

OREGON CITY ENTERPRISE

FIFTY-SIXTH YEAR NO. 50.

OREGON CITY, OREGON, FRIDAY, DECEMBER 15, 1922

ESTABLISHED 1868

INJUNCTIONS MAY BE USED TO FIGHT HIGHWAY ROUTE

Public Service Commission Is to Be Prevented from Improvement of Basin or Of Railroad Avenue Line.

SUITS READY TO BE FILED SAYS SCHUEBEL

Litigation Promised Here if State Body Attempts to Commence Condemnation.

Establishment of any route for the Pacific highway through Oregon City other than the Fifth street line, will be met by injunction proceedings, according to Chris Schuebel, attorney. Schuebel has prepared two injunction suits for filing in the event that either the Railroad Avenue and Seventh Street line is used or the basin route. Remonstrances against the vacation of Third street and lower Main street, containing 1200 names and said to list 80 per cent of the Main street business men are in Schuebel's hands ready for filing if it is found necessary to prevent the contributions of the corporations to stop the use of any routing other than Fifth street.

The state highway commission is to meet today, and the Oregon City problem is to be taken up in probably final consideration as the commission is said to be anxious to complete their plans here before a new body of men take over the work under Pierce's administration.

Excess Cost Scooped
The seventh street line, Schuebel objects, would impair depot facilities and endanger traffic to the municipal elevator, in addition to causing an expense of more than \$50,000 for the building of two blocks which, he declares, practically parallel a line at present ready for use.

Under the agreement the highway out of Oregon City is to be financed by the P. R. L. & P., the Hawley Paper company, Southern Pacific and Crown Willamette. The Southern Pacific has agreed to bear the entire cost of constructing the underground crossing at Fifth street, which will entail the expenditure of approximately \$40,000, which is considerably more than their original portion of the improvement.

According to the estimates of the highway commission, the cost of the remainder of the road within the city limits is \$79,404. The \$35,000 contribution of Hawley, \$30,000 from the P. R. L. & P., and \$14,000 from the Crown Willamette leave \$404 above the original agreement which the traction company and Hawley have agreed to meet.

Condemnation Feared
The corporations, according to W. P. Hawley, will under no consideration agree to make any additional contributions toward the cost of improving Railroad avenue, which the commission's figures show will cost \$13,150 not including the cost of condemning the property and securing the right of way, estimated at between \$40,000 and \$50,000.

Under section 4436 of the Oregon statutes, passed in 1919, the state highway commission has unlimited authority to begin condemnation proceedings to secure the right of way, begin construction at once, and assess the bill against the county. No court order can prevent this being done, Schuebel states. The only means of preventing the highway commission from taking this action would be to prevent the council from making the concessions to the corporations upon which their contributions are contingent, he says.

The vacation of Third street so that it would revert back to the adjacent property of the Hawley Paper company has been arranged so as to allow an alley for foot traffic, and the vacation of lower Main street to the P. R. L. & P. for truckage purposes will be extended from the end of the present pavement to the basin wall to avoid complications with the city's water rights and the pipes of the mills.

Final Action Sought
Before the council takes final action on this affect, if the agreement with the highway commission is not suitably made, the remonstrances will be filed and the vacations enjoined, Schuebel says. He declares that the use of the basin route can also be prevented.

"The entire matter," the attorney declared, "is ready if the highway commission will take the only route which is open and agree to build the road. Local matters have been arranged so that the work can be commenced."

The city council has scheduled a special meeting for December 13 at which the vacation ordinances are expected to pass first reading. No action was desired by the city until the attitude of the highway commission was ascertained.

POTATO PROGRAM WILL BE GIVEN AT DAMASCUS

Farm Bureau to Hold Session To Discuss Production of Crop; Specialists are Listed.

The Damascus Farm Bureau has completed arrangements for a complete potato day program. December 15th has been set for the event, which will begin at 10:00 A. M., with a potato grading school conducted by E. R. Jackson, crops specialist from O. A. C. A mechanical grader will be in operation, and there will be a complete discussion of potato grades and market requirements.

A hot lunch will be served at noon by the Home Economics branch of the Damascus Farm Bureau.

Following this S. B. Hall, county agent and potato authority of Multnomah County, will address the meeting on the subject "Seed potato production in the lower Willamette Valley." In this subject lie the greatest possibilities of the potato grower.

For those interested in the workings of a highly organized and successful farm community there will be a report of the past year's work of the Damascus Farm Bureau.

The subject of potato marketing will be discussed by Walter A. Holt, Clackamas county agent.

There will be an exhibit of the various potato diseases as they affect both plants and tubers, and charts will be used to stress other features in the growing of more profitable potatoes. All types and kinds of the latest potato machinery will be included in an exhibit that will be featured by farm machinery dealers and manufacturers.

Sheriff Is Sued For Execution of Lein; \$100 Damage Asked

Suit against Sheriff W. J. Wilson for \$100 loss occasioned by the holding of an automobile here upon attachment was filed in the circuit court yesterday by the Palmer construction company. Recovery of \$360 damages additional in case the machine is not returned is asked.

Suit to collect upon a lein of \$739.95 was filed in the circuit court by M. Lonsberry against Jake Moss.

Suit to cancel a contract of property trust was filed against Grant and W. E. Nash by Anna E. Nash.

Suit against Mrs. Willard G. Benson to recover \$350 payment on contract for delivery of certain goods was filed by the Perry Granite company.

Divorce suits filed in the circuit court during the past few days are: Virginia vs. Roderic C. Miles, Vera vs. A. Letherser, Brouha B. against George W. McCollum, B. Leona against Charles B. Reynolds, Fred B. against Esther Sweeney, Grace L. against Walter Brown and Eugene R. against Amy Van Cleave. Divorce decrees granted are in the cases of: Peter against Elizabeth Bath, Maud E. against Cecil Crawford Lenore M. against Hermon Parr and Wallace N. against Maude E. Blowers.

In the probate court yesterday letters of guardianship of Kenneth and Elizabeth Ross were granted to Bessie L. Swift.

Bounty of \$4 on two bobcat pelts has been paid by the county clerk to Robert Schoenborn, of Canby Rt. 1.

Car Shortage Is Nearly Overcome Says Commission

SALEM, Ore., Dec. 9.—In the last two weeks there has been a notable relief in Oregon from the car shortage situation, and as far as perishable fruit is concerned there is complete relief, with scarcely any shortage of refrigerator cars.

On November 9 the Southern Pacific shortage of closed cars ranged from 850 to 1050 daily. On December 2 the shortage began to diminish, according to records of the public service commission. On that date there was a shortage of 700 cars, but by December 7 this had diminished to 334. A similar condition exists for open cars.

Some criticism recently was directed number of bad order cars in the Brooklyn (Portland) yards of the Southern Pacific company. The company explains that the bad order cars were sent to Oregon for repair and that as rapidly as they are repaired they are put into active service to relieve the shortage. The company increased its working force in the Brooklyn yards by 225 men and sent 440 bad order cars there for repairs. They are being rebuilt at the rate of about ninety a month and those with only minor defects are being put into service very rapidly.

On the Oregon-Washington Rail Road & Navigation lines there is no shortage of refrigerator cars east of Portland, and the apple situation at Hood River and in Eastern Oregon is said to be amply cared for.

On all other roads, the Oregon Electric, the Spokane, Portland & Seattle, the Oregon Trunk and the United Railways, it is claimed there is now no shortage and there is even a slight surplus.

CONTEST OF VOTE AT ESTACADA IS WON BY J. K. ELY

Two Ballots Thrown Out by Court; Election Results Unchanged by Action; Lot On Recordship to Hold.

PERIOD OF RESIDENCE IS BASIS FOR SUIT

F. C. Bartholomew Loses in Effort to Get Position; Decree Issued by Campbell.

J. K. Ely will remain recorder of Estacada, Judge J. U. Campbell decreed in the circuit court here in deciding the case brought by F. C. Bartholomew, contesting the recent election. Although two votes were thrown out during the recount, upon the motion of the contestant, the final tally was still a tie between the two aspirants. The vote had originally been declared a tie by the election board and Ely was elected by lot. Judge Campbell held that in as much as Ely had originally won the lot, and a tie was rightfully found to exist, the election should stand.

Bartholomew filed his contest suit here December 1, alleging among other things that the votes of George Jack and Clara Nelson were illegal because they had not resided in Estacada for six months, the period set by the charter as the minimum for residence to allow ballot upon a city election. These two votes were cast out. It was then found that the election board had made an error of two votes and that a tie still remained. Other matters contested, including the failure to announce beforehand that the polls were to be closed were ruled out by the court.

CONSOLIDATION BILL IS AIMED AT COMMISSIONS

SALEM, Ore., Dec. 9.—A consolidation bill which would eliminate seven state officials and put five in office to take over the functions now performed by the seven is said to be brewing for introduction at the coming session of the legislature.

This plan, it appears, is being cooked up in Eugene. The departments that are the target of the move are the state industrial accident commission, the state public service commission and the state labor department.

The proposed measure would create a board of five officials, to be known as a board of governors, to take over the work now done by the three accident commissioners, the three public service commissioners and the one labor commissioner. The five would be appointed by the governor of the state. It is rumored that the primary object back of the measure is to create more patronage for the state executive and to build up a Ku Klux machine, and, since the move had its inception in Eugene, this actually may be the scheme.

The proposed board of governors would have a well paid secretary. It is said that Ed Trumbull, a newspaper man of Eugene, is slated for this position should the program go through.

The three members of the present state industrial accident commission receive salaries of \$3600 a year each, the three public service commissioners received \$4009 a year each, the secretary receives \$3000, and the combined salaries of all officials and employees in the department is about \$39,000 a year, according to the Oregon Blue Book.

The state labor commissioner receives \$3000 a year and \$4750 annually for one deputy, traveling expenses, additional clerk hire, printing and other expenses.

What the salaries of the proposed board of five governors would be has not been made known.

Steamer Ione Badly Damaged by Blaze

PORTLAND, Dec. 9.—Fire of undetermined origin which broke out on the river steamer Ione, tied up at the foot of Washington street, at 6 o'clock this morning swept over the superstructure of the boat, damaging her to the extent of probably \$4000, and destroying part of a cargo of paper worth all told about \$15,000. It is estimated that the total loss will amount to over \$10,000, depending on the amount of paper that can be salvaged. The Ione is engaged in river traffic between Camas and Vancouver, Wash., Portland and way points, making the round trip daily. She arrived here late Friday night and the fire broke out only a few minutes before removal of her Portland bound cargo would begin.

C. H. NELSON ARRESTED BY LOS ANGELES POLICE

Man Wanted Here on Charges Of Defrauding Woman Is Taken; Extradition Sought.

C. H. Nelson, wanted by the authorities here for defrauding the guardian of a minor for whom he was bondsman, was arrested Saturday in Los Angeles, according to word received by Sheriff Wilson.

Nelson, who is the son of Wm. Nelson of this city and formerly a partner of Wm. Weismandel in the firm of Weismandel and Nelson, was bondsman of Mrs. Mary Grisco, guardian of Julia Rinkus. The woman charges that Nelson forged her name to a check of \$495 on the girl's funds in a local bank and that he used the money to leave the state.

Extradition papers were granted today by Governor Olcott, and Deputy Henry Hughes left for Los Angeles to bring Nelson here for trial.

PLANS COMPLETE FOR DEDICATION OF NEW BRIDGE

The complete program for the dedication of the new Willamette river bridge has been arranged by the committee, it was announced yesterday. With a semi-official holiday to be observed in Oregon City and West Linn, the ceremony will extend during the morning with the actual dedication of the bridge at high noon.

The program is: 9:30 A. M.—Band Concerts on Street. 10:00 A. M.—Crowning of Queen. 10:30 A. M.—Reception at Commercial Club for guests.

11:30 A. M.—Parade. 12: A. M.—Ceremonies for opening of bridge on new bridge.

1:15 P. M.—Banquet at West Linn Inn. (300 guests).

The executive committee is composed of M. D. Latourette, Chairman; T. W. Sullivan; O. D. Eby, Treasurer; E. B. Charman, Secretary; H. E. Greaves; Chas. Shields; John R. Reams; Wm. Anderson.

The general committee comprises: M. D. Latourette, Chairman; O. D. Eby, H. S. Mount, T. W. Sullivan, Wm. Anderson, Jos. E. Hedges, E. B. Charman, Hal Hos, G. L. Hedges, H. A. Kirk, R. A. Farrow, Harry E. Greaves, James Shannon, Chas. Shields, J. W. Moffatt, John R. Reams, John W. Draper, H. E. Cross, W. A. Proctor, W. F. Harris, W. L. Little, C. P. Farr, I. C. Bridges, R. L. Holman.

Queen contest committees are: West Linn, Queen—Chas. Shields, John R. Reams, Harry E. Greaves, Oregon City, Queen—James Shannon, O. D. Eby, Wm. Anderson.

The Master of Ceremonies is Jos. E. Hedges, President of Commercial Club, and the Grand Marshal is Judge J. U. Campbell. Aides are John J. Cooke, Postmaster; L. L. Porter, Recorder West Linn. The Toastmaster of the banquet will be Franklin T. Griffith, Music is under the direction of Mrs. Neita Barlow Lawrence.

REAL MARRIAGE WILL BE PART OF SPAN OPENING

A real marriage ceremony symbolic of the joining of Oregon City and West Linn in a closer bond of friendship, is to be solemnized upon the opening of new bridge across the Willamette river between the two cities. In consequence the committee is searching for two people, one from each city, who are willing to set the date of their nuptials for December 28.

Plans for the ceremony are to be formulated in the immediate future. It is expected that a wide range of wedding gifts will be offered by the merchants of the city.

The ceremony, according to M. D. Latourette, chairman of the committee, is to be removed from every thought of burlesque. For the past six months, it is explained, there has been little traffic between the two cities, due to the closing of the bridge and the marriage is to portray the reopening of mutual civic and commercial activities.

Queen Harriett, Oregon City's candidate for the regal robes at the dedication of the new bridge, took a wide jump into the lead last night when the official votes are counted. After leading for two days, Queen Vena, of West Linn, dropped nearly 1,000 behind. The vote yesterday was: Miss Barnes 16,225 Miss Phillips 17,335

Officers Named By Knights of Pythias

At a meeting of Cataract Lodge 76, Knights of Pythias, officers elected for 1923: Ralph O. Smith, C. C.; Aaron Thompson, V. C.; Phillip Young, Prelate; I. T. Williams, Mat. A.; G. F. Johnson, K. of R. and S.; Harry Peckover, M. of T.; John Crawford, M. of W.; Clifford Williams, I. G.; J. W. Nixon, O. G.; Tom H. Smith, Trustee.

NATURALIZATION HEARING SET FOR DECEMBER 18TH

Final Papers Are Requested By Thirteen Aliens; Full List of Names Is Compiled By County Clerk Miller.

THREE GERMANS ARE AMONG APPLICANTS

England, Switzerland, Russia Among Nationalities Cited. Holland and Belgium Are

Thirteen aliens will be given their final examination for admission to citizenship at the naturalization hearing in the circuit court here, December 18. The list includes three natives of Germany, three of England, two each from Switzerland and Denmark and one representing Russia, Belgium and Holland.

The list prepared by county clerk Fred A. Miller follows: Gustave Ratke, Russia, Parkplace. Paul Hopp, Germany, Oregon City. John Nelson McKillican, England, West Linn.

John Gottfried Sauter, Switzerland, Milwaukee. Solomon Stenberg, England, Boring. Rasmus Petersen, Denmark, Woodburn, route 3.

Peter Nelson, Denmark, Oregon City, route 2. Frank Buret, Switzerland, Oregon City.

Robert Alexander Waddell, England, Oregon City. Cornelius Geerligns, Holland, Milwaukee.

Joseph Schmidt, Germany, Hoff, route 1. Archie Neyrncq, Belgium, Boring. William Otto Herzog, Germany, Oregon City, route 2.

NEW TELEPHONE LINES CONNECT TO PORTLAND

Five additional long distance lines between Oregon City and Portland were completed Saturday by the Pacific Telephone and Telegraph company. Fifteen main lines are now in service between the two cities.

The first call over the new lines was sent through from the news desk of The Morning Enterprise Saturday afternoon to C. W. Godlove, chief clerk in the manager's office in Portland, congratulating them upon the company's efforts toward continued improvement of the service.

The new lines were erected at a cost of about \$5,000 and five additional lines are to be installed in the near future.

Work upon the laying of the telephone cable between Oregon City and West Linn is being rushed by V. N. Drake, superintendent of the local plant, in order to have the work completed by the time the bridge is opened. The new cable will have 200 pairs of wires, doubling the capacity of the present cable to West Linn, Willamette and Bolton. It will provide service for 700 subscribers.

The local company is installing a complete cable line system in the plant of the Crown Willamette paper company, embracing 30 stations. The old open wire system is to be done away with.

Recently two new switchboards were installed in the local office, which according to Manager T. V. Yanney are sufficient to take care of the growth of the exchange for some time. Removal of duplication in the exterior lines and in improving the system is nearing completion.

Former Oregon City Residents Go Thru Astoria Holocaust

There is no city in Oregon which is not directly or indirectly affected, to more or less of a personal degree by the catastrophe in Astoria. Among the former Oregon City people who suffered property damage is Ray Scott, son of E. W. Scott of this city, who was night manager of the Farr Drug Company, formerly owned by the late Ress Farr, brother of Clarence Farr of this city. Mrs. Ross Farr was in Oregon City Thursday visiting with her sister in law Mrs. Dr. C. A. Stuart. On Thursday evening she went to Portland preparatory to closing a deal for the sale of the drug store, but this morning was notified by wire that the building is an entire loss.

Ed Eby, John Lowery and Al Funk, local men, were in Astoria employed in construction work on the new hotel. George Hislop, formerly connected with Price Brothers was operating a store in Astoria, which is believed to be in the area included in the fire. The breaking of wire connections with Astoria has prevented further information from reaching here.

FIRE DAMAGES BARBER SHOP AND RESTAURANT

\$3800 Loss Is Caused by Hot Furnace in Basement Of "The Falls" Cafe

Damage estimated at \$3800 was done Monday evening by a fire originating in the basement of the Falls restaurant, Seventh and Main streets. The fire is believed to have been started by an overheated furnace flue.

The flames did not break through the floor though the underpinning was badly charred. The damage was largely the result of water.

The fire was discovered at 5 o'clock when smoke was seen coming through the restaurant floor. The fire department encountered considerable difficulty in extinguishing the flames due to the dense smoke. A hole was made in the floor of the O. K. barber shop next door and a hose inserted, pouring a stream into the basement.

The damage is estimated at \$3000 to the fixtures and stock of the restaurant and \$800 to the barber shop.

Chief of the fire department, Wm. Priestley, at last night in Washington was contending with the fire through the failure of the crowd to keep off of the street. The next fire where the people surge about the engine and the burning structure, the department will be forced to clear the way by the use of a hose line, he said.

HAWLEY DENIES RUMOR OF MILL IN WASHINGTON

The Hawley Pulp and Paper mills are planning no extensions outside of Oregon City, W. P. Hawley, president of the company stated Friday in denial of rumors and published statements to the effect that new plants in Washington was contemplated. Information from Clancy M. Lewis, secretary of the Seattle Manufacturer's association to the effect that a new mill at Olympia was to be built by the Hawley interests, is said by the president of the local concern to be unfounded.

A concern known as the West Coast Pulp and Paper company is said to be planning rebuilding an old brewery at Tumwater, a suburb of Olympia. Rebuilding the plant at a cost of more than \$1,000,000 is accredited to the new firm. The Hawley Pulp and Paper company has no interest in the new company, Hawley stated, and is looking for no locations outside of Oregon City. Unfounded rumors of the expansion of the local concern at points along the coast were spiced by the local mill men. Whatever additions are to be made are to be to the local plant, he said.

Hawley and his associates Friday announced completion of negotiations for the purchase of the Wilcox Estate interest in the local mills. The consideration is said to be around \$1,000,000.

53RD ANNIVERSARY IS CELEBRATED BY COUPLE

Mr. and Mrs. George Brown, of this city, celebrated their 53rd wedding anniversary at their home on Thanksgiving day. The wedding anniversary of these people is always looked forward to with pleasure, although no guests were in attendance, the couple enjoyed the dinner prepared by Mrs. Brown. Their marriage took place at Plymouth, Mass., Mrs. Brown's maiden name being Augusta Shute.

Mr. Brown, who is still active, being a contractor, is a native of Bristol, N. H., and his wife a native of Bridgewater, N. H.

Mr. and Mrs. Brown came to Clackamas county 19 years ago, coming from Massachusetts. For a brief time they resided at Clackamas station, and then moved to Maple Lane, where Mr. Brown engaged in farming on ten acres of land. Three years ago he disposed of this and purchased property in Oregon City, where he erected two houses, one of which he and his wife are occupying.

While residing at Maple Lane Mr. Brown was master of the Maple Lane grange for some time, and was one of the oldest masters in the state. The couple intend to dispose of their property in Clackamas county and return to Massachusetts, where their daughters, Mrs. Walter Evans, of Boston, and Mrs. Harold Arday, of Hudson, reside. There they have 11 grandchildren, seven of whom they have never seen, and are anxiously awaiting the time when they are to arrive in their old home state to spend their remaining days.

Red Men Elect For Coming Year's Term

At the meeting of the Improved Order of Red Men held at the Moose hall Thursday evening Carl Schultz was elected sashem; Willard Montgomery, senior sagamore; Ray Rierman, junior sagamore; Milton Nobel, chief of records; Louis Nobel, collector of wampum; Chris Hartman, keeper of wampum; Harry Williamson, trustee.

IMPROVEMENT OF RAILROAD AVENUE HELD NECESSARY

Opportunity to Open Added Throughfare Is Declared At Hand; Statements Made By C. Schuebel Answered.

HIGHWAY BODY RIGHT SAYS L. A. HENDERSON

Use of Fifth Street Line Is Declared Short-Sighted; Cost Is Said Up to County.

That the action being taken by some of those interested in the question of routing the Pacific highway, to force the use of Fifth street, and failure to consider opening Railroad avenue is not conducive of the best interests to the municipality, was the statement made yesterday by L. A. Henderson. Replying to Chris Schuebel's arguments for the use of the Fifth street routing and his statements on the impracticability of the Railroad avenue line, Henderson advances a number of reasons for the consideration of the latter thoroughfare.

"I have read the article appearing in yesterday's edition as to why Railroad avenue should not be opened to travel," said Henderson, "and I can think of no more fitting answer to make than 'Inconsistency, Thou Art a Jewel.' If we hark back a few months we will remember that some of our prominent business and professional men advocated opening Railroad avenue with great gusto, but now the talk has switched from Railroad avenue to Water street, we need Water street opened but there is no use of opening Railroad avenue. It appears to me that the reason for this weakening of heart is because we have been required by the State Highway Commission to show a direct route through our city for highway traffic. The commission has required that this traffic be taken through the city with as little inconvenience as possible to both the through traffic and to our own congested one-street city. It appears to me, and I believe also to a number of men looking to the future of Oregon City, that the request of the commission is not out of the way. I have studied the traffic question on Main street and there is not the least doubt in my mind but that the people who look at the front of our wooden shacks instead of going off Main street and looking at the back of the shacks, will be, in the future, some of the first to ask the commission to take the traffic off Main street so that the farmers and citizens can shop and walk our streets with safety.

"The matter of danger to the elevator traffic I believe to be all 'bunk.' With proper doors in the elevator, taking care of traffic on the sides as it should be, instead of allowing the people to wander up and down Seventh street, I can see no danger. Besides, I hope the city will grow so that we will not be compelled to carry our entire hill population up and down the lift.

"Can any broad-minded man believe that there is not need for more streets below the bluff? We have had four fires in the past few months, all on the west side of Main street. The water mains are on the east side of Main street, hence all traffic has been held up more or less. Last night there was no possible way for traffic to get through. We should either put in more water mains or build streets so that traffic will not be so held up. We ask the highway to come through our town, and then we sit complacently and say go right down our one street, and if there is anything the matter with that street walk until we get ready to let you through.

"The matter of expense is stated as an impossibility at this time, yet these same men will argue about the expense are those who advocated some time ago opening more streets. It is surely a fact, that the expense will never be any less in the future, and if we have a chance now, as the arpent it for you, and of course none of the new street, then I say let's get it and get it quick. It is really a county matter anyway as much as a city undertaking.

"About the only objection I can see to the opening of Railroad avenue is that the commission has come in and said 'You open that street or we will open it for you,' and of course none of us like to be ordered to do anything; on the other hand, it would appear that we need some broad minded men to tell us to do something to improve conditions in Oregon City. We have certainly the most backward city in municipal improvements, and we certainly have the most consistent set of knickers for civic betterments of any place in the west of its size and supposed importance.

"I have been accused of having private interests in this matter of opening Railroad avenue, but I defy anyone to prove it." (Continued on Page 5)