

OREGON CITY ENTERPRISE

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

The Weekly Enterprise is worth the price. Compare it with others and then subscribe.

FIFTIETH YEAR—No. 30.

OREGON CITY ENTERPRISE, FRIDAY, JULY 28, 1916.

ESTABLISHED 1866

TAXPAYERS VOTE BIGGEST OF ALL TAX INCREASES

DISTRICT ROAD LEVIES, AUTHORIZED BY PROPERTY OWNERS, GROW 2.576 PER CENT.

TAXES IN 1905 TOTAL \$211,622 WHILE IN 1915 THEY ARE \$819,318

Over Half of Area of County in Federal Reserves and Untaxed, Says J. E. Jack at Meeting of East Clackamas Taxpayers.

OUTSTANDING FEATURES OF J. E. JACK'S TALK.

In the last 10 years district road taxes in Clackamas county have increased 2.576 per cent. During the year 1905 a total of \$211,622.48 was raised by taxation in Clackamas county, while \$819,318.99 was raised by taxation in 1915.

The taxpayers of Clackamas county have no one but themselves to blame for the tremendous increase in taxation during the last decade, according to J. E. Jack, county assessor, who spoke Monday night at a meeting of the Eastern Clackamas Taxpayers' league at Barton.

City Levies Show Big Increase.

Still further supporting his contention that the taxpayers themselves are largely to blame for the increase in taxation, Mr. Jack reviewed the city levies for the last ten years, a majority of the increases being authorized by a vote of the people.

Taxes of 10 Years Summarized.

He summarized the taxes of 1905 and 1915 as follows:

(Continued on Page 4.)

CALIFORNIA BOOZE GETS TWO OREGON SOLDIERS IN SOUTH

KENT WILSON WRITES ONLY TWO IN REGIMENT HAVE BEEN ARRESTED FOR DRUNKENNESS.

The sudden change from prohibition Oregon to wet southern California has brought temptation to members of the Third Oregon regiment stationed along the border, but to date there have been only two arrests for drunkenness among the thousand Oregon soldiers on the border, according to a letter received here Friday by Sheriff W. J. Wilson from his son, Kent Wilson, who is with the hospital corps.

"Just got back from Sunday morning service," the letter reads. "Captain Gilbert gave us a fine 10 minute talk on 'Loyalty,' emphasizing the responsibility that people place upon a soldier and also the responsibility that he, as an individual, must place upon himself in such a country as this, where saloons and vice confront you on all sides, and the people seem to encourage it."

HEAD OF SOLDIERS' HOME HAS AN ALIBI

A. J. WILCOX DID NOT MAKE FORMAL APPLICATION FOR ADMITTANCE, HE SAYS.

ROSEBURG, Ore., July 25.—Commandant Markee, of the Old Soldiers' home here, today denied that A. J. Wilcox, the aged veteran who claimed to be walking from Portland to Roseburg to enter the institution, had made application to enter the home, either by letter or in person.

RAILROAD COMPANY LOSES ON APPEAL

The supreme court upheld the ruling of Circuit Judge Campbell in the condemnation suit of the Portland & Oregon City Railway company against J. R. and P. E. Penney. The mandate from the higher court was received Friday by County Clerk Iva Harrington. The railway sued to secure title to a strip of right of way in the Clackamas district and the defendants were given a judgment for \$700. The company appealed from the lower court and lost. Justice McBride wrote the opinion for the supreme court.

FILINGS WILL BE ALLOWED IN ONLY A FEW MONTHS

CLASSIFICATION WILL BEGIN IN SOUTHERN OREGON BY END OF NEXT WEEK.

ALL TRACTS NOW CLASSIFIED AS AGRICULTURAL LANDS AFFECTED

As Fast as Lands Are Classified, They Will Be Made Available in Tracts of 160 Acres, But Only to Real Settlers.

PORTLAND, Ore., July 21.—Just as fast as it can be classified, agricultural land in the Oregon & California land grant in this state is to be opened to entry by actual settlers.

By the latter end of next week Mr. Sharp expects to be on his way with a crew of men, including expert timber cruisers, to begin the immense task of classifying the lands, a preliminary necessity before they can be opened to entry.

He will start this work in southern Oregon, in either Jackson or Josephine counties, which contain a greater proportion of the grant lands than any other counties.

TWO DIVORCE SUITS ARE FILED IN DAY

HUSBAND SUES WHEN WIFE SAYS SHE DOES NOT LOVE HIM AND "NEVER DID."

Charging that his wife once said, "I never love you and I never did," James S. Hart Wednesday filed a suit for divorce from Mary Hart. He also alleges that soon after their marriage, which was performed January 13, 1916, she became morose and called him names. They were wedded at Vancouver, Wash. John F. Clark appears as Mr. Hart's attorney.

HARD SURFACE COSTS OREGON CITY \$760

Mayor Hackett Wednesday received from the county court a bill for \$760, the city's share of the improvement of the Oregon City-Parkplace road. The city boundary follows the middle of the road for a distance of 900 feet from the north end of the Abernathy bridge. Before the county court began the improvement the council agreed to stand its share of the cost, although at that time the cost to the city was estimated at \$500. The city is charged 87 1/2 cents a yard for 800 square yards of hard surface and 7 1/2 cents a yard for grading and rolling.

J. WHITCOMB RILEY DIES.

INDIANAPOLIS, July 22.—James Whitcomb Riley, the Indiana poet, died this evening.

MEN OF CLACKAMAS COUNTY



The Enterprise presents today Mr. C. G. Miller, of the Miller-Parker company, dealers in automobiles and sporting goods. "Charley" is a pioneer in the automobile business in Oregon City. Many years ago he realized the immense possibilities and bought an old Auburn car with hard seats and jimmied around the county in it at so much per ride. Later he secured the Overland agency and has sold hundreds of these machines. Three years ago he took on the Cadillac and many popular "eights" have gone out of his garage. Miller was for a long while connected with the old Portland General Electric company. He married a daughter of the late C. O. T. Williams, and lives in a stylish home on the bluff. He attends to business day and night and his store is a "hang out" for motorists who ride in cars that he has sold in every section of Clackamas county.

OLD FASHIONED BABY SHOW TO BE FEATURE OF FAIR

PRIZES ARE OFFERED FOR PRETTIEST, LARGEST AND BEST NATURED BABIES.

NEW FEATURES ARE ARRANGED FOR ANNUAL SHOW AT CANBY

Dahlia Exhibit in Floral Department Interests Many—Contest for School Children Planned—Good Races Are Also Scheduled.

From all indications the Clackamas county fair to be held at Canby, September 18, 19, 20, 21, will be the most successful yet held by the fair association.

Many new features will be added, among these being the old time baby show instead of the eugenic show held in 1914. Oregon City and Canby merchants in order to interest the proud mothers in bringing their offspring to the fair are offering the following prizes:

STUDENTS ON BORDER WILL BE RELEASED

MUSTERING OUT IN TIME FOR OPENING OF SCHOOL PROMISED BY DEPARTMENT.

WASHINGTON, July 25.—All National Guard organizations composed of college students will be mustered out of the federal service in time for them to proceed with their school work at the fall term.

(Continued on Page 4.)

10 DIE IN HUNT FOR MEN TRAPPED IN WATER TUNNEL

NUMBER OF DEAD IN CLEVELAND DISASTER IS INCREASED TO TWENTY-TWO.

EXPLOSIVE GAS ADDS GREATLY TO DIFFICULTY OF RESCUERS

City, County, State and Federal Investigations Promised—Officials Delay Rescue Work Because of Fear of Explosion.

CLEVELAND, July 25.—Federal officials investigating the waterworks tunnel disaster which cost 22 lives late today ordered all attempts to reach the bodies of 12 men imprisoned in the tunnel abandoned until tomorrow.

This action was taken because tests of the gas through which the rescuers had to pass showed that it was highly explosive and the officials feared a second explosion. An attempt will be made to pump out the gas so that the work of recovering the bodies may progress.

All hope that any of the 12 men trapped in the tunnel are alive has been abandoned. Ten bodies, those of members of the two rescue parties which tried to reach the doomed men but themselves succumbed to the deadly gas, are in the morgue. Eight injured men, also members of the rescue parties, will recover.

Four investigations, city, county, state and federal, will be started tomorrow to determine the cause of the gas explosion near the five-mile crib end of the tunnel last night which entombed the 12 men and released the gas which overcame the two rescue parties.

OREGON CITY BANKS HOLD \$1,284,715.74

BANK SUPERINTENDENT SHOWS 16 CITIES HAVE 73 PER CENT BANKING CAPITAL.

According to figures compiled by State Banking Superintendent Sargent, \$1,284,714.74 is deposited in the three Oregon City banks. Oregon City ranks tenth in the list of deposits, leading Roseburg, Marshfield and Klamath Falls.

Sixteen cities of Oregon have 73 1/2 per cent of the banking capital and 79 per cent of the bank deposits of the state, according to Superintendent Sargent. Portland alone, he says, has 48 per cent of the capital and 55 per cent of the deposits of the state.

City	Amount
Portland	\$72,160,549.67
Salem	4,539,846.32
Pendleton	3,546,339.02
Astoria	3,418,433.98
Baker	2,835,045.07
Eugene	2,800,036.75
Albany	1,799,199.32
Medford	1,626,802.83
The Dalles	1,325,708.07
Oregon City	1,284,715.74
Roseburg	1,259,920.16
La Grande	1,190,298.15
Marshfield	1,180,757.80
McMinnville	1,174,767.64
Corvallis	1,150,401.35
Klamath Falls	1,125,204.77

AUTOS COLLIDE CORNER TENTH AND MAIN; NONE INJURED

CARS OF CALIFORNIA TOURISTS AND LOCAL COUNCILMAN CRASH AT TURN.

An automobile driven by John F. Albright, a member of the city council, and one in which Mrs. Core Lee Danielson and her daughter, Myrtle Danielson, were riding collided at the corner of Tenth and Main streets Tuesday morning. Both machines were damaged, but none of the occupants were injured.

Main at the time of the crash. The back fender and the running board of Mr. Albright's Hudson super-six were twisted and one spoke of a back wheel knocked out by the force of the accident, while the frame and steering gear of the other machine were bent. Mr. Albright's car was taken to Porter & Porter's garage for repairs, while the Danielson automobile is at the independent garage.

Mrs. Danielson and her daughter, former residents of Oregon City, are making a tour of the coast by automobile. Their car carries a California license tag. Miss Danielson is a former student of the Oregon City high school, graduating with the class of 1913. They are stopping at the Mass Hotel until their car is repaired.

PROHIBITION ISSUE ALIVE 50 YEARS AGO

GEORGE H. HIMES UNCOVERS INTERESTING ITEMS OF PIONEER DAYS.

The prohibition question in one form or another has been discussed half a century ago. At least, 58 years ago this month a meeting was held at the court house to talk over the merits and demerits of lager beer, according to information uncovered by George H. Himes, of the Oregon Historical society, from the files of the society. He has unearthed the following interesting items of pioneer times and forwarded them to The Enterprise:

"Notice—On Monday evening, July 19, 1858, at 7:30 o'clock, the citizens of Oregon City will meet at the court house to discuss the merits and demerits of lager beer. All persons are invited to attend and participate in the discussion. By order of the meeting, John T. Apperson, secretary."

"Flour is selling in Oregon City for \$22 per barrel."—Oregon City paper, July 16, 1859.

"The Baptist meeting house, in this city, which was removed from its foundation by the flood, will be opened for services March 19, 1862."

MANY ATTEND FUNERAL

Many friends from Oregon City attended the funeral services of the late Mrs. Susan Chuck, who died at her home at Oswego Thursday from a stroke of paralysis. The funeral services were conducted Saturday afternoon, and the interment was in the Oswego cemetery. Mrs. Chuck leaves three sons, Edward and Joseph Chuck, of Oswego, and Walter, who was called to the front, and is stationed with his company in California.

OREGON CITY MAN RECOVERS FROM STRANGE MALADY

Fred K. McCarver, formerly of Oregon City, has fully recovered from pellagra, after being ill four years with this strange disease and passing through all its stages. He was taken ill four years ago in Venice, Cal., and has been confined in southern California hospitals during the progress of his case.

ANDERSON FIGURES COSTS ON PARKPLACE ROAD

WITH BRINGING HIGHWAY TO GRADE, INCLUDING FILLS, SUM RAISED TO 98 1/2 CENTS.

PROJECT NOW UNDER WAY WILL COST FAR LESS, BELIEVES COURT

Plant Now Installed for Milwaukee-Bellwood Road Work so That Material Can Be Handled More Cheaply Than in Past.

SUMMARY OF COUNTY-LAID HARD SURFACE.

- Length of road from Abernathy bridge to Clackamas River bridge, 7,972 feet.
- Width of pavement on straight-aways, 16 feet; width on turns and railroad crossings, 20 feet.
- Number of square yards in pavement, 12,600.
- Total cost of pavement, labor and materials, \$11,034.69.
- Cost of square yard, \$.87 1/2.
- Cost of grading and rolling base, \$1,409.54.
- Total cost a square yard, including cost of bringing road up to sub-grade, \$.98 1/2.
- Cost of pavement a mile, \$8,276.
- Total cost of road a mile, \$9,308.25.

The improvement of the Oregon City-Parkplace road with a five-inch coat of asphaltic concrete cost Clackamas county 4.98 1/2 a yard, including the cost of installing the paving plant, of bringing the road up to grade, of making a number of gravel fills and of buying a large number of pairs for the plant. County Judge Anderson compiled this following figure Monday.

This particular piece of road work is probably the first hard surface in the state which was laid directly under county supervision, by county employes working with county equipment. Clackamas county owns its mixing plant, road rollers and other machinery. The profit of the contractor is entirely eliminated and the 4.98 1/2 represents the exact total cost of the road.

Oregon City had laid a six-inch surface of the same material laid on Main street at a cost of \$1.20. While the cost of the Oregon City-Parkplace road is considerably above what the county figured the project would cost, it is far under the price which would be asked by a contractor in the opinion of the county court.

The Parkplace job is the first undertaken by the county. Before work was begun the county was compelled to buy new beltline, and many new parts for the mixing plant. Heavy rain interfered with the work, adding to the cost of the road. Material could not be handled economically and other circumstances entered into the construction of the highway, all adding to the square yard cost of the work.

"The Parkplace-Oregon City road cannot be taken as a fair example of the cost of county-laid hard surface."

(Continued on Page 4.)

Runaway Freight Car Crashes Into Auto; Four Hurt

MILWAUKIE, Ore., July 21.—(Special)—J. F. Snyder and a party of seven, all of this place, had a miraculous escape from death Wednesday night when a runaway flat car on the Oregon City & Portland Railway crashed into an automobile in which the party was motoring.

Snyder applied the brakes, and with