkfield was the honor guest at the meeting of the Odd Fellows and Rebekahs in their hall Thursday night. Mr. Apperson was presented with a jewel of the order by an order of the Grand Lodge of Oregon, as the oldest past grand master of the lodge in Oregon. He has been a member of this organization for 57 years. Judge Thomas F. Ryan, of Salem, made the presentation speech which was appropriately answered by Mr. Apperson. Talks were also made by Judge Grant B. Dimick, Past Grand Master Little, Past Grand Patron Stewart and others from Portland.

JAMES TAYLOR IS FREED; EVIDENCE IS FOUND LACKING

SHERIFF WILSON GETS PROMISE THAT ONE-TIME PRISONER WILL LEAVE COUNTY.

STATEMENTS OF CONDUCTORS GREATLY WEAKENS STATE'S CASE

Man Arrested As Car Robberies Suspect Leaves Jail Respector of Sheriff—Efforts of Milwaukee Men Ridiculed.

James Taylor, arrested last Friday night as a suspect in the Woodstock, Mt. Tabor and Canemah street car hold-ups, was released Monday afternoon by Sheriff Wilson, following the inability of the officers to secure evidence which would connect him up with the three crimes.

Taylor wore the same confident smile he has worn for the last three days, when he left the courthouse and took the 4 o'clock car for Portland. "I want to ask you to keep out of this county," said Sheriff Wilson. "I will," Taylor replied. "You have treated me square and I appreciate it."

"And I want you to tell your friends to steer clear of Clackamas county," Wilson insisted.

"I'll do that," was Taylor's reply. The sheriff invited Taylor to visit him whenever the latter was in Oregon City.

Taylor admitted to Sheriff Wilson before he left that the burglar's tools were his own property. The case against Taylor was greatly weakened Saturday when the conductors on the three cars which were held up failed to identify him. Each of the three declared that Taylor appeared taller than the highwaymen who robbed them. District Attorney Hedges did not believe that a charge of state vagrancy could be made to stick.

Special Agent McShane, of the Southern Pacific, and Special Agent Lillis, of the Portland Railway, Light & Power company, were in Oregon City Monday and had a talk with Taylor. McShane accused him of stealing speeders from his company, and Taylor denied the statement of the detective.

"Whenever I use a speeder on one of my jobs, I always return it," he said. "I have never dumped one of your speeders in a creek yet."

Taylor reviewed the events of Friday afternoon, the day he was arrested. Several men from Milwaukie district attempted to capture him, before the arrival of Sheriff Wilson and the railroad men but were unsuccessful. "I could have got away easily," he said, "if it hadn't been for the sheriff. Those fellows who tried to get me Friday afternoon couldn't catch a cripple. One of them was within a few feet of me at one time and failed to see me. He just stood there and looked into the brush where I was, but he couldn't find me. I don't know what was the matter with him."

During his short stay in jail, Taylor learned to respect Sheriff Wilson and gave the official a pearl handed knife before his departure from the courthouse. He said a number of times that the sheriff was "square."

He had respect for the Portland police, as well, and said that they, too, were on the level.

DEFENDANTS SECURE JUDGMENT FOR \$820

TABLES REVERSED IN TRIAL IN CIRCUIT COURT—HISTORY OF BANK REVIEWED.

Instead of securing a verdict, the State Bank of Tenino, Wash., the plaintiff in a suit against Frank and Leo Pohlen, was ordered to pay \$820.62 to the defendants by a jury in the circuit court Saturday. The bank sued to collect on a series of notes totaling \$3000. The Pohlen introduced evidence to show they deposited over \$2000 in the bank six years ago which was never credited to their account. Testimony indicated that W. D. Hayes, the cashier of the bank, accepted the money and put it in the bank to his own credit. At the time the money was deposited, a sawmill operated by the Pohlen was in the hands of Hayes, who was receiver for the property. Later the bank went into the hands of a receiver and Hayes and the president were prosecuted on a charge of accepting deposits when they knew the bank was insolvent. The jury was out about two hours. William Stone and Charles R. Moulton appeared for the Pohlen, who own a dairy near Oregon City.

COST OF POOR ROAD TOLD BY R. HOLMAN

OREGON CITY LOSES THOUSANDS OF DOLLARS IN TRADE BECAUSE OF HIGHWAY.

Rufus Holman, commissioner of Multnomah county, Fred Spoor, Portland manager of the Pacific Telephone & Telegraph company, and E. J. Moriarity, editor of the Portland News, were in Oregon City Tuesday.

Mr. Holman is the man who is mainly responsible for the magnificence of the Columbia river highway, which is now nearing completion. He says it will be the means of bringing millions of dollars into Portland through the increase in tourist travel. "You are missing thousands of dollars up here," said Mr. Holman, "in your neglect of your naturally beautiful road down the Willamette on the west land of the river between Oregon City and Portland. You should have your share of the tourist travel, but you cannot get it without first-class hard surfaced roads, and as Portland's nearest neighbor, you can benefit more than any other section."

A. L. LONG TELLS HOW HE KILLED HOOKER

FALSE MOVE RESULTS IN SHOT FROM PATROLMAN'S GUN WHICH ENDS CAREER.

PORTLAND, Ore., Sept. 29.—Patrolman A. L. Long, of the Portland police force, who fired the shot which ended the career of Hooker at Albany late last night, said this morning: "Deputy Sheriff Christofferson stood leaning over Hooker at the moment and I was standing straddle of his head as he lay under the floor of the house where we found him."

"Hooker had been told to come out hands first. He came part way, enough to show his head and shoulders when he suddenly turned over and made a move with his left hand as though to reach for his revolver under the floor.

"Not knowing whether he had the gun where he could reach it or not, I fired. The bullet hit and came out over the right shoulder blade, dropping to the ground below. We handcuffed him and dragged him and L. D. Moore and John Talent prison guards.

It was 11:30 o'clock when they arrived at the Meisner home, just 24 hours after Hooker had killed Minto.

Placing themselves at points of vantage about the house, the officers with guns ready, pushed developments.

"Come out of there," was commanded.

"I'm the man you want," said Hooker.

"Throw up your hands."

"I've got them up as high as I can get them."

Hooker was apparently doing his best to get himself out of his close quarters, but he made a false move.

Long's rifle cracked and the convict fell with a zapping hole in his right breast.

Dr. B. R. Wallace attended Hooker, and local officers deny that some members of the capturing party wanted to send the convict to Salem without attention.

Hooker was taken to St. Mary's hospital. He lived two hours. The bullet had penetrated his lung and emerged through the shoulder.

CRUELTY IS CHARGED

J. D. McFall alleges cruel and inhuman treatment in a suit for divorce filed in the Clackamas county circuit court Tuesday against Flora H. McFall. Mrs. McFall is at present in Cleveland, Ohio. They were married in January, 1882, in Sandusky, Ohio.

VOICE IS CARRIED ACROSS NATION WITHOUT WIRES

THEODORE N. VAIL IN NEW YORK TALKS TO J. J. CARTY AT MARE ISLAND.

MANY PROBLEMS ARE SOLVED TO MAKE CONVERSATION POSSIBLE

"The Problem of Trans-Atlantic Communication Has Been Solved," First Words—Shorter Distances Covered Before.

NEW YORK, Sept. 29.—Wireless transcontinental telephony ceased to be a dream and became a reality at 10 o'clock this morning. At that hour Theodore N. Vail, president of the American Telephone & Telegraph company spoke a few sentences to John J. Carty, chief engineer. Vail was in New York and Carty was at Mare Island. The sound traveled 3000 miles without a wire to carry it.

The achievement worked the solution of nearly every problem involved with the future development of telephony. Again Vail had ordered Carty to accomplish the impossible, and again his orders had been carried out.

The achievement is fraught with meaning. It means that the problem of talking across the Atlantic ocean has been solved; it means that men in New York can talk to Honolulu and Tokyo, as soon as the construction has been completed. The voice can be carried by wire to San Francisco over the new transcontinental wire and from there hurried through air over the ocean to Tokyo. It can be carried in relays around the world.

The announcement of today's achievement bring it near when it will be as easy to talk from San Francisco to London, and Paris, as it is today to talk over the transcontinental wire from San Francisco to New York. Furthermore it means that passengers on ships at sea will be able to call central and talk to shore and if these achievements were not enough another baffling problem was solved. A perfect connection was made between telephone wire and wireless ether line making it possible for everybody with a regular telephone to be connected through the air.

The success of Trans-Atlantic and Trans-Pacific telephony depended largely on the success of the attempt to span the continent with an ether line and the achievements of wireless transcontinental telephony means that the telephone will bridge the Atlantic as soon as conditions in Europe are normal. It is a vastly more difficult task according to Chief Engineer Carty to cross land with its ever-changing topography than to cross an equally great or greater expanse of level water.

When Chief Engineer Carty first heard President Vail's voice this morning his first comment was "The problem of trans-Atlantic communication by telephone has been solved," and those gathered around predicted that it would not be long before the wireless telephone would join all the continents of America. Unknown to the public the American Telephone & Telegraph company long ago established communication between Washington and the Isthmus of Panama by wireless telephony.

The achievement today was only a further development of the earlier success. The announcement of the success in talking from Washington to the Isthmus was withheld until a greater goal had been reached.

ROAD DISTRICT LINES ARE CHANGED BY COURT

DISTRICTS 40 AND 58 REMAIN THE SAME—RAILROAD AT BORING IS DIVIDED.

Four of the petitions for changes in road district boundaries have been settled by the county court up to Wednesday night. Three were granted and one, involving changes in the district lines of districts 40 and 58, was turned down. The court divided the Portland Railway, Light & Power company property near Boring between districts 51 and 5, so that each could have advantage of the land for taxes. Sixty acres were cut from district 10 and added to district 4 in the Currieville country and almost a section of land in district 30 put in district 37 near Oswego. Several other proposed changes in district lines are still unsettled by the court. All changes must be made this month, under a law enacted by the last legislature but alterations will have no effect in road work next summer or in tax collecting until after next year's taxes are in. Astoria Port commission takes bids on port elevator September 28.

FIRST DAHLIA AND FALL FLOWER SHOW HERE ON WEDNESDAY

WOMEN OF ST. PAUL'S GUILD INTEND TO MAKE AFFAIR ANNUAL ONE.

A dahlia and fall flower show, the first of its kind in Oregon City, will be held next Wednesday by the members of St. Paul's Guild in the rectory of St. Paul's Episcopal church. The show is in no way limited to the members of the guild and all who grow flowers now in bloom are asked to enter them in the show. There will be no charge for entering flowers and the expenses of the show will be met with a small admittance fee. Ribbons will be given for prizes. The show next Wednesday will be the first which the women of the guild intend to make an annual affair.

ALLIES CONTINUE PRESSURE ON THE FOE IN THE WEST

BATTLE RAGE WITH UNHEARD OF INSENSITY ALONG LONG BATTLE LINE.

GERMANS TRY TO DIVERT ENEMY BY HEAVY ARTILLERY BOMBARDMENTS

Counter-Stroke Is Made in Argonne and Berlin Official Report Says Some Ground Has Been Regained From British.

LONDON, Sept. 29.—The allies' great offensive in Artois and the Champagne is still being persevered in, and according to French accounts which, however, are contradicted by the German official reports, further progress has been made in both areas.

The Germans are trying to divert the allies by a heavy artillery bombardment north and south of the Aisne, but, plans having been made by General Joffre, the French are striking with all the forces at their command at the points selected.

It is reported that the German emperor has arrived at the western front and that he has already dismissed some of his generals for allowing their lines to be pressed back to almost the breaking point.

So far as Champagne is concerned, the French appear at present to be making their chief effort toward the railroad junction north of Massiech, which accounts for the desperate efforts of the Germans to stem the tide and Crown Prince's counter stroke in the Argonne, as this railway connects the German army in the Argonne with its base at Vouziers.

Perhaps the heaviest fighting since the offensive began now is going on, for the British are attacking the German third line of defense south of La-Basse Canal, and the Germans have brought up reinforcement against both the British and the French and are making every effort to retrieve the lost ground. Belgium, dispatches from Holland say, has been denuded of troops, while German detachments are even being removed from the eastern front to meet what is now known to be the greatest effort made in the west since the armies took up their present position from Belgium to Switzerland.

SUITS ARE FILED TO COLLECT ON NOTES

H. L. Spahr has filed suit against R. H. and Louise Lampman for \$600, the face of a promissory note executed May 1, 1913. The complaint recites that the Lampmans were divorced December 19, 1914. Spahr has a mortgage on 10 3-4 acres of land to secure the note and says the taxes have been allowed to become delinquent. Robbins Brothers, of Molalla, claim some interest in the property and are also made defendants in the suit. The plaintiff is represented by Dimick & Dimick and W. L. Mulvey. Gus Carabristos has filed suit against Peter and Tom Doletas to collect \$300 on a promissory note executed November 25, 1912. E. C. Latourette is the plaintiff's attorney.

NINTH CLACKAMAS FAIR IS FINANCIAL SUCCESS, BELIEF

DEBT OF FORMER YEARS MAY BE PAID BY PROFITS OF THIS YEAR'S SHOW.

PUSH BALL CONTEST IS HELD ON LAST DAY AFTER RACING PROGRAM

N. N. Smith's Cow, "Kadie F." Wins First Prize in Contest for Production of Butter Fat—Final Awards Made.

Thursday brought to a close one of the most successful fairs the Clackamas County Fair association has known since its organization nine years ago. During this season enough money was made to clear practically all of the debt of last year.

The banner days of this season were Oregon City and German day and Molalla and Farmers' day. Each day a program was arranged and well carried out, new features being added after the regular program was completed. On the closing day 1000 persons were on the grounds, the majority adults. Following is the results of the races:

First, one mile heat, prize to be awarded the best three in five heats—First, Wallace Hal; second, Amy Zollock; third, May Day Hal. In this race Sunny Jim scratched. Second race, was a running race, one-half mile dash—First, Midget; second, Headlight; third, Latrices, and fourth, Tidal Wave. Third race, one-quarter mile pony race—Rosy Phon, first; second, Miss Condon; third, Black Babe, and fourth, Headlight.

The majority of the horses on the track during the season were removed to the state fair grounds at Salem Wednesday night and the rest were taken up yesterday. Tent ropes were being pulled and a general appearance of moving out Thursday night was in evidence. A number of the concessions will be transferred to the state fair at Salem.

Much amusement was furnished at the close of the races. Sides were chosen from young men on the ground and a push ball contest was held, the winning team received a small award from the association.

The awards in the dairy contest for the production of butterfat in a two days' contest was made Thursday morning. The first prize of \$10 was awarded "Kadie F.," owned by N. H. Smith of the Logan district. She is a Jersey and her lactical handicap was placed at 5.32, the value of the production of butterfat for two days was \$1.75. The second prize, \$5, was given on a Guernsey, "Jennie Van," owned by A. I. and J. Hughes, of Redland. Her lactical handicap was placed at 4.96 and the value of production of butterfat was \$1.62. N. H. Smith scored third prize on "Picabo," a Jersey with a lactical handicap of 4.85 and the value of the production of butterfat was \$1.55. The award in this instance was \$3. The fourth award of \$2 was given A. I. and J. Hughes on "Red Wing of the Glen," a Guernsey, with a lactical handicap of 4.76, and the value of the production of butter placed at \$1.52.

The contest was held under the supervision of Ivan H. Loughery, of the Oregon Agricultural college. For the best general display of farm products by one exhibitor, Geo. DeBok, the prize for this exhibit was a silver cup given by the Northern Pacific Railway company, by compliments of L. J. Bricker and C. A. Arney, immigration agents. Competition trophy to be won three times by same party.

In the farm products department the remainder of the awards were made Thursday morning.

Potato Exhibit.

Best general display of late potatoes, at least 30 pounds, G. Harms, of Aurora; best display of Burbanks, first, Charles Klobe, Canby; second, G. Harms, Aurora; best 12 Early Rose potatoes, first, A. M. Vinyard, Canby; second, J. W. Hyllton, Oregon City; best 12 specimens American Wonder, first, E. D. Summerfield, Canby; second, M. S. Tomlinson, Aurora. Best 12 specimen Pride of Multnomah, A. M. Vinyard, Canby. Six largest sweet potatoes, S. Ramsey, Canby.

Grange Exhibit.

Best collective exhibit of farm and household products, first, Mrs. B. Hoffman; second, Damascus Grange, Damascus. Farmer's Society of Equity or Farmers' Union. Best collective exhibit of farm and household products by members of Farmers' Society of Equity or Farmers' Union, Clackamas Equity, A. C. Newell, representative. **Farm and Household Products.** Best exhibit of farm and household products by one farm, first Geo. DeBok; second, Avon Jesse, Aurora, and third, E. M. Haines, Canby. **Commercial Booths.** Best arranged and decorated commercial booth, showing artistic design and original ideas, first, Carlton & Rosenkrans, Canby; second, Adams Department store, Oregon City. (Continued from page 1)