

OREGON CITY ENTERPRISE

FIFTY-FIFTH YEAR No. 39.

OREGON CITY, OREGON, FRIDAY, OCTOBER 7, 1921.

ESTABLISHED 1866

DOCTOR ASK THAT HEARING BE CANCELLED

PREJUDICE IS CHARGED BY PHYSICIANS

Accident Commission Will Not Hold An Unbiased Hearing, Claim

Alleging that their contentions at a hearing before the State Industrial Accident Commission will not receive fair consideration, the eight local doctors who protested against the contracting of medical work for the local industrial plants have asked the commission to cancel the public hearing that was scheduled to be held here next Thursday.

The doctors recently asked the commission for its reasons for contracting for all the medical work of the Crown-Willamette and Hawley paper mills. In answer the commission scheduled a public hearing for last Thursday, which was later postponed for a week. Under the contract, all of the work is done by the Doctors Mount, and the employees cannot go to any other doctor in the city, if they wish to have the bill paid by the commission.

System Held Unfair.

In the letter which was forwarded for the doctors to the commission Tuesday, the statement is made that the commission refused to put the proposition up to a ballot of the employees affected, and that any men who would testify at the hearing against the contract system would lose their positions in the mills.

In protesting against the system as in force here, the doctors state that a monopoly on the greatest part of the medical work in the city is formed in favor of the Doctors Mount.

Doctors Ross Eaton, M. C. Strickland, O. A. Welsh, W. E. Hempstead, W. H. Meisner, A. H. Huyke, C. E. Stuart and C. E. Stuart are represented in the protest to the commission.

They feel, according to their letter, that "the attitude taken by the commission in answer to their informal request is such that they will not receive adequate consideration at a public hearing and do not desire such hearing under present conditions."

Private Treatment Precluded.

They contend further that the agreement now in force prevents many of the men in the mills from asking treatment from their private physicians in the event of injury, due to the fact that no medical fees are paid other than the salary to Doctors Mount under the agreement.

They contend further that the salary of \$4,000 being paid for the service to the Crown-Willamette is exorbitant as under a former contract basis, the sum of \$500 was paid. They further contend that the hearing system was abandoned some time ago due to its inefficiency and the men allowed to ask treatment from any physician in the city, fees being paid by the commission at a standard rate.

Say Employees Overlooked.

Thus, claim the doctors, the interests of the employees are at present not served to the best advantage. "Until the commission considers the employees of enough importance to give them some rights in regard to the services to be rendered by the physicians when they are injured, and due to the fact that the employees have caused the feeling to arise among their employees, that if any of the employees appear at the hearing opposing the present system, they would lose their positions in the mill, it appears to the physicians of Oregon City, that it is useless to hold a hearing to hear the views of the employers and Dr. Hugh Mount," they contend.

The "principle of taxing the employees and then giving them no voice in the expenditure of their money and barring them from giving testimony at the hearing unless they are willing to lose their positions," make it impossible, the doctors claim, to hold an impartial hearing at this time.

System is Defended.

In discussing the situation, Doctor Hugh Mount said that the system of employing a physician was instituted by the commission in order to increase the efficiency of their operation here, and in order to lessen expenses. He points out that under the salary system, the state is called on to pay an actually less amount than under the system where individual doctors were paid fees for the work.

Whether or not the hearing will be held as scheduled has not been ascertained. As the request of the doctors for the cancellation of the proposed session in no way binds the commission, definite information as to the disposition of the matter is awaiting their official action.

DECREE IS ISSUED

Judge J. U. Campbell yesterday granted a divorce to Emery A. from Hilda Reams.

ROBBERY AT STATE FAIR IS PREVENTED; BANDITS ARRESTED

Woman Gives Information Which Saves \$19,000 in Treasury Car

SALEM, Or., Oct. 1.—State fair officials owe a debt of gratitude to a Salem woman who informed them of a plot to rob the "treasure car" which transports the gate receipts from the fair offices to a downtown bank.

Prompt work blocked the plot and saved the state \$18,000 to \$19,000 in cash, the average receipts for the past two days.

This woman, whose name is withheld from publication by the authorities, learned that four men were plotting to pull off a holdup.

She notified the state fair secretary A. H. Lea, Tuesday.

One of the men, who is now under surveillance, was an employe at the state fair. He was to learn the time the "treasure" auto was to leave the grounds.

Three Others Implicated.

Three other men were implicated in the plot. They were to drive two cars. While the state auto was on its way downtown to the bank, two other cars were to follow in a casual way and gradually pocket it, so that there would be an auto with bandits on each side. The holdup was then scheduled to occur.

After the authorities were notified they took extra precautions.

As a result two men were arrested last night on suspicion. A grip had been found at a checking stand which contained two masks, a revolver and a slingshot. When the two men claimed it last night they were taken in custody. Their names are C. A. Hendrick and H. L. Allen. Both deny connection with the plot.

The third suspect may be arrested soon in Salem.

One Disappears.

A fourth man, who is suspected, has disappeared.

It is believed that the plot was formed by a trio of men who have been following the various fairs in the Northwest, pulling off petty holdups and thefts and that they planned for a grand coup at the State fair which would have netted them \$18,000 or \$19,000 if it had been successful.

An early report had it that the plot was to cut into the State Fair office and rob the safe, but there is little basis for this.

RIVER FERRY COST IS NOW PARAMOUNT

Unofficial discussion of the problem of maintaining a ferry between Oregon City and West Linn during the time that the new bridge is under construction, centers not largely upon the matter of cost.

With a conference to be held between the county court and the representatives of civic and commercial bodies next week, the way seems cleared for a definite settlement of some means of keeping travel open during the approximate year which Oregon City will be without a bridge.

No definite proposition has yet been outlined, although several proposals as to method have been made. County Judge H. E. Cross, computes that the expense of operating a ferry during the year's time, will amount to approximately \$30,000. These figures are based upon the cost of operation of the boat that was offered by Multnomah county at a rental of \$150 a month.

Unofficially the proposition of putting a toll ferry into operation has been talked, but it is understood that no serious consideration will be given this method of keeping traffic open, due to its patent injustice to the men employed in the mill across the river and those who live upon the West side and who are employed in Oregon City. In addition to being of an impractical nature, the toll boat solution is meeting with general ill favor.

Because of the rapidity with which bridge work is being pushed the problem of securing an adequate means of transportation is becoming relatively important, according to those who are working with the situation. The bridge, under the contract is to be kept open until January 1, 1922, but the delay attendant upon the securing of a ferry, or the placing in operation of some other plan, makes it imperative, they say, that action be taken with the least possible delay.

It is generally understood that whatever plan is adopted, will include some method for keeping vehicular traffic open. Not only is this desired by those whose business necessitates passage for their machines, but such an arrangement will, under the agreement of the state highway commission, clinch the paving of the 2000 feet of the highway from Bolton to the bridge which was not included in the contract on the West side which has just been completed.

Boy Arrives at Prange Home.

Congratulations are being extended to Mr. and Mrs. A. P. Prange over the arrival of a son at their home at 610 John Quincy Adams street Saturday afternoon at 2 o'clock.

TAX PAID IN CLACKAMAS COUNTY LEAST

PER CAPITA LEVY BELOW AVERAGE

Rate at West Linn Found 3rd Highest in State; Other Cities are Low

The tax levy in the cities of Clackamas county is considerably below the average assessed over the state. This comes to light in the compilation of data upon the per capita levy in all of the counties in Oregon.

The average per capita tax in the state is \$46.69. In Clackamas county it is \$30.47. These figures, compiled by the Oregon Voter represent the gross assessments for city, school, county and state purposes this year.

Clackamas is represented by one city in the list of the ten paying the heaviest per capita tax, and by two in the ten paying the least. The city of West Linn pays the third largest tax in the state, being \$70.85. The heaviest tax in the state is paid by Warrenton, which is \$216.48. In comparison with this the per capita tax of Oregon City is \$37.25. The reason for the heavy taxation at West Linn, according to Recorder L. I. Porter is the large amount that is being spent for school construction. West Linn has three school districts—two grammar schools and a Union high school. These form a considerable drain upon the taxpayers.

The city of Oswego has among the lowest per capita taxes in the state. It is \$14.40. Sandy has a slightly higher tax, but is within the lowest ten with a per capita levy of \$15.44.

Per capita taxes in other cities run Aurora, \$31.43; Canby \$27.02; Gladstone, \$17.09; Milwaukie, \$32.83; Molalla, \$24.58.

According to the tabulations the assessed valuation of these nine cities is \$3,411,967, and their total tax which is paid this year amounts to \$455,353.

The assessed valuations in the individual cities, together with the levy in mills, are: Aurora, \$139,901.45; Canby, \$326,132.70; Estacada, \$183,841.50; Gladstone, \$330,567.52; Milwaukie, \$555,278.69; Molalla, \$220,890.55; Oregon City, \$3,623,509.58; Oswego, \$529,971.49; Sandy, \$59,785.62; West Linn, \$2,132,092.54.

The amount of taxes paid by the individual cities, is given as follows: Aurora, \$7,195; Canby, \$23,025; Estacada, \$9,331; Gladstone, \$18,265; Milwaukie, \$38,481; Molalla, \$12,192; Oregon City, \$111,613; Oswego, \$26,181; Sandy, \$3,737; West Linn, \$115,346.

The tabulation shows a total tax paid by the cities and towns of Oregon, containing 62 per cent of the population, of \$22,055,202. The per capita taxes ranged from the \$216.48 paid by the city of Warrenton to the \$11.11 for Canyonville, in Douglas county.

Tax Levy Campaign Chairman for 1925 Exposition Chosen

PORTLAND, Oct. 3.—(Special).—Appointment of Ora F. Powers of this city, as chairman of the campaign committee which will have charge of the special election here next November at which the people will vote upon the first tax to ensure the holding of the 1925 exposition, was announced by the directorate today.

Mr. Powers is to select a group of men throughout the city as his assistants. A campaign of education will be outlined so that the public can cast an intelligent vote on the project.

The November election will be for exposition purposes only. A tax levy of 2 1/8 mills is proposed upon the assessed valuation of all the property within the city limits, which according to the present assessment roll totals \$314,000,000. This levy will continue for a period of three years and will raise \$2,000,000 toward the capital stock of the exposition. This means that when the vote is assured the sum of \$2,12 1/2 cents will be required as a payment for each \$1,000 assessment or a total of \$6.40 over the three year period.

After many months of preparation the finance committee has doubted the taxation policy as the most efficient and equitable system to acquire the capital stock for the enterprise. The payments are distributed over a period of years so as to make the burden as light as possible. The resources of the exposition are estimated far greater than the expense, thus making the exposition tax an investment to the city and state, and not a liability.

Mrs. Williams Arrives.

Mrs. Louis D. Williams, nee Elaine King, of Astoria, has arrived in Oregon City where she is visiting her parents, Mr. and Mrs. A. E. King, of Mount Pleasant. She will remain there for about a week.

E. E. Brodie



Named Minister to Siam

LOWERING OF TAXES IS ASKED BY SCHOOL DISTRICT AT CARVER

Division Requested by Union; Taking of Annual Census is Commenced

A petition from 33 taxpayers in Carver School District number 30, has been presented to the district boundary board, asking the reduction of the taxes there by \$1400 from the levy allowed at the budget meeting.

The reason given for this request is that when the budget was made out, that sum was allowed for the purchase of a four acre tract. Plans have since been changed and the ground is not going to be bought.

At the meeting of the boundary board at one o'clock this coming Saturday, the petition for the division of Union district 36, into two school districts will be heard.

A petition signed by 44 taxpayers has been received by Superintendent Brenton Vedder, asking for the division, and a remonstrance has been presented which is signed by 66 taxpayers. Union has at present a two-room school, which is serving the entire district. Contenders for both the division and the continued single unit will be present to present their contentions at the meeting.

Superintendent Vedder has sent out census supplies to all of the districts in the county, preparatory to the taking of the 1921 school census.

Under the law a complete list is taken of all of the children in the districts over the age of four and under the age of 20. The survey is to be completed by the last week in October, and is to contain a list of all those of school age actually residing within the district on the 25th of October.

E. G. OSBORNE FILES CROSS SUIT ASKING COLLISION DAMAGES

SALEM, Oct. 3.—Alleging that Multnomah Ramp through carelessness, was responsible for the accident on the Pacific highway near Brooks early in July in which two lives were lost, E. G. Osborne, Portland tire salesman, Saturday filed a cross complaint in the suit brought by Ramo against Osborne, in which he seeks to recover damages aggregating \$6,925 from Ramo.

Osborne alleges that Ramo was driving at a speed of 30 miles an hour when he entered the Pacific highway and that he failed to observe proper caution.

In the crash Rudolph Samuelson of Canby, an occupant of the Osborne car, and Mrs. Roy Westery of St. Johns, an occupant of Ramo's car, were killed. The Ramps have brought three suits against Osborne for damages aggregating \$9900. Osborne faced a charge of reckless driving.

Institute Plans Near Completion

Plans for the teacher's institute which is to be held in Clackamas county November 2, 3 and 4 this year, are rapidly nearing completion.

Altho the list of instructors who will have charge of the sessions here is not yet entirely filled, County School Superintendent Brenton Vedder announces that a number of the best educators on the coast have been secured.

The three day session will consider many of the problems attendant upon the work in educational institutions and a number of specialists in different lines are to be here to conduct sessions in their special lines of work.

SMASH BRINGS FINE

R. Harris, arrested yesterday by Constable Ed. Fortune was fined \$10 in Judge Noble's court for running a into a machine with a motorcycle. The accident happened near Clackamas. The machine, which was struck was driven by R. Harris. The damage

BRODIE NAMED FOR MINISTER POST IN SIAM

OREGON CITY EDITOR GETS BIG JOB

Nomination Sent to Senate by President; No Plans Are Made at Present

WASHINGTON, D. C., Oct. 4.—(Special).—Announcement of the selection of E. E. Brodie, of Oregon City as minister to Siam, was made at the capitol today. His name has been sent to the senate by President Harding for confirmation.

Following the presidential election Mr. Brodie became a candidate for the position to which he has been appointed, and has had the support of Senators McNary and Stanfield for the position.

E. E. Brodie, publisher of the Morning Enterprise at Oregon City is the president of the National Editorial Association. He is a director of the National Association of Newspaper Executives, and is ex-president of the State Editorial Association.

Mr. Brodie is also vice-president of the State Chamber of Commerce, and a director of the Northwest Tourist association. He is a director of the 1925 exposition.

For the past three years he has been chairman of the Clackamas county Republican central committee. His newspaper experience dates over a period of about 30 years, and for the past 20 he has been in Oregon City. He started here in the employ of the Enterprise and 13 years ago he became the owner of the paper.

Because of the diplomatic nature of the appointment, Mr. Brodie has nothing to say concerning his plans. He is awaiting official notification of his appointment from the state department.

He will be the third Oregon newspaperman to represent the United States as minister to Siam. John Barrett and Will H. Hornibrook have occupied the post.

The position carries \$12,500 a year.

Mineral Resource Development, Need of Ship Plants Here

The solution of the shipbuilding problem on the Pacific coast lies in the development of local iron production, to overcome the freight charges on raw material, in the opinion of James Farrell, of Vancouver, who visited in Oregon City Tuesday.

Mr. Farrell, who as an accountant has been connected with the Standifer Shipbuilding company, which recently suspended operations gained an intimate knowledge of the business during the war period. The greatest reason, he says, why the Pacific coast has not on a competing basis is that it must pay so heavily to get steel from the east, that by the time the material is here the cost of the vessels runs considerably higher than the average shipping firm is willing to pay.

Mr. Farrell came here accompanied by his wife. He visited with W. W. Woodbeck, of Jennings Lodge. Mr. Woodbeck was formerly a neighbor of the Farrells at Vancouver.

The ship building industry is not flourishing at present, Mr. Farrell says, because of the condition of commerce and the fact that the demand for bottoms at the present prices is not strong enough to warrant their construction. The Emergency Fleet Corporation has still a number of its ships uncompleted and is selling them at prices far below actual cost to get rid of them.

The war, he believes, demonstrated the fact that the wooden ship is a thing of the past. The Standifer yard turned out both wood and steel ships, but it was demonstrated that the steel ship could be built faster, could be made larger and would last longer than the wooden vessel.

The Pacific coast, says Mr. Farrell, presents ideal conditions for the manufacture of bottoms with the exception that the raw material is not at hand. Climatic conditions, making possible all-year-round work are a great advantage over the east. But as an example of the handicap of lack of iron, mines and steel plants here, he cites the fact that the freight on the steel for one vessel built at the Standifer yards, ran to over \$70,000.

HEALTH INSTITUTE PLANNED

WASHINGTON, D. C., Sept. 29.—Announcement was made by the United States public health services today of a series of institutes to be held throughout the country beginning in November. Dates given for Portland were April 10 and 11 and

CLACKAMAS COUNTY CLUBS SCORE 2ND IN STATE FAIR CONTEST

Highest Individual Record is Made by Local boys and Girls

Clackamas county scored second in the state fair exhibits of the Boys' and Girls' club work.

Mrs. L. Purcell, county club leader, Tuesday made out the complete list of the awards to local club members. The list shows a record of ten firsts, and of a total of 94 points scored. A prize of \$100 is awarded to each county for the scoring of more than 64 points.

Clackamas county, though beaten by Multnomah, scored more points than any one club division under one leader. There are two divisions in Multnomah, each under a separate leader. Their combined score competed against the scores of the other counties.

The exhibit made by the county boys and girls, Mrs. Purcell says, was very creditable this year. Considering the fact that a number of classes were not covered by the local exhibits, the record of the county in placing second is evidence of the standards of club work that are being maintained.

The list of awards at the state fair follows:

Poultry, Division I— Jack Weigle, Hoff, 3rd; Edith Fenclston, Molalla, 4th.

Poultry, Division II— Margaret Kleinsmith, Hoff, 4th; Edwin Newell, Molalla, 5th.

Poultry, Division III— Leonard Marshall, Mulino, 1st.

Poultry, Division IV— Billie Perrin, Oregon City, 1st; Earl Heft, Oregon City, 4th.

Pork, Duroc Jersey, Division I— Melvin Stuart, Oregon City, 1st; Adrian Jones, Oregon City, 2nd.

Pork, Berkshire, Division III— Richard Gwilliam, Oregon City, 4th.

Pork, Chester White, Division I— Theodor Rusch, Aurora, 2nd.

Chester White, Division II— Melville Richey, Boring, 1st; Theodore Resch, Aurora, 3rd.

Sheep, Division I— August Jaeger, Sherwood, 2nd; Gladys Harms, Aurora, 4th; Roy Harms, 5th.

Sheep, Division II— Walter Wendt, Aurora, 3rd.

Sheep, Division III— Walter Jaeger, Sherwood, 2nd; Wilmer Harms, Aurora, 5th.

Calf, Jersey, Division I— Jean Skene, Oregon City, 1st; Rudolph Hansen, Boring, 2nd; Mildred Anderson, Boring, 3rd; John Lehman, Oregon City, 4th.

Calf, Jerseys— Div. 1—Gecelia Hughes, Oregon City, 1st. Div. 2—Francis Hughes, Oregon City, 1st. Div. 3—Kenneth Hughes, Oregon City, 1st.

Canning— Blanche Jones, Oregon City, 2nd.

Home Making— Lois Pegenkopf, Oregon City, 1st.

Sewing, Division II— Blanche Jones, 1st.

Milk Goats— Carl Staats, Oregon City, 2nd; Margaret Staats, Oregon City, 3rd.

Special— Margaret Kleinsmith, best pair barred rooks, three years subscription to "Poultry Life."

County Court to House Machinery

The county court has purchased an acre of the Gustav Englebrecht tract, on the Abernethy road, and will erect a frame building, the first unit to be 60x100 feet, for the storage of county implements.

The county has over \$100,000 invested in implements that will be brought in to the central plant for storage and repairs during the winter months. The road machinery of the county has heretofore been left throughout the winter months exposed to the elements, with the exception of some in a few small sheds. Expensive steam rollers valued at \$25,000 have stood out through the entire winter.

The loss sustained has been heavy, and when County Judge Harvey E. Cross made his campaign for election he outlined his plan for caring for the county property. The purchase of the tract and erection of the building is the fulfillment of the pre-election promise.

During the winter months the machinery will be gone over, painted, repaired and placed in readiness for service when the spring season opens. Washington county with such a plan in operation keeps five men employed in her repair shop during the winter season.

The Boone's ferry road near Oswego is now within a mile and a half of completion. This portion of the road is being rocked at present, preparatory to the laying of a hard surface pavement. About a half mile of gravel is still to be placed and there is some grading yet to be done. This work was delayed due to the fact that the Kruse rockcrusher in this district was out of operation for some time, when it was wrecked by a blast. The speed with which this section will be completed is largely dependent upon weather conditions, Mr. Meldrum says.

The program for next year, Mr. Meldrum says, will depend largely, as far as market roads are concerned upon the state apportionment of funds.

Clackamas county will have some money left from the amount appropriated this year. As the apportionment is based upon valuation it is expected that the funds available in 1922 will be approximately the same as this year.

Billions Available For Highway Work

It is estimated by the Associated General Contractors of America that the total funds available for highway construction for 1921 amount to \$1,394,000,000, or twice as much as in 1920. Of this sum, state bond issues are responsible for \$543,000,000. County bond issues furnish \$362,000,000, and direct levies and other revenues will provide \$200,000,000, it is estimated. The Federal aid appropriation is \$275,000,000, and there is a further appropriation of \$14,000,000 for forest

MARKET ROAD PROGRAM FOR YEAR NEAR END

PROJECTS INVOLVED TOTAL 55 MILES

Outline for 1922 to be Made Soon; Appropriation from State Big

The market road program in Clackamas county for this year is practically completed, and although the actual construction work is not finished all of the roads are well under way.

No new projects will be instituted this year, according to County Engineer D. T. Meldrum. The engineering work is practically complete on all new routes that have been decided upon this year. Plans are already being made for the inauguration of next year's program. Mr. Meldrum expects to have a number of tentative routes to open up new districts outlined by the first of the year, as well as the improvement of existing roads.

State Gives Funds.

This year, the county received from the state \$129,000 for its market road work which was turned over to the county completely and Mr. Meldrum has been in charge since the middle of June. During the year-nearly 55 miles of road has been improved under this program. This is inclusive of new roads that have been built and existing roads that have been straightened, graded and put into shape.

The standard roadbed that Mr. Meldrum is placing is 24 feet wide with a surface of either crushed rock or gravel as the territory permits.

Market road number 1, in the vicinity of Colton Mr. Meldrum reports is within a half mile of completion. Market road number 2 in the Estacada country is completed except for a few minor changes. Market road 3 in the Eagle Creek district was completed last year, altho this year some grading is being done in the line of further improvement.

Tualatin Road Graded.

Market road 4, from Willamette toward Tualatin is being graded. Unit one of this road is finished, and the crew is now working on the second unit. Considerable work is to be done near the Eagle Creek canyon, and grading is still in progress between the Oswego-Dutchtown road and Willamette.

The survey on Market road 5 has been completed, and the grading of Everhart hill, which is the largest piece of work on the road, is under way. This road, extending from here to Silverton is ten and one-half miles in length.

Market road 6, from Wilsonville to Ladd Hill has been completely surveyed, and work will not be taken up until the plans are approved by the state highway commission engineering department. This road, six miles in length, extends through the Wilsonville and Ladd Hill country. Mr. Meldrum expects to have this work practically completed this year.

The Curran-Barton road, Market road 7, will not be started this year. The survey has been made, but there is some engineering work yet to be done before estimates are completed. It is expected that this will be well under way by next fall.

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