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FIFTY-FIFTH YEAR No. 32.

OREGON CITY, OREGON, FRIDAY, AUGUST 19, 1921.

ESTABLISHED 1866

## Bolton Gap Not To Be Improved

### PACIFIC HIGHWAY PLANS DO NOT CALL FOR COMPLETION OF ROAD FROM BRIDGE TO S. P. RIGHT-OF-WAY

Paving of 3000 feet of the Pacific Highway, extending from the West Linn bridge to the end of the present contract for paving on the west side, cannot be undertaken as an extension to the present road work and done as a part of the contract now under course of completion.

Separate bids for this work, according to unofficial advice from the highway commission, will have to be advertised for, and the section from Bolton to the bridge placed in an individual contract.

Possibilities of this being done, however, are slight at present, due to other complications that it involves in the road work in Clackamas county. It is unofficially stated that the highway commission will not undertake the completion of this gap of road, until matters concerning the improvement of the South End road, from Oregon City to Canemah, are settled.

not contemplating expansions or new improvements at this time, it is believed that it will be several years before the right of way on the west side is put into use. In the meantime the road, according to unofficial advice, could be improved in accordance with the "paper location" made several years ago, and when needed, the overhead crossing could be constructed.

This would only do away with less than 1000 feet of the improved road, and in the event that it is five or six years until the railroad decides up on improving, this completion will have rendered considerable service.

In the construction of the South End road, which as a part of the Pacific highway is closely allied with the completion of the paving on the west side of the river, several plans have been advanced. One survey runs along the basin where the present road follows, but the cost of a permanent improvement here is prohibitive. The most economical plan is the use of the third street undergrade crossing at 3rd street, and carrying the road along the edge of the bluff and into Canemah on a six per cent grade. The objection to this plan is the fact that it would interfere with the industrial improvements which are contemplated by the plants in that end of the city.

**Unpaved Portion Small**

The reason for this is that it is desired to secure a complete paved route through this section of the state, and that with the completion of the work now under contract, the strip on the west end of the bridge and the south end road would be the only unpaved portions remaining.

The improvement of the south end road has been under consideration for considerable time, although no definite action has ever been taken. Three possible routes have been surveyed and estimates on the work completed. The highway commission cannot make the improvement for the reason that a large part of the road is within the corporate limits of Oregon City.

**Plan is Favored**

The plan which meets with the most favor is that of constructing an undergrade crossing with the S. P. tracks at 5th street, and carrying the road up along the edge of the bluff, and into Canemah, over a fairly even grade, connecting with the present pavement on the highway.

The cost of this improvement would necessarily be borne by the Southern Pacific, the P. R. L. & P., the Hawley mills, Crown-Willamette mill, city, state and county. This would place the cost of the construction of the road in such a diversified burden that it would not fall heavily on any one corporation or public body.

**Road Could Be Built**

There is, however, no engineering objection to the completion of the gap along the grade, and the building of an overhead crossing when the railroad finally decides to improve. Due to the fact that the railroads are

**Plan is Favored**

The building of the overhead crossing, according to law, would be divided 50-40 between the city and the railroad.

The need for these improvements is pointed out as two fold. The completion of the Bolton gap will give a paved loop between Oregon City and Portland which will not be spoiled by any stretches of unimproved road.

By the time that the bridge over the Willamette is completed, the major portion of the Pacific Highway will be finished. The completion of the South End road would provide an unbroken pavement along the trail to the southland.

## PLANS LAID FOR WINTER RELIEF WORK

The task of relieving the needy in the cities throughout the state the coming winter is to be tried this year, from a new angle—the reduction of waste on the farms of the state and the use of surplus products to supply food and fuel to those whom the chill days of December and January find in want.

**Work Starts Here**

The work has been undertaken by the Farm Bureau, and the first step is to conduct a survey of the farms in the state to find out how much will be available this winter.

Forms have been sent out to the community project leaders of the farm bureau, and the Clackamas county office has started to gather the information asked by F. O. Powell, secretary of the state bureau and chairman of the committee in charge of this work.

**Cooperation Planned**

Food products which accumulate in small surpluses on all farms throughout Oregon will be gathered together, and it is believed that in the aggregate they will form a great aid in combating the untoward conditions which are expected this winter.

Economic conditions throughout the country point at the present time to the fact that a large number of men will be without work and that suffering will probably be acute. The farm bureau feels that under such circumstances nothing that can be put to valued use should be wasted.

**Striker Areas Relieved**

The report on disaster relief shows that during the years of 1920 and 1921 a total of 70 disasters have been handled by the Red Cross, at an expenditure of \$1,600,000 in addition to supplies that were donated for the work.

"Two distinct kinds of service," said Miss Pratt, "one growing out of the war, and the other representative of an enlarged permanent program, have been undertaken by the Red Cross. Aiding the Government in the care of its fighting men and those disabled in the Nation's service, is a function pertaining to the organic objective of the Red Cross."

## WIDE SCOPE OF WORK OF RED CROSS SHOWN BY REPORT FOR YEAR

### Ex-Service Men Aided; Over One and Half Million Spent in Disaster Relief

A report of national activity of the Red Cross, showing the tremendous scope and excellent results of the work conducted among the ex-service men, has been received by C. S. Barclay Pratt, secretary of the Clackamas County office.

The Red Cross has, according to Miss Pratt, given special attention to the aiding of veterans and their families, and has done everything in its power to foster a speedy return to normal conditions.

**Many Loans Granted**

A total of 32,495 loans, aggregating \$450,000 was made during the year, of which 85 per cent have been repaid. Allotment and allowance claims handed during the year were nearly 143,000, while nearly 200,000 men still in the service received aid from the Red Cross.

The Red Cross supervised or conducted its work through 1922 government hospitals, patients of which number 26,300.

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## HIGHWAYMAN OPERATING AT OSWEGO SHOT

With the death of George Decker, the holdups in the Oswego district are stopped, the mystery of the "talkative burglar" is solved, and the identification of "Shadow," a nifty black-mal crook, probably revealed.

Decker, alias Jesse Isard died in a gun fight at the hang of the law yesterday.

**Man Arrested Here**

The investigation into the "talkative burglar" case led to the arrest of Joe Brady, an itinerant vaudeville actor, who had just been released from custody at Oregon City where he was held on drunk and disorderly charges. Brady had formerly appeared at a local theatre. Brady was charged with having received money from Nelson for the return of Mrs. Nelson's engagement ring which the "talkative burglar" took when he robbed the Nelson home.

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## SPAN OVER RIVER AT OREGON CITY LARGEST ON COAST

### Actual work on the construction of the West Linn-Oregon City bridge, is to start the beginning of the coming week.

The bridge in size and importance is the largest structure undertaken in the highway development of the state and ranks next to the Interstate bridge across the Columbia built by Multnomah and Clarke counties. Its approximate cost will be a quarter of a million dollars. This cost is to be borne by the state, Clackamas county and the municipalities of Oregon City and West Linn.

**Main Arch 350 Feet**

The bridge will be 850 feet in length with a 350-foot main arch flanked by reinforced concrete piers and approach viaduct. The arch will be one of the longest in the United States as well as being one of the most substantial, according to R. A. Furrow, bridge engineer for the highway department, who will have supervision of the construction. The roadway will be 19 feet wide with a sidewalk four feet and a half on each side.

**Quantities Estimated**

The estimated quantities are as follows: Class A concrete, 2100 cubic yards; class B concrete, 1050 cubic yards; reinforcing steel, 240,000 pounds; structural steel, 900,000 pounds; concrete handrail, 1650 lineal feet; 23,000 square feet of 3/4-inch granite; 23,000 square feet 1 1/2-inch granite fire mesh for granite, 15,000 pounds; earth excavation, 225 cubic yards; rock excavation, 300 cubic yards; earth embankment, 1700 cubic yards.

**Appearance To Be Pleasing**

The Oswego arch consists of a main arch span of 128 feet with two spans of 26 feet at one end and two 26 and 32-foot spans at the other. It is designed for a load of two 20-ton trucks side by side and has a roadway width of 20 feet. In view of the prominence of the structure an effort was made toward a pleasing appearance. A striking contrast was obtained by the use of two brands of cement of widely different color. The total cost of this structure was \$69,589, nearly all of which is to be borne by Clackamas county.

## LATOURETTE PAID; CHARTER IS VIOLATED

### \$300 WARRANT FOR 'SERVICE' ISSUED

#### Fee Given Before Ordinance to Sanction Claim is Acted Upon

That the ordinance appropriating \$300 for the benefit of M. D. Latourette is only legal formality was admitted by Recorder C. W. Kelly, who said Tuesday that the warrant for that amount had been turned over to Mr. Latourette and had been cashed. In other words, Mr. Latourette, having already received the money, is probably indifferent as to what action may be taken upon the ordinance that is scheduled for second reading and final passage next Friday night at a special meeting of the council.

**Records Need Fixing**

The only purpose of the ordinance is to square the action already taken with the official records, as the council is aware that the city charter was violated in paying the money without an ordinance, as specified in the charter.

It makes no difference to Mr. Latourette whether the ordinance is passed or not, as he has had the burden of correcting its error rests upon the council.

**Delay Not Allowed**

The council was apparently unwilling to delay the payment of the money until the proper procedure could be undertaken in compliance with the organic law of the city. The money has been spent and it only remains for the council to pass the ordinance, which it unquestionably will do at Friday night's meeting, unless the ordinance should be lost, as was done recently with the playground ordinance.

One councilman will vote against the ordinance on principle, and perhaps two, but the payment necessary for the passage of the Latourette ordinance are understood to be cinched. The honor of the city appears to be at stake.

## EXTRA PARKING SPACE PROVIDED IN PLANS FOR BIG BRIDGE STRUCTURE

### Fill Not to be Made on End at 7th and Water Says State Engineer

That the plans for the new Oregon City-West Linn bridge will allow for more clearance at 7th and Water streets, where the east pier is to be situated, and will give more room for parking of cars than the present structure, is the information contained in a communication received by City Attorney O. D. Eby from the state highway commission.

The city council understood that the plans called for a fill at this point which would block access to Water street, along the edge of the Willamette, from 7th street. Herbert Nunn, state highway engineer, in his communication says that the plans call for two 32-foot arches under the bridge at this point, which will allow freer access than is provided for under the existing bridge. The plans, Mr. Nunn states, do not call for a fill, and the entire structure is to be of reinforced concrete, with an archway over the juncture of 7th and water.

## GEORGE OWENS TELLS OF WRECK OF ALASKA OFF MENDOCINO BAY

### Local Man Recuperating in California; Was Hurt Very Badly

Word has just been received in Oregon City from George W. Owens, survivor of the steamship Alaska, saying that he was safe, but still suffering from the terrible experience he underwent after the sinking of the ship.

Mr. Owens says his body is covered from bruises caused by coming in contact with wreckage of the ship, and that he is also suffering from the exposure he underwent while floating in the ocean, for when he was picked up by a mess boat he was unconscious and remained in that condition until two hours after he was taken aboard. He stayed with the ship until she sank, which he says was 10 o'clock, having struck the rock at 9:30, sinking half an hour later. As the boat sank he jumped for his life, but before making the leap donned a life preserver, and floated in mid-ocean until picked up at 3 a. m. He was given every attention and says he is now rapidly regaining his strength.

Owens gave his place in the life boat to a woman and trusted it to luck when he made the leap into the boiling surf. He says he only saved his shoes and what clothing he had on at the time of the wreck.

While in this city Mr. Owens usually made his headquarters at the Electric hotel, where he was well and favorably known among the hotel patrons and others of this city. He has recently been employed in the state of Washington, and was on his way to California for a pleasure trip.

## RESULTS OF FARM BUREAU ARE LAUDED

### Results such as have never been accomplished in the history of agricultural development before are the outcome of the farm bureau program which has been in operation for the past year.

Results such as have never been accomplished in the history of agricultural development before are the outcome of the farm bureau program which has been in operation for the past year. This statement is made by Paul V. Maris, director of the extension division work of the Oregon Agricultural college who visited Oregon City Friday.

Professor Maris and C. N. Hurd, assistant county agent leader spent Friday at the office of Walter A. Holt, county agent for Clackamas, making their annual survey of the work done by the offices of the local agents throughout the state.

**County Leads**

Clackamas county, said Professor Maris, has made an excellent record during the past year. The plan of organization has been worked out to a point of real efficiency. "The main value of the farm bureau," Mr. Maris explained, "is in that it provides an functioning organization to carry out any development projects in horticultural and livestock work which might be instituted."

The survey made by the state men here shows that in 26 communities in the county, there are an average of six project leaders in each. These farmers are each in charge of some special line of work that is being carried on. The movement in the livestock field to eradicate tuberculosis, establish standard milk tests, and record keeping systems were cited as some of the projects which are under development.

**Difficulty Cited**

Such work has heretofore been impossible due to the fact that there was no organization to take charge of it.

The farm bureau has provided this want of projects have been put over.

The activities of the different livestock associations have been greatly aided by the farm bureau.

One of the features of the work throughout the year has been the excellent co-operation between the state office representative and the farm bureau according to Professor Maris.

## FIRST BONUS BOND ISSUE INCREASED

### The initial bond issue under the contemplated \$3,000,000 to \$5,000,000 in order to meet the calls for loans which the commission expects to be able to handle when the applications are first opened.

This, according to Phil Hammond, former head of the local legion post, who is in touch with the bonus situation, was decided on the commission following a survey of the speed with which the commission expects to operate after the machinery is set in motion. This survey showed that the larger issue was preferable in all ways and was agreed upon unanimously.

Consideration of perplexing legal knots in the loosely drawn law concerning an entire afternoon and evening, as many of the rulings of the commission will prove of far-reaching consequence involving large sums of money.

"The creation on short notice of a \$3,000,000 building and loan agency is a most serious problem," said one member of the commission, "and every step must be taken with caution and with the utmost deliberation of every consequence. Not only the interests of the ex-service men, but the interests of the people as a whole must be kept very carefully in mind and in preparing to administer the law we are confronted with trying problems on points where the law is not entirely clear."

## Cross-Examinations May Now be Limited

SALEM, Or., Aug. 15.—Most of the time in yesterday's session of the telephone rate rehearing was occupied by E. M. Cousin in cross-examination of J. C. Lowe, manager of the Corvallis exchange of the Pacific Telephone & Telegraph company. Mr. Cousin quizzed Lowe for three hours, causing impatience to be expressed by the public service commission and attorneys for the telephone company, and probably resulting in a policy to be observed during the remainder of the hearing whereby no counsel of either side will be allowed more than one cross-examination of a witness.

Such a policy was indicated when Chairman Williams ruled as a point well taken an objection by Attorney John H. McNary of the telephone company to Cousin's cross-examination of Lowe a second time after Garrison Babcock had finished a cross-examination of the witness.

"I don't think it is necessary to cross-examine in relays," said Williams.

## FIRST HOP CONTRACT OF YEAR IS RECORDED

### The first hop contract to be placed on record this year, was recorded Monday in the office of J. G. Noe, county recorder.

The first hop contract to be placed on record this year, was recorded Monday in the office of J. G. Noe, county recorder. It names a price of 40 cents per pound for dried hops.

The contract is made by McNell Brothers of Portland with John Drescher and John Drescher Jr., of Monticello.

The contract is for 10,000 pounds of dried hops.

## Demurrer Filed In City Hall Case

A demurrer in the case against the establishment of the city hall in McLoughlin park was filed today by O. D. Eby and Schuebel and Beattie, attorneys for the city.

The suit was filed August 11 in the name of Mary Caulfield and Mary Norris against the city to prevent the use of the park as a site for the proposed municipal building.

The demurrer avers that the causes named in the complaint are not sufficient to warrant action. The hearing for the demurrer has not been set.

## ALLEGED FORGER SAWS BARS OF COUNTY JAIL TWO INMATES ESCAPE

### Man Held for Astoria Sheriff Missing When Official Arrives Here

When Sheriff Ole Nelson arrived in Oregon City Tuesday to take Jack Walton back to Astoria, Walton, wanted on charges of larceny and forgery, was not to be had.

Walton, alias Mier Silverstein, was arrested at Oak Grove beach in the dance hall Sunday night. He was brought here and placed in the county jail.

Tuesday morning, when the jailer brought in the breakfast, two missing bars in the south window of the jail was all that remained of the alleged forger and Marion Dugger, held pending a trial on charges of non-support. The bars had been neatly sawed off below the bottom cross-bar, making a hole about 14 by 10 inches.

When the escape was made it was known. Two other prisoners in the jail refused to take advantage of the "delivery." They were Anton Roop, and A. M. Aronson, serving a 30-day sentence on a similar charge. Aronson's sentence expired Tuesday.

The fact that some women were recently seen talking through the bars with the prisoners, leads the sheriff's office to the conjecture that it was thru them that Walton received aid. The two bars were severed with a hacksaw, which, by the clean cut made, was evidently equipped with a "new blade."

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**AYER IS ELECTED**

SALEM, Or., Aug. 15.—Dr. Fred C. Ayer, from the year 1912 to 1915 professor of education in the University of Oregon, tonight was elected president of the Oregon State Normal school to succeed J. H. Ackerman.

**LICENSE IS ISSUED**

A marriage license was issued here Monday to George D. De Witt, 56, of Portland and Alice E. Robertson, 44, of Independence.