

# CANBY AND SOUTHERN CLACKAMAS

## CONSUMERS WILL NOT USE ELECTRICITY

Following the lead of the city of Canby, which reduced its street lights to one-seventh of their former number in retaliation for the recent rise in the electric rates, 100 citizens at a mass meeting Thursday night acclaimed their intention to order the Molalla Power company to discontinue furnishing them electricity.

The mass meeting, held in Canby, was attended by consumers from that district, who met to decide means to secure a rate more nearly equal to that paid by other cities in this district.

The rise was allowed by the public service commission, effective the first of last month, pending a hearing, a definite date for which has not been set. Taking the matter up with the commission was talked, and City Attorney Phil Hammond stated that the matter was already pending and that the hearing would be held sometime this fall.

Increased cost of operation is given by the Molalla Power Company as the reason for the increase. The company is now buying power from the Portland Railway Light and Power company, and the juice comes over the same line which serves Woodburn and that vicinity.

The recent rise puts electricity on a basis of \$1.70 per 60 watt unit against a basic charge of 75 cents for the same consumption under the old rate.

The householders, many of whom are farmers of the district, acclaimed their intention to stop using electricity, and return to the coal-oil lamp if necessary. August 15 was set for the date when they intend to ask the company to cease supplying them current.

The municipality of Canby recently took this form of action, reducing the number of street lights from 50 to 8. This will cut their electrical consumption six-sevenths of the former usage. That bill was formerly \$4 a month, and will now drop to \$9. Under the increase, if the consumption was not reduced, they would be forced to pay over \$100.

## Two Cars Wrecked On Road Near Canby

Two machines, one a total wreck and the other a badly scared and mutilated looking specimen, met their fate on the highway just south of Canby Monday.

A Grant six, belonging to a tourist whom rumors say was a cripple, became dry and overheated causing the body of the car to catch fire, completely destroying the body and all parts of the car that would burn. By some freak of luck, however the gasoline tank did not catch fire and today there is still gasoline in the tank. The engine is apparently not destroyed and can be repaired. The wheels were burst to the metal.

The second car, a Marmion, owned by a Portland man. As he was driving, a light car attempted to pass and cut in at too sharp an angle, pushing the Marmion off the road into a ditch where it rolled completely over. The owner of the car when helped out by passing motorists had a small section of the steering wheel in his hand, the rest having been torn away. He was unhurt. The driver of the light car did not stop. As for the rest of the car, it was a new model but after the wreck it looked like a mass of rather stinky junk. The wire wheels were bent and broken, the top destroyed, the fenders bent even with the car and the body scratched and torn. The Marmion dealer in Portland who took the car to that city on a truck says the engine is unhurt.

## 2 Bodies Recovered From Alaska Wreck

SAN FRANCISCO, Cal., Aug. 10.—The tank steamer Olenok arrived today with the bodies of J. A. Morby, Spokane, Wash., and Miss Ruth Hart, Pendleton, Or., victims of the wreck of the steamer Alaska off Blunt's reef, south of Eureka, Saturday night.

The recovery of these two bodies, with two additional dead washed up last night on the beach near Eureka, bring the known dead to twenty and the known missing to sixteen, according to the records of the San Francisco & Portland Steamship company, owners of the Alaska.

The official government investigation of the Alaska's sinking is scheduled to begin today before John K. Bulger, supervising inspector of hulls and boilers.

Bodies of five of the Alaska's dead arrived here by train today from Eureka. The bodies included that of Mrs. W. J. Grimes, Portland.

## Rate Protestors To Hold Meeting

CANBY, Aug. 10.—A second mass meeting to protest against the new electric light schedule in Canby, Aurora, Barton and Barlow and outlying districts will be held the end of the week in Aurora.

Clarence Eld, stated Tuesday that several of the citizens of Canby had applied to him for blanks on which to notify the Molalla Electric Co., that they would discontinue their lights on August 15, 1921.

Mr. Robertson, manager of the Molalla Electric Co., insists that the raise was a necessary one and unavoidable. The case will be heard by the State Board in the near future in the meantime discontinuance of lights is the only means of avoiding the raise.

## CANBY LOCALS

CANBY, Aug. 10.—C. A. Richardson, who built the Molalla railroad was the guest of Mr. and Mrs. Arthur Graham for several days this week. Mr. Richardson is now located in San Francisco as Superintendent of the Pacific Fruit Express Co., having charge

## CANBY-OREGON CITY Stage Time Table

STAGE LEAVES 5 MINUTES BEFORE SCHEDULED TIME	
WEEK-DAYS	
Lv. Canby 7:25 a. m.	Lv. Ore. City 8:20 a. m.
9:55 a. m.	11:00 a. m.
12:55 p. m.	2:00 p. m.
4:15 p. m.	5:00 p. m.
EXTRA TRIPS SATURDAY	
2:55 p. m.	3:35 p. m.
6:15 p. m.	7:00 p. m.
SUNDAY	
Lv. Canby 7:00 a. m.	Lv. Ore. City 8:30 a. m.
9:55 a. m.	11:30 a. m.
12:15 p. m.	2:40 p. m.
4:15 p. m.	5:00 p. m.
6:35 p. m.	7:00 p. m.
7:55 p. m.	10:45 p. m.

Fare 35c

## NEWS FOR CANBY AND VICINITY.

Any news for the Canby edition of the Oregon City Enterprise may be left at Bates Real Estate office, which will be called for by Miss Nau Cochran Tuesday afternoon will be greatly appreciated.

If you have any church notices, property sales, parties, lodge news, locals and any other news of interest to the public these will be gladly mentioned in the Oregon City Enterprise. We have a large list in this section of the county, and all are interested in news from Canby and vicinity.

## FORD WILL HAVE TWO BRANCH HOUSES HERE; EXTENSION PLANNED

Oregon City Field Said Large Enough to Warrant New Selling Agency

PORTLAND, Aug. 10.—(Special)—The establishment of a second Ford agency in Oregon City has been decided upon by the district representatives.

Although definite arrangements for the placing of the additional branch house have not been made, tentative negotiations are under way. The distributing agents here, while they confirm the report that another agent is to be placed at Oregon City will not state definitely who is to handle the work. The decision, it is said, came as a result of the conviction that the Oregon City territory was large enough to justify two agencies.

It is understood that negotiations have been in progress with two Oregon City men who were formerly connected with garages in that city. The new agency is to be established in addition to the branch house, the Pacific Highway Garage, which is the only authorized Ford dealer in the city at present.

## Date is Set for Civil Service Examination

The United States Civil Service Commission has announced an examination for the County of Clackamas, Oregon, to be held at Oregon City on Sept. 10, 1921, to fill the position of rural carrier at Hoff, and vacancies that may later occur on rural routes from other post offices in Clackamas county. The salary of a rural carrier on a standard daily wagon route of 24 miles is \$1,800 per annum, with an additional \$30 per mile per annum for each mile or major fraction thereof in excess of 24 miles.

The salary on motor routes ranges from \$2,450 to \$2,600 per annum according to length. Separate examinations for motor routes and wagon routes are no longer held. Appointments to both positions will be made from the same register. The examination will be open only to citizens who are actually domiciled in the territory of a post office in the county and who meet the other requirements set forth in Form No. 1977.

Both men and women, if qualified, may enter this examination, but appointing officers have the legal right to specify the sex desired in requesting certification of eligibles. Women will not be considered for rural carrier appointment unless they are the widows of U. S. soldiers, sailors or marines, or the wives of U. S. soldiers, sailors or marines who are physically disqualified for examination by reason of injuries received in the line of military duty. Form 1877 and application blanks may be obtained from the offices mentioned above or from the United States Civil Service Commission at Washington, D. C. Applications should be forwarded to the Commission at Washington, D. C., at the earliest practicable date.

## WONDERS OF AMERICA

By T. T. MAXEY  
Western Newspaper Union.

THE HIGHEST WATERFALL

IN THE great hollows of that mighty pile of granite known as the Sierra Nevada mountains in California there are many wild and beautiful valleys. In the very heart of this mountain world is a spot of unusual loveliness known as Yosemite valley—a seven-mile-long chasm in a 1,100 square mile masterpiece of scenery.

Flowing gracefully over the rugged rocky line of these bold, towering, almost perpendicular walls are a number of waterfalls which readily take first place of all their kind on earth.

Greeting the sightseer from dizzy heights these columns of water tumble headlong down the sides of the canyon to join the foaming river below.

Of the eight spectacular falls, by far the tallest is the Yosemite. Formerly this monster cataract undoubtedly leaped in a single great plunge. Now, this fall, which normally is 55 feet wide at the top, drops 1,430 feet in one sheer spill, followed by cascades for about 600 feet and then makes a final jump of about 400 feet—a total distance of approximately half a mile.

The great Staubbach in Switzerland is 1,000 feet high; there is a fall in New Zealand said to be 1904 feet high; the Grand in Labrador is credited with a drop of 2,000 feet. By a considerable margin, therefore, the Yosemite dwarfs all other known waterfalls.

## Federal Power Commission

In compliance with the Federal Water Power Act (41 Stat., 1063) notice is hereby given that the Portland Railway Light and Power Company, Portland, Oregon, has filed applications covering proposed power developments on Clackamas River and tributaries above a point approximately in Section 21, T. 5 S., R. 6 E., W. 3 M.; also a proposed transmission line and road from said point to Cazadero, Oregon. Any objection to such application, together with any briefs, reports, or other data for which consideration is desired, should be submitted to the Executive Secretary, Federal Power Commission, Washington, D. C.

## WARRANTS ISSUED BY CLERK TOTAL 1758

Warrants in payment of claims allowed by the county court were issued Wednesday, and despite the fact that the number of claims has fallen off since last month, the number was still heavy.

A total of 1,758 warrants were issued last month. This number was nearly 900 larger. The decrease is due to the fact that election warrants were included in last month's issue and that the road work was heavier during June.

## 3 Streets Vacated in Jennings Lodge

Petitions to vacate three streets in Hull's addition to Jennings' Lodge were allowed by the county court Wednesday. The streets are Williams, Ovington and Abornethy.

The petitions were signed by the property owners whose holdings are on both sides of the streets. They desire to make this district into a tract which will not be cut by the city roads.

The action is taken by the county court for the reason that Jennings Lodge is an unincorporated town.

## MONITOR-BARLOW ROAD CLOSED

A section of the Barlow-Monitor road was ordered closed to traffic by the county court Wednesday, due to construction work that is in progress there.

The road which is closed extends from the bridge across Butte creek to the crossing of the Willamette Valley Southern railway at Harding station.

# CONSTRUCTION WORK ON NEW BRIDGE BEGINS

## EQUIPMENT IS BEING ASSEMBLED

Actual Operations Will Start First of Next Week; Piers to be Built

Actual construction on the new West Linn Oregon City bridge on the Pacific highway will start the first of next week.

Assembling of equipment on the ground was commenced yesterday by A. Guthrie company. Material is being moved here and everything placed in readiness for the starting of operations. The first work to be undertaken will be to build the two supporting piers, one at each end of the proposed structure.

R. E. Farrow and C. P. Richards, bridge engineers from the office of the state highway commission were on the job Wednesday doing some of the survey work preparatory to the building of the piers. The engineers have established an office here and will locate here permanently next week, according to Mr. Farrow.

Pier Construction First

The pier construction is under the direction of P. J. O'Brien, superintendent for the Guthrie company. Mr. O'Brien is getting his equipment in order for the building of the pier on the west side. This pier will have an underwater foundation, while the pier on the east side will be above the water level.

A slight delay was experienced Tuesday night when the scow derrick to be used on the west pier work became water logged and sunk. It was so near the shore, however, that only one side of it went under water. It was allowed to stay submerged, in order to swell the planking and yesterday afternoon was re-erected and pumped out. Material for the construction of the cofferdams is on hand and the driving of piling will commence in a few days.

Mr. O'Brien was unable to state how long he expected to be in the construction of the west pier, due to the fact that most of the work is under way. The operations will not require a large crew of men.

## Conditions Favorable

Conditions, Mr. O'Brien states, seem favorable, although one never can figure on what will happen below the water's surface until the work is actually in progress.

George Hamman, one of A. Guthrie company's superintendents will have charge of the re-enforced concrete and steel work. Mr. Hamman has been here looking over the bridge site.

The bridge, according to Engineer Farrow, should be completed within the year and a half called for in the contracts. The condition of the river during the winter, he says, will have considerable effect upon the rapidity of the construction work.

## Change Asked by City

The plans for the bridge call for a fill at the east end that would block Seventh street and prevent its use as a parking ground for automobiles and seriously impede the traffic at this point.

Recognizing the constant increase in traffic and the absolute necessity of providing additional parking facilities in the downtown district, Oscar D. Eby, city attorney, yesterday communicated with the members of the state highway commission, with a view to securing a change in the plans of the bridge that will leave the space under the Oregon City end of the span open and free for use as a roadway or parking place.

While the contract has been let, it is believed the change can be made without increasing the cost of the structure.

## Contract for Streets at Bolton Awarded

At the meeting of the West Linn Council held in the City hall, August 5, 1921, bids were opened and the contract let for the macadamizing of Luck and Barlow streets in Bolton.

The low bid was that of H. Berdine of Oregon City, at \$1971.00. Construction on these streets will begin at once.

A resolution against the Bolton Sewer Co., was laid on the table, together with a communication from E. C. Caulfield on the subject, to be brought up later for further consideration.

It was also decided to allow \$4,612.49 and issue bonds for a like amount to cover the expense of providing Unit C. of Moody Addition with proper sewerage.

A resolution was also passed on the necessity and expediency of laying a sewer pipe on Seventh Ave., Williams Addition and the immediate vicinity. The city engineer was asked for a particular description of the district and the description filed.

The engineer was also asked for plans and specifications on the laying of sewers in district 25, with an estimate of the cost. He gave \$12,000.00 as a total cost of \$1.15 per running foot.

A resolution asking the contractor on the new Oregon City-West Linn bridge to use local labor as far as possible, was also passed.

Routine business of paying maintenance bills amounting to \$890.55 was also attended to.

A report on the concrete road to Willamette was read, and the road reported to be in the seasoning process now. It is hoped to have the road opened by the 25th of the month.

The road was constructed at a cost of approximately \$25,000.00 of which the county paid \$11,000.00 and the city the balance.

## THE GOOD GARAGE

We solicit your patronage. General Repairing. Our prices are right. Satisfaction Guaranteed. Brunswick Tires and Tubes. 209 Fifth Street

## All Oregon For 1925

The resolution of congress officially calling on the president of the United States to invite the nations of the earth to participate in the Atlantic-Pacific Highways Electrical Exposition to be held in Portland in 1925 received the executive signature Wednesday.

The stage is set for the greatest of world's expositions, one that will completely eclipse the Lewis & Clark fair of 1905 and will over-shadow the great San Francisco pageant held 10 years later.

Sixteen years ago Portland was the scene of a world's exposition that brought a long era of unusual prosperity to Oregon. Thousands of people came here from all sections of the country, they marvelled over the wonders of this state and veritable hosts of them remained to call Oregon their home. Many invested substantial sums of money that helped to build a greater commonwealth, and all classes of people prospered as a result.

Now comes an immeasurably greater opportunity. In 1905 the motor car was an unusual spectacle. In 1925 we shall have 200,000 of them in Oregon and a corresponding increase in other sections of the nation. In 1905 Oregon was without beautiful hard-surfaced roads. In 1925 there will be unbroken pavement from Washington to California down the valleys, from the Idaho line to the sea, and probably from the mouth of the Columbia along the shore of the Pacific to the southern boundary of Oregon and perhaps to Mexico. The Pacific Highway will wind as a ribbon from British Columbia to San Diego, and the motorist's paradise along the mighty Columbia will call the people of the world to Oregon.

Our 1925 exposition will mean a Greater Oregon, a golden chance to display our matchless climate, an exceptional opportunity to show the wonders of a state where development is a crying need, and where every dollar invested will be followed by a shower of wealth.

Loyal Oregonians will enthuse over this great exposition and be prepared to welcome the strangers who will come to see and admire our wonderful state.

## PRESIDENT SIGNS BILL FOR INTERNATIONAL EXPOSITION IN 1925

Nation Authorizes Big Fair Project Planned by State of Oregon

WASHINGTON, Aug. 10.—President Harding at 10:30 this morning signed the act of congress authorizing him to extend invitations to nations of the world to participate in the Portland, Oregon, Atlantic-Pacific Highway and Electrical exposition of 1925.

The entire Oregon delegation in congress was present when the president affixed his signature: Senator McNary, author of the resolution, Senator Stanfield, Congressman McArthur, Sinnott and Hawley and some invited guests, including W. D. B. Dodson of the Portland chamber of Commerce, who has been active in the efforts of Portland to get this legislation enacted into law.

When the president finished making this bit of history by adding his signature to the bill making it a law, he handed the pen he had used to Senator McNary for presentation to the officials of the exposition.

## OREGON CITY INVITED TO CELEBRATE

NATION TO RECOGNIZE EXPOSITION

Signing of Bill of 1925 Fair by President is Signal for Ceremonial

Oregon City has been asked to join the state in celebrating the official recognition by the government of the 1925 Exposition.

The signing of the exposition bill by President Harding, will be the occasion of statewide observance of the support proffered by the national congress in authorizing the big project and extending to the directors the right to invite foreign nations to participate.

Significance Statewide

Because the significance of this recognition is a matter of statewide importance, the committee has extended, through the press, the invitation to this city to participate. A special program has been prepared in Portland to mark the starting point of the exposition in its official international activity.

President Harding is expected to sign the bill either today or Thursday. When the bill was passed by the senate and the house, the president stated that he would sign the measure as soon as it came to his desk.

## Finances Being Outlined

The directors of the fair at present are engaged in working out the details for the financing of the exposition. The entire cost of the project will run well beyond eight figures. Economic conditions, the finance committee feels, will have been adjusted by the time that the exposition is to take place, and the provision of funds for the big fair at this time will be in the nature of an investment which will reap large returns at the end of the present quarter-century.

One of the features of the exposition will be the exploitation of the undeveloped hydro-electric power of the west, and the falls at Oregon City will be used to symbolize the commercial possibility as well as the latent potentialities in the development of this great white power.

Already, in its national advertising scheme, the exposition story embraced Willamette falls. Descriptions of the west include it as representative of the water power possibilities.

In extending to Oregon City the invitation to celebrate with the rest of the state the international recognition of the exposition the committee states that this district is a vitally interested in the fortunes of the fair as anyone in the state which in 1925 will invite the world to be its guest.

## Traffic Violation Cases Are Heard

C. W. Kelvedy, of Portland, who was arrested by Constable Fortune upon a warrant charging him with falling to keep on the right hand side of the highway was fined \$5 and costs in Judge Noble's court.

Justice Noble set the trial of Sam Fagure, charged with falling to report an accident, for August 23.

Ray Hansen, arrested at Peninsula was fined \$5 and costs for speeding.

# REDUCTION OF TAXES IS PLANNED

## FAMILY EXEMPTION TO BE INCREASED

Government Slates Changes in Levies; Many New Ideas are Talked

WASHINGTON, Aug. 10.—Ever more extensive changes in tax levies than were agreed upon at the White House conference between President Harding and republican leaders of the house of representatives were voted tentatively today by the majority members of the ways and means committee. As summarized in a formal statement, the committee action included:

Repeal of the excess profits tax effective January 1, 1921.

An increase of the income tax on corporations from 10 to 15 per cent, with the \$2000 exemption retained, effective January 1, 1921.

Repeal of all taxes on the transportation of freight and passengers and one seats and berths, effective January 1, 1922.

An increase in the exemptions to the heads of families on account of dependents to \$400 for each dependent, instead of \$200 as at present, effective January 1, 1921.

Repeal of the so-called luxury taxes on clothing apparel, effective January 1, 1922.

Exemption from income tax of the first \$500 of income from stock held in building and loan associations.

## Paper Half-Century Old Found in Cabin

A newspaper has many uses, by no means the least or most of which is giving news to the public.

While in Canby this week, Arthur Graham of the Canby State Bank recalled a new one or an old one on the Enterprise. Last summer as he was fishing down the East Fork of the Molalla River he came to what is known as the "Dungeon." In the olden days a hunter had a cabin built on a tiny meadow there that was so built that he could lie on his bed and shoot the Elk and other game that would come to water and feed. Mr. Graham being tired went into the cabin and lay back on the bed and in so doing glimpsed an old paper that showed up from behind a tear in a paper of a later date which covered it. His curiosity aroused, he tore off the outer coverings and discovered an old Oregon City Enterprise, of the year 1869.

According to Mr. Graham many of the names were familiar to him and one article in particular told of the plans for a new structure to be built by Pope's Hardware Store on Main street. Papers of later years have done their duty of covering and covering the walls to keep the winter drafts out, and it is likely that many more interesting ones are buried beneath the layers. The old hunter, who at least was unique as to his cabin shows, is buried just outside to the side of the door step.

## Action Scheduled On Federal Jobs

WASHINGTON, Aug. 10.—Senators McNary and Stanfield hope to reach an agreement and make a definite announcement as to federal patronage in Oregon within the week.

It can be stated on absolute authority now that Clyde G. Hundley of Oregon City will be made collector of internal revenue, Major Clarence R. Hotchkiss, United States marshal, and Asa B. Thomson of Echo, brother-in-law of Senator Stanfield, will be given an important place with the farm loan bank with headquarters at Spokane.

Unusual delay is being experienced in the settlement of the posts of collector and appraiser of customs.

## Mother of Local Man Dies in East

Word of the death of Mrs. J. M. Armstrong has been received by her son J. E. Armstrong of this city. Mrs. Armstrong died Tuesday night at her home in Ritchey, Missouri.

Mrs. Armstrong is survived by her husband J. M. Armstrong, three sons J. E. A. A., and Charles Armstrong. The latter two were formerly of Oregon City, but have moved to the east. She is survived also by a daughter, Mrs. Curtis York.

## THAT CLASSIFIED AD

"That 'It Pays to Advertise'" is again proven by the following letter that was received yesterday by the editor.

Bellingham, Washington.

I wish you to know that the coin purse which I lost in your city and advertised for in your paper arrived here ahead of me. I wish also at this time to express my appreciation of the Auto Camp Park which your city has established. I spent several pleasant days there and regard it as one of the best parks I visited.

With the kindest of feelings toward Oregon City and its honest people, I am

Ethel S. Nichols.