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ESTABLISHED 1866

Opposition to Bond Recall Is Organized

PERMANENT COMMITTEE TO CONDUCT WORK CHOSEN AT MEETING OF LIVE WIRES AND ROAD SUPERVISORS

An organization to wage an active campaign to defeat the proposed recall of the \$1,700,000 road bond issue, was formulated Tuesday afternoon, at a meeting following the weekly luncheon of the Live Wires of the Commercial Club.

The meeting and luncheon were attended by more than 25 supervisors of road districts throughout Clackamas county and a vigorous protest against the movement to recall the road bonds, was voiced.

A movement has been underway for some time, under the sponsorship of the local Pamona grange, to recall the unspent portion of the bond issue. Although the legality of the recall is under a cloud, the movement has had a tendency to hold up action upon the road program. In order to clarify the atmosphere, the Live Wires, who were active in the original campaign for the bond issue in 1919, met with the supervisors, and laid plans for conducting a counter-drive to keep the bonding program in operation.

Kruse Heads Committee
An executive committee to take charge of the work with the authority to appoint representatives in every road district in the county, was selected at the meeting. It is composed of: C. W. Kruse, Oswego, chairman; R. F. Watts, Monitor; M. D. Latourrette, Oregon City; Gordon J. Taylor, Molalla, and H. G. Stephens, Estacada, secretary.

Resolutions were adopted at the meeting, condemning the proposed recall, and asking that the grange and farmers organization cooperate in the movement to continue the program outlined by the people when they voted to spend the money. A resolution also called for the re-division of the county into districts, in order to make larger tax areas. When the law was passed, it provided for 19 major road districts, each of which was to levy taxes in order to prepare the base for road surfacing. The bond money was then to be used for the laying of the pavement. When the constitutionality of the law became questioned, the county was redivided into smaller districts.

Change Is Recommended
Upon the belief that the small districts would not be able to bear the expense of preparing the road bed, the meeting went on record to ask the county court, at its January meeting, to make the desired change back to the boundaries set forth in the bond act.

A resolution was also passed setting forth the benefit to accrue from the 1925 Exposition, and urging the county to push the road work so that the main highways would all be completed to care for the influx of motorists at that time.

John Cole, of Molalla, was chairman of the meeting, and H. G. Stephens, temporary secretary. Mr. Cole stated it as his belief that the integrity of the road program laid in the carrying out of the bonding construction, and that all of the difficulties now attendant upon its operation could, with proper thought and deliberation, be successfully overcome.

Judge Cross Speaks
At the luncheon, Judge Harvey E. Cross, of the county court, was the principal speaker. He stated that there were three serious obstacles in the way of the operation of the bond-

ing program, which at present seemed almost insurmountable. The first of these, he said, is the fact that the law requires the bonds to be sold at par. They are quoted at 93.5 at present. In order to overcome this, he said, the taxpayers of the individual districts made up the difference in what bonds had already been sold. Of the \$1,700,000 issue a total of \$132,750 has already been spent, and \$105,000 is pledged toward the new Oregon City-West Linn bridge, making an aggregate of \$237,750.

The second difficulty attendant upon the carrying out of the bond program is the fact that the districts are expected to prepare the base for the surface. This, he stated, is impossible for the reason that the cost is \$3500 a mile, and the funds at the districts' disposal are not sufficient to pay for enough construction to make a showing compatible with the bonded outlay.

Costs Said Excessive
The other obstacle, the judge said, is that the law required that the pavement be built for \$11,000 a mile. This, he said, could not be done under the present costs, with the county paying tribute to cement and asphalt trusts. The type of road that is required to withstand the present heavy traffic, must necessarily be of a stronger construction than was figured on when the bill was passed two years ago. This made it impractical to lay a \$11,000 a mile pavement as it would break down and in the end the county would have nothing for its money.

The court felt, the judge said, that it had best go slow on the proposition of carrying out the bond program. He offered as a solution to one of the problems that the bond roads be made into market roads also, and thus the county would have the benefit of a double income with which to carry out the proposed construction program.

The executive committee appointed to take charge of the work is to conduct an educational campaign and to make an effort to get the program back to a functioning basis. The consensus of opinion at the meeting was that the bond roads, no matter what difficulty were involved, would give the county an added improvement, securable in no other way.

No Statement Made
The county court made no official statement, also they were requested to do so, regarding their attitude toward the recall of the bonds.

The list of the out of town visitors who attended the meeting follows: J. D. Lee, 4828-32nd Ave., E. Portland; W. R. Telford, Boring; A. D. Burnett, Eagle Creek; Ward B. Lawton, Oregon City; P. S. Shibley, Spring Water; L. S. Tenny, Springwater; P. L. Monroe, Springwater; F. D. Hunt, Portland; M. J. Lee, Canby; Sam Moser, Oregon City, Route 4; Charles Holman, Molalla; Fred C. Bartholomay, Estacada; H. C. Stephens, Estacada; B. Sullivan, Hoff; Geo. Havill, Hoff; W. J. E. Vick, Molalla; J. R. Cole, Molalla; Gordon J. Taylor, Molalla; Everman Robbins, Molalla; W. W. Everhart, Molalla; C. W. Kruse, Oswego; M. D. Chidgren, Mulino; George Kitzmiller, Eagle Creek; W. A. Bard, Estacada; J. W. Sporr, Woodburn, Route 3; E. L. Palfrey, Molalla; W. G. Randall, Oregon City, Route 1; Wm. Braatz, Oregon City; R. F. Watts, Woodburn; W. H. Livingston, Woodburn; H. H. Chidgren, Mulino.

Beer as Medicine Is Now Permitted by New Regulation
WASHINGTON, D. C., Oct. 24.—As unexpected as a rainstorm in a desert, regulations permitting manufacture and use of beer for medical purposes were issued today by the treasury department.

Secretary Mellon in announcing beer rules declared "that the legal rights of the parties concerned being plain, the department is unable longer to delay issuance of these regulations."

The new rules cover comprehensively the use of beer, wines and spirituous liquors as medicines. The amount of beer a physician may prescribe at one time for the use of the same person is limited to 2 1/2 gallons, equivalent to a case, but no arbitrary limit is placed upon the number of such prescriptions a physician may write or the same person may obtain within a given period.

Two quarts of wine was the limit put on a single prescription for that beverage, but otherwise the regulations are the same as for beer.

Spirituous liquors are limited to one pint within any ten-day period and alcohol for external use was limited to a pint to the same person at one time.

Prescriptions for these medicines may be filled only by a licensed pharmacist who is also a retail druggist.

HELP OF STATE IN RIVER TRAFFIC PROBLEM DENIED

HIGHWAY COMMISSION REFUSES FUNDS

County Should Provide Means of Keeping Travel Open, Held Understanding

Clackamas county will receive no aid from the state highway commission in the maintenance of some temporary means of keeping traffic open across the Willamette river during the year of 1922.

At its meeting Tuesday, the commission refused the request of the county for financial aid in the problem of caring for travel during the period when the new Oregon City-West Linn bridge is under construction. The petition was turned down for the reason that the commission claims that it had understood that the traffic was to be kept open by the county, without expense to the state.

This action throws the burden of financing the proposition back on the county unless some other action is taken.

For the time being the proposition of running a ferry has been abandoned, and it is now contemplated to build a light bridge across the river. Just what method of financing the deal will be worked out is at present unknown. The county court feels that West Linn, Oregon City, and the industrial plants should be called on to pay a part of the expense, while the general feeling among the cities and the business houses is that the county should foot the bill.

Plans for the light bridge are being worked out, and it is understood that several tentative locations are under consideration.

Appropriation for "Old Oregon" Asked

SALEM, Oct. 26.—The war department is ready to turn the old battleship Oregon over to the state of Oregon when the state is in a position to maintain the historic fighting craft, according to Congressman C. N. McArthur, who was in Salem Wednesday afternoon to urge Governor Olcott to recommend the creation of an annual appropriation of \$15,000 for the care of the ship.

The Oregon City council recently passed a resolution endorsing the establishment of the Oregon in the Willamette river as a training ship.

McArthur wants the appropriation made at a special session of the legislature, should it be found necessary to call an extraordinary session of the lawmakers for any purpose. If not, he wants it made at the next regular session. However, he says, Oregon must wait for the ship until some action is taken by the state toward its maintenance. Failing to find the governor in the city Wednesday, McArthur has arranged for a conference on the subject later in the week.

Taking of School Census Commenced

Taking of the school census in Clackamas county was commenced Tuesday, and according to program should be completed by this morning.

The school census includes all of the children in the county who are older than four years of age and under the age of 20.

The census was taken in 139 districts in the county, and includes all of the children between the age limits who are actually residents of the district on October 25. The census, when complete, will represent the official data upon which all computations relative to per capita division of school funds, and such matters will be made for next year.

\$41,837 is Value of Albers' Estate

The estate of the late Henry Albers is valued at \$41,837.98, according to an inventory filed in the office of County Clerk Fred J. Miller Thursday.

The estate consists of personal property to the value of \$20,737.98 and real property valued at \$21,100. Included in the personal property are 3192 shares of Albers Brothers Milling company stock, which are listed as of no value for the reason that they are held as collateral for the full extent of their par value.

Joseph E. Hedges, James A. Lovett and Clyde G. Huntley were the appraisers.

SANDY MAN FINED
Ed Gasch and Angelo Cassulo, of the Sandy section, were arraigned before Justice Noble, Saturday, charged with assault and battery. Gasch was fined \$10 and costs, the latter item amounting to \$40. Cassulo was ac-

ROAD BOND RECALL STRONGLY OPPOSED IN 3 RESOLUTIONS

County Court Is Requested to Put Building Program On Functioning Basis

Three resolutions were adopted Tuesday afternoon at the joint session of the Live Wires of the Commercial Club and the road supervisors, favoring the revival of the \$1,700,000 bond road program, and outlining the method of getting the construction work in operation.

The Wires also passed a motion upon the instance of Judge Thos. Ryan, authorizing Main Trunk Linn Jones to appoint a committee to cooperate with the Grangers during their national meeting here November 9-10-15.

The resolutions follow:

RESOLUTION
WHEREAS, an attempt is being made by certain persons to initiate a petition for the repeal of the road program of Clackamas county, and adopted by the people in November, 1919, and

WHEREAS, said road program if left intact and carried out will provide ten main hard surface roads affording a means of transportation to market of the products of the farmers of Clackamas county, and a repeal or abandonment of the same would leave the farmers in the mud without help after they are legally bound to help pay for the Pacific Highway, the Oregon City bridge, the Mount Hood Loop and all other hard surface roads now

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Change in Bridge Plans Authorized

Modifications of the plans for the building of the approach to the east end of the new Willamette river bridge, in order to provide more parking space, have been ordered by the highway commission engineers. Word to this effect has been received by City Attorney O. D. Eby, who has been corresponding with the commission, relative to the change.

The original plans provided for a solid cement wall from the east side of Water street to the end of the bridge. This was generally protested against, as it would not allow parking space under the bridge approach on 7th street.

The matter was taken up with the highway commission, and after considerable parley, the engineers were ordered to investigate. They reported that the proposed change could be made with no more added cost than the original plans called for and the modifications were authorized. The original plans provided only for arches on Water street, but under the change, archways will be extended further back along the approach as far as practicable.

The problem of keeping traffic across the river open while the new bridge is being erected, took on a new angle yesterday with the announcement that the engineers would not authorize the building of a temporary bridge within a block of the new structure. This was proposed by Jack Moffatt of the Oregon Engineering and Construction company. The reason for the rejection of the plans is that the light structure would be too near the new span, and that its erection might interfere with the building operations upon the new bridge.

It is understood that a proposal is now under consideration for the construction of a similar bridge up above the river. The light bridge was expected to be built to the north of the present span.

At present the traffic problem is under consideration of the county court. Three distinct plans—a ferry, light bridge, and aerial tramway, are being worked out with a view to the adoption of the most economical method which is feasible.

Heads of Families Get \$2500 Tax-Free

WASHINGTON, Oct. 25.—The senate voted tonight, 39 to 27, against retaining the excess profits' tax after next January 1 at the present rates. The proposal was offered by Senator Reed, democrat, Missouri, who immediately afterward proposed retention of the profits tax at reduced rates.

Without a record vote the senate approved the house proposal increasing from \$2000 to \$2500 the exemption to heads of families having net income of \$5000 a year or less.

The senate also adopted an amendment providing that the only deduction allowed to taxpayers borrowing money to purchase or carry federal securities shall be the difference between the amount of interest paid on the indebtedness thus incurred and that received on the securities.

OVERLOADER IS FINED
The Willamette River Lumber company was convicted in the justice court Monday, of operating a truck on the highway, of operating a truck

DRIVER OF BOOZE CAR GETS FINE OF \$550 AND 30 DAYS

HEAVY SENTENCE IS GIVEN J. L. SMITH

Five Days Grace to Prepare for Commitment Granted by Judge Campbell

Penalties aggregating \$550 and 30 days in jail were passed upon J. L. Smith Monday, upon charges in connection with the wreck of the liquor car at New Era on the night of September 6.

Smith pled guilty to two counts—transporting liquor and driving while being unable to operate a motor vehicle. On the first count, Judge J. U. Campbell passed a sentence of \$150 fine, or 75 days in jail if the fine is defaulted. He passed a sentence of \$400 and 30 days in jail on the charge of driving while not in a condition to operate a machine.

Smith was given five days in which to appear before the sheriff and begin the serving of his sentence. Should he be unable to pay the \$550 fine, he would have to serve a jail sentence of 305 days.

No New Charge Brought
No charges are to be brought in connection with the death of Dr. J. P. Graham of Portland, who died from injuries received in the wreck. Graham, and Morris Galbreath were passengers in the machine. Both of these men, with Smith, were indicted for the accident, without preliminary hearing in a lower court, as the case was taken before the grand jury immediately. At the trial October 4, Smith pled guilty upon both counts, and his sentencing was deferred by Judge Campbell. Galbreath was also tried the same day, and after 20 minutes deliberation the jury pronounced him not guilty.

Dr. Graham died in Portland on the night of October 12, as the result of pneumonia which set in following his internal injuries. Shortly after his death, Judge Campbell issued an order quashing the indictment against him.

Identity Is Veiled
Considerable interest was aroused over the case here, due to the fact that for some time the identity of Galbreath was not known. The original indictment returned by the grand jury was against him as "John Doe," and although his identity was known to officials for several days he was not taken into custody until nearly a week after the accident.

Lumber Mill Will Resume Operation

Milling operations in the vicinity of Molalla and Mulino are showing considerable increased activity. At Molalla next week will mark the resumption of steady operations by the Key Lumber company, whose daily output will later be increased to 35,000 feet by the installment of additional machinery in the local mill. The Willamette Valley Southern railroad, which has secured terminal rates, has agreed to build a siding at Molalla for lumber loading, according to Manager Key of the local mill.

Lumber shipments from thirteen of the eighteen small mills in the Molalla vicinity are handled by the Keys company, with the result that 287 cars of piling have been sent from here this year. California points have received most of the local output.

Few of the other sawmills near here have reopened since the slump. According to Mr. Key, a mill situated on the railroad and receiving its raw logs by the truck route can be operated more profitably than one which is established in a lumber belt, but which is forced to truck its finished lumber to the railroad. Mills in this territory have an average capacity ranging from 10,000 to 25,000 feet a day.

Seventy years of continuous operation, except for an occasional brief closing for necessary repairs, is the record set by the Mulino Flour Mills, established in 1851, by R. R. Howard, whose son, C. D. Howard, has been the mill owner for fifty-six years. It is thought to be the oldest mill in the West from point of continuous service. The original owner crossed the plains in 1846, when the Oregon country was still disputed territory.

Active management of the mill has passed to B. A. Howard, a grandson of the builder. Fifty barrels of flour is the daily capacity of the mill, which uses both soft and hard wheat, bringing the latter from Eastern Oregon. A day shift only is being operated at present.

Indications are good for a reopening of the Hult Lumber Mill at Mulino within a short time. The mill has been closed since early summer, but lumber shipments are being made from the supply on hand.

5 Divorces Granted By Circuit Court
Five divorces were granted by Judge J. U. Campbell Saturday, in the following cases: Fred versus Elizabeth Feucher; Helen versus Alfred

RAILROADS REFUSE TO GRANT PLEA OF U. S. LABOR BOARD

Carriers Will Not Postpone Attempt to Secure More Wage Cuts

CHICAGO, Oct. 25.—The railroad labor board today turned to the railroads in its attempt to avert the rail strike scheduled for October 30, suggesting that the roads temporarily postpone seeking further wage reductions because the board's docket was so crowded wage decisions for all classes of employes could not be rendered before July, 1922.

The carriers, however, informed the board that they were "powerless to take any other position," than their present one.

In a statement, the board informed the carriers that it would not consider any petitions for wage cuts until the question of rules and working conditions, now before it, were settled.

More Desert Strike
CINCINNATI, O., Oct. 25.—Notice was sent from the national headquarters here today of the Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, numbering more than 200,000 members, that the organization is not in sympathy with the proposed railway strike and members are ordered not to obey the order to cease work.

Labor Heads Called
CLEVELAND, O., Oct. 25.—Notwithstanding the railroad labor board has cited all general chairmen of the "big five" railroad transportation organizations to appear before the board tomorrow, Warren S. Stone, president of the Brotherhood of Locomotive Engineers, today said he had notified the general chairman of his organization they need not respond to the citation.

Chairman R. M. Barton of the railroad labor board, last night wired President Stone that the board's order included the general chairman.

The executives' reply sent this morning by the five executives, advises Chairman Barton that it is "evident you have statements of the several executives confused," and explains that the general chairmen of the engineers have no authority to act on matters pertaining to settlement of the proposed strike, this authority being vested in the grand officers and the executive committee only.

Seven Per Cent of Taxes Delinquent

Only seven per cent of the taxes due under the 1920 tax roll are delinquent, according to I. D. Taylor, head of the Clackamas county tax department, who Saturday completed his preliminary totals for the collections during the second half of the year ending October 5.

The tax roll this year, according to Mr. Taylor, amounted to approximately \$1,500,000. Of this amount to date there has been approximately \$1,395,000 collected, leaving \$105,000 delinquent.

These figures represent collections up to the period of delinquency October 5th.

The general levy this year, according to Mr. Taylor, was 32.5 mills. Last year the general levy was 24.2 mills. This millage is inclusive of the high school taxes. The reason for the increase, according to Mr. Taylor, is the increase in the state levy. In the 1919 roll, the levy for state purposes was 5.2 mills, but this year it has jumped to nearly 11 mills.

The tax roll represents the levy for all state, county, federal and city purposes against a valuation given in the 1920 roll as \$29,714,598.11.

In the collection of the 1920 taxes, states Mr. Taylor, his office has given over 1000 receipts more than it did in the collection of the 1919 taxes. This means that the past year has seen an increase of nearly that many tax payers in Clackamas county.

The tax office is still busy checking up on the final tax collections. The figures given for the 1920 roll do not include the amounts collected upon delinquent taxes from other years.

Building and Loan Association Forms
A branch of the Western Loan & Building association of Salt Lake City was organized here last night. It plans to urge home-building in Clackamas county and will assist property owners in all sections of the county. The organization will probably make possible the construction of a hundred additional homes in Oregon city during the coming year.

GRANGE MASTER MAY ENTER RACE FOR GOVERNOR

NONPARTISAN LEAGUE AID PREDICTED

Spence Denies Knowledge of Movement to Grow His Candidacy

Rumors that C. E. Spence will enter the race for the governorship of Oregon next spring, receive no substantiation from the master of the grange himself.

"I know nothing of any such movement," said Mr. Spence Monday in response to the query regarding his probable candidacy. Students of the workings of the political machine, however, are firm in their belief that he will figure in the republican race, with the backing of the newly formed League lineup in his support.

League to Bid
The Non-Partisan League of Oregon, now in course of incubation, is going to have a party in the next state campaign, so its captains and its privates say. Organizers, a dozen or more, are now in different sections of the state gathering together the foundation membership upon which to build county organizations. In due time it is expected that these county units will meet, select delegates to a state convention to be held in Portland, where permanent organization will be effected, a state chairman selected, and the work of the new political body launched in due and formal style.

There will be no Non-Partisan league ticket put in the field, so it is said, but the league, following the successful theory worked out in other states, will endorse candidates of one or the other of the two major parties, and attempt to throw behind them the united support of the new group.

Republican Lineup Talked
It is whispered that Spence will enter the republican primaries as a candidate for governor. He is master of the State Grange and has a large following in that organization. Then, too, he is taking an active and leading part in the initiation of a state income tax law, which, if written into the statute books would be expected very materially to lighten the burden of taxation now resting heavily upon the farmers, and home owning laboring men of the state. This proposed law, according to present plans, will be on the ballot at the November election of 1922, and it is argued that Spence, interested as he is in that measure, would gain much added strength in the primaries from those who would see him as a champion of the offered statute during the fall campaign.

Many Candidates Expected
And, talking over the strategy of the thing, those who are figuring on the Non-Partisan league program contend that the more there are who enter the scrap the merrier it will be and the better chance they will have. They cast their analytical eyes over the list of "those mentioned," and have the glint of hope reflected back to them. George L. Baker, Louis E. Bean, Ben W. Olcott, George H. Kelly, George A. White, Charles R. Hall and all the rest, they argue, would carve each other down in the cities of the state, while the Non-Partisan candidate, backed by the rural vote in the country and the labor vote in the cities would march right on over them to the governor's chair at Salem.

And if Olcott should not be a candidate to succeed himself they can see more hope still. Olcott has a lot of friends out over the state who live upon the farms, and in the small towns as well as in Portland and the larger places. Much of this support a whole lot of it in fact, the leaguers insist, has no impelling urge to get under the Baker banner, or the Bean gonfalon, or to march behind Adjutant General White, or Colonel Kelly, or Senator Hall. They would rather fall in behind a granger and whoop it up for him.

2 School Districts Would Consolidate

Petitions for the consolidation of two school districts in Clackamas county have been received by the district boundary board.

Districts 88, and 104 ask that they be combined. For the past five years district 104 has been without a school for the reason that the number of pupils in the district has fallen below the legal number required by law for the operation of a school. Consolidation with the Porter district will give the children in 104, beyond Estacada, school facilities.

Formal petitions for the annexation of the Mt. Pleasant and Twilight districts to Oregon city have also been received. The move to consolidate these districts with Oregon City was started some time ago in order to provide increased facilities for the students from the outlying section. The matter was held up until the formal petitions could be presented.