

# Morning Enterprise

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CLACKAMAS COUNTY  
FAIR  
CANBY, OR.  
SEPT. 24, 25, 26, 27.

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OREGON CITY, OREGON, THURSDAY, AUGUST 21, 1913.

PER WEEK, TEN CENTS.

## SINGLE LETTER MAKES TROUBLE

ERROR OF STENOGRAPHER OF  
TEXAS GOVERNOR IS  
BASIS FOR APPEAL

## SHERIFF RETURNS WITHOUT MAN

Beats Defense in Two Lower Courts  
But Has to Wait Action by  
Tribunal of Last Resort  
—Will Go Back

The little letter "a" in the name of the sheriff of Clackamas county is the basis on which the defense carried an appeal to the highest criminal court in the state of Texas and prevented Sheriff E. T. Mass from bringing with him E. E. ("Blackie") Hess when he returned to the state.

In the warrant issued by Governor O. B. Colquitt, of Texas, for the prisoner, the stenographer in the governor's office spelled the Clackamas county sheriff's christian name with an "A" while the papers that were taken to Texas from the Oregon papers spelled the name "Ernest." The district court before which the case was argued decided that it did not know whether the officer was the Ernest Mass that the governor of Oregon had sent for the prisoner or not and allowed an appeal to the court of criminal appeals of the state.

In the justice and district courts, the sheriff had won his case but the misspelling of his first name carried the case into the high courts which do not meet until October or November.

The sheriff reached home Wednesday night and expects to return to Texas for the next term of the criminal court. Hess is wanted in this county for his participation in various riots in the last few months.

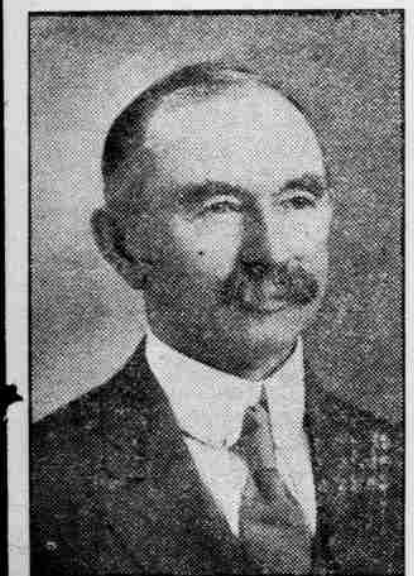
## THREE MEN LEAVE ON LONG HUNTING TRIP

Three Oregon City men, Tom J. Myers, H. M. Templeton and Squire McCarver leave Friday for the upper reaches of the Clackamas river for a few days of hunting and fishing. The men have been getting ready for the expedition for several days and plan to have the time of their lives during this outing.

Each one of them has armed himself with plenty of fishing tackle and a large supply of ammunition for the trip. They expect to be gone several days and to travel a good many miles in the county that stretches around the headwaters of the river.

## RAILROAD GIVES ITS NICKNAME PRIZE

PORTLAND, Ore., Aug. 20.—After months of argument between the different officials of the Portland, Eugene & Eastern Railway, William Bell, of Newberg, has been awarded the \$50 prize in the nickname contest, and hereafter the new red cars of the electric interurban system will carry the words "Williamette Valley Line" on their sides. The nickname



William Bell

proved to be the only one on which all interested persons could agree.

When the contest closed, March 31, there were 2765 entries, some persons submitting as many as 49 names. An official of the company has given out the statement that the Canby-Molalla line will be opened September 19 and the Monroe-Eugene division on September 3.

## Keep Cool!

A nice shady place, where you can get the cool breezes from the river. Ice cream and all kinds of soft drinks.

## The Open Air Ice Cream Parlors

At West End of Suspension Bridge

## AGENT HAS TO EXPLAIN DELAY

CITY COUNCIL WANTS TO KNOW  
WHY PORTLAND COMPANY  
FAILS IN PROMISE

## MAY PARK CARS ON MAIN STREET

Matter Left in Hands of Mayor and  
Subject is Dropped—Improvement Resolutions are  
Passed at Once  
Passed at Once

When R. L. Shepherd, agent of the Portland Railway, Light & Power company asked the city council Wednesday at its meeting for permission to park his Sunday excursion cars on north Main street, he stirred up the members into demanding why his company had not complied with the agreement of its franchise and built the freight yards that it had promised when the ordinance was passed.

The agent immediately explained that his company had always intended to build the freight yards and that it had simply been waiting for the further construction of the Clackamas Southern so that the two roads could have union yards and construct their freight depots at the same time. He promised, however, to take the matter up with the heads of his concern and assured the members of the council that the company proposed to live up to its side of the agreement.

The council believed that the company was abusing the privileges that had been extended to it by parking its freight cars on the streets, but the agent explained that the company had held them there only long enough for the shippers to get their goods out and that it was as anxious to keep the cars on the move as were the members of the council. If the freight trains are allowed to stand on the track for a period longer than 48 hours, the company is forced to pay demurrage on every car that is held on the track.

The entire question of whether the company would be permitted to stand its Sunday excursion cars to Canemah park on the siding on Main street was referred to the mayor with instructions that he should use his own discretion in the matter. Mayor Jones will grant the company the permission as long as it does not abuse the privilege that the city extends and is willing to give the corporation anything within reason that it finds it needs to accommodate the excursion crowds to the park. He does not propose, however, to allow the company to use the street for a freight yard, and will revoke the permission as soon as he finds that it has done so.

The council also instructed the board of water commissioners to supply the water for the new hydraulic elevator now under construction at the edge of the bluff and that will, when completed, connect the business and residential districts of the city firmly together. Temporary resolutions providing for the improvement of Division street from Molalla avenue to Sixteenth street and High street from First to Seventh street were adopted by the council. Under a resolution also adopted at the morning session, Seventh street will be repaired from Division street to and including High street.

The reports of the water committee and the committee that had it in charge the rock-crusher problem were read and adopted by the council.

## LETTER CARRIERS WILL MEET HERE

The eleventh annual convention of the Oregon Rural Letter Carriers association will be held in Oregon City Sunday and Monday, August 31 and September 1. Because of the particular nature of the work in which the mail carriers are engaged and their inability to obtain substitutes that can handle the mail efficiently, they have chosen two days that are holidays for them and upon which days no mail delivery is made. September 1 being Labor Day and a national holiday. Following are the officers of the association: J. H. Maxwell, Eugene, president; Nelson E. Willets, Yamhill, second vice-president; W. H. Boyd, Beaverton, secretary and treasurer. The executive committee is composed of Eugene B. Cornett, Canby; William F. Eberhard, McMinnville, and A. E. Peek, Monroe. C. W. LeVee, of Corvallis is the official programer.

Sunday, August 31, 1913.

Arrival of delegates. Headquarters of the association at the Oregon City Commercial club in the Masonic Temple.

4:00 p. m.—Song, America. Prayer. Informal opening and meeting of committees.

8:00 p. m.—By courtesy of the Bell theatre the delegates and visitors have been extended an invitation to visit the motion picture theatre.

Monday, September 1.

8:00 a. m.—Formal opening of the convention at the Commercial club.

Song, America.

Invocation, R. W. Smith (R. L. C.), Springfield, Oregon.

Address of Welcome by Mayor L. E. Jones.

Greetings from the Oregon City Commercial club, B. T. McBain, president.

Response—Franz Kratzberger, of Macksburg.

Report of committee on credentials.

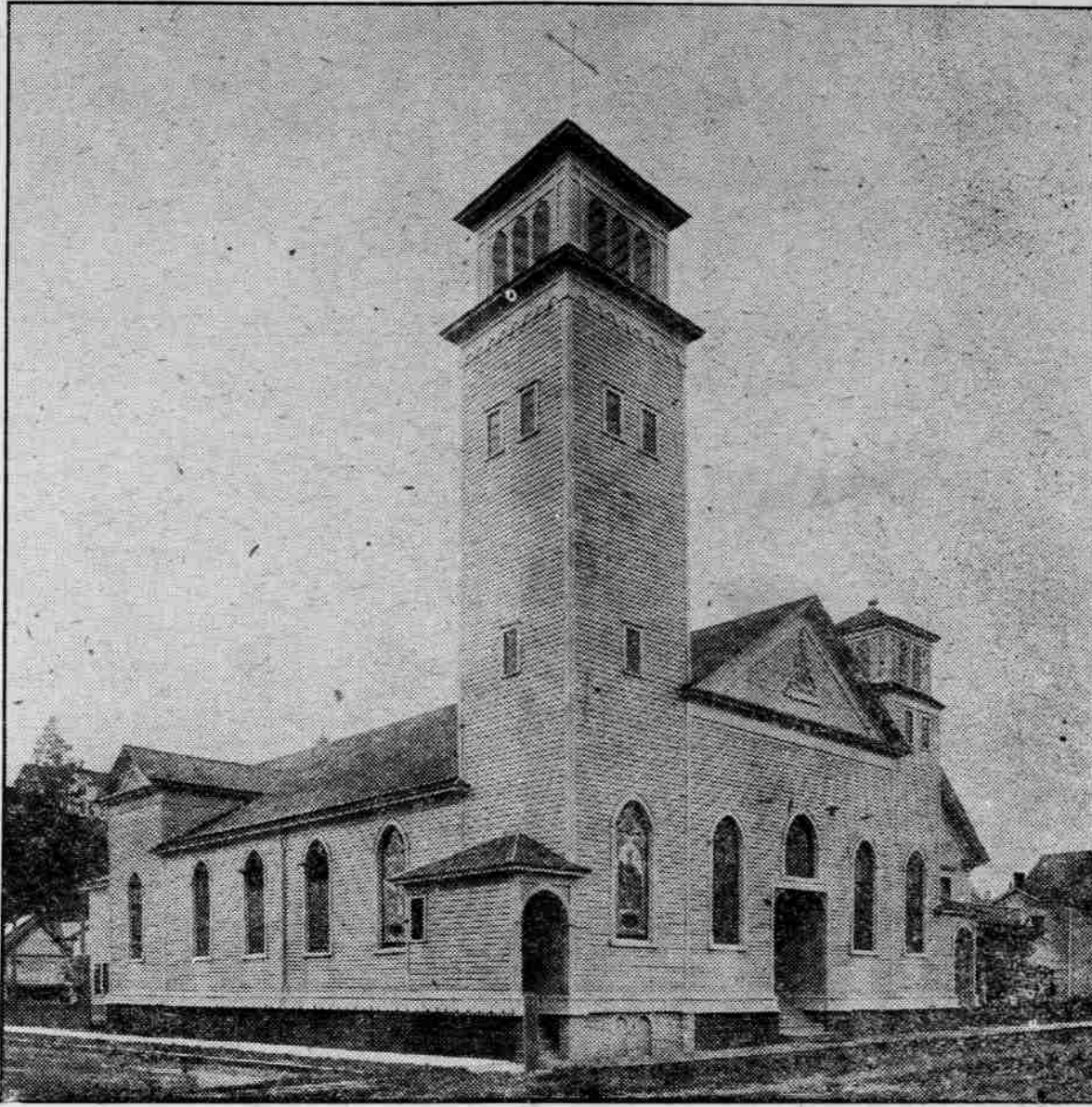
Business session.

Remarks by Paul E. Keyser of U. S. Postal Service.

Question box.

(Continued on Page 4.)

## ST. JOHN'S CATHEDRAL IS DEDICATED



This is a recent picture of St. John's Cathedral, the oldest Catholic church on the Pacific slope north of California. The church was dedicated last Sunday with befitting services by Bishop J. J. Lawler, of St. Paul, in the presence of practically the entire membership and many visitors who did not belong to the congregation. The improvements that have been made this year have maintained the original cross shape of the edifice but have made the building much more beautiful and artistic than before. The building was the religious home of the pioneers of Oregon and parts of it were brought around the Horn in sailing vessels from Montreal and Quebec.

Rep. David J. Lewis



Of Maryland, chairman of committee on labor.

## COMMISSIONER TAKES OATH OF OFFICE

J. W. Smith, the recall candidate for county commissioner, took the oath of office before County Clerk Muvey Wednesday and entered into the discharge of his duties. The new commissioner did not come into the office of the county clerk when the newly elected judge took the oath because he was, at that time, busy with his personal affairs and his presence was not then required at the court house.

Under the law, the commissioners are paid only during the time that the county court is in session, and it was not necessary for him to be present with the county judge. He is now qualified to meet with the other members of the court and to transact the business of the county.

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## FRIENDS SURPRISE DOCTOR WITH GIFT

Dr. J. W. Norris, the city health officer, was surprised Wednesday when 30 of his old friends presented him with a new horse to take the place of the one that he lost when the stable was burned during the fire that visited the city a few weeks ago.

The horse that the doctor lost in the fire has carried him a great many miles over the county in the years that he has been a physician here and was well known to nearly everybody in the community. When the stable burned and the horse died in the fire, many of his friends missed the faithful animal as much as did the doctor and they raised a fund for a new one. The animal had been the doctor's pet for the years that he had seen service in the county. The gift of the new animal was made as a token of friendship from more than 30 persons in the county.

## NEW JUDGE HEARS HIS SECOND CASE

H. S. Anderson, county judge, Wednesday signed the commitment papers that sent Robert McCauley to the state insane asylum on a complaint alleging insanity.

The judge heard the testimony in the case Wednesday afternoon and decided that the allegations had been sustained. The officers of the institution arrived Wednesday night and left on one of the night trains for the asylum with their man.

## Where Shall We Go to Get It?

"Don't go! Come right here!"—say the merchants of this town in today's ENTERPRISE.

Wonderful how these live business men anticipate your needs. Right now they are cleaning their August stocks and planning what they shall offer you at Christmas.

The steamers and trains are bringing in your fall attire—planned long ago.

But the important part in the merchant's fall and winter plans is to start with fresh new goods.

He must sell what he has right now. That's why August is a month of unusual retail sales. Better clear shelves and a temporary loss, than capital tied up in summer merchandise.

It pays to watch the advertising every day in the year, but it will never pay you better than right now in this month of August.

The time to buy is when the other fellow is anxious to sell and never are the merchants offering better inducements than now.

Read and see!

Charles R. Miller



New Governor of Delaware

The classified ad columns of The Enterprise satisfy your wants.

Rep. James F. Byrnes



Of South Carolina, member of committee banking and currency, democrat.

## OREGON COLLEGIANS IN MANY COUNTRIES

OREGON AGRICULTURAL COLLEGE, CORVALLIS, Ore., Aug. 20.—An alumni directory of the Oregon Agricultural College has been issued in the hands of the neat, vest-pocket form conceivable. The volume is bound in flexible leather, and bears on the front cover the seal of the college, stamped in gold.

Graduates of the institution, together with occupation and addresses are first given in alphabetical order, after which follows the list grouped geographically. As shown by the geographical lists, there are O. A. C. graduates in each of twenty-nine states and territories, and eight foreign countries. Distribution by cities in Oregon and Washington is also shown, every city and town, and almost every hamlet, being represented by one or more graduates. The Portland list is especially strong, containing almost two hundred.

The last pages contain a list of alumni officers, extending from 1875 to 1912. The first president of the association was J. R. Bryson, and the present incumbent is Professor A. G. Bouquet.

## Carnival at Cheyenne

CHEYENNE, Wyo., Aug. 20.—Cheyenne is overflowing with visitors to the annual Frontier carnival, which opened and will continue until the end of the week. An elaborate programme of parades and spectacles recalling the pioneer days has been prepared. The chief interest, however, centers in the bucking and riding contests for the world's championships.

## MARRIAGE LICENSE ISSUED

County Clerk Muvey issued a marriage license Tuesday to E. A. Schulz, of Portland, and Miss Helen Engelbrecht, of Clackamas county.

## CITY MAY LEASE ROCK CRUSHER; HOBOS TO WORK

The long drawn out deliberation over the rock-crusher problem took another turn Wednesday when the committee that had that matter in charge recommended to the city council that the crusher be leased instead of purchased.

The committee reports conferences that it has had with the heads of the various departments of the city government and expects to be able to use the hobos that are taken from the trains in and around the town to do a great deal of the construction work on the street improvement.

Following is the report in full.

A report of the Oregon City council special committee on the purchase of the Jones rock-crusher. To the Hon. Mayor and City Council, of Oregon City, Ore.

Gentlemen:

We, your committee, respectfully submit the following report:

Much time and effort has been devoted to obtaining information bearing upon said crusher both as to its own intrinsic value and its probable value as an asset of Oregon City in case it were owned by Oregon City.

In computing its value to the city, there were considered: (1) The problem of street improvement with the probable effect of the city being able to make competition among bidding contractors more keen by offering rock at a lower figure than is usually charged, and thus making it possible to reduce the cost of said improvement to the property owners concerned.

(2) The problem of street maintenance including prompt and systematic repair, sweeping and otherwise cleaning and caring for the streets in connection therewith.

(3) The employment of hobo and prison labor—not in competition with free labor—at the plant and on the streets.

(4) The probable effect upon the future development of the city water system, now subject to considerable comment.

Your committee has had no funds with which to employ expert investigation and appraisal but has obtained from all sources that have occurred to or have been suggested by or to its members, information along the lines mentioned, and has been guided by no other motive than the real value of the plant and its accessories, including the reserved rights of the owner to the 13 acres of land held by the board of water commissioners for a period of approximately eleven and one-half years from this date, 8-6-13.

Considerable argument both for and against the purchase has been urged upon the members of the committee, all of which has been gladly welcomed and given due consideration in arriving at the following conclusions.

The data for this report has been obtained from our city engineer; from disinterested men acquainted with the conditions required to make a success of such an undertaking, having been actively engaged in the rock-crushing business; from the city records showing the amount of rock used by the city during the past three years and for what normal purposes used and its cost to the city. The cost of street sweeping and repairing; from the chief of police the plausibility of using to advantage hobos and prisoners on rock-crushing and street work; from the secretary of the board of water commissioners, the statutes of reserved rights of the owner in the rock and land incident to the total value of the quarry and machinery of the plant to the city.

The values of this plant itself have been submitted: (a) By Mr. Jones and O. K'd by the city engineer:

- 1 Symonds No. 5 Gyratory crusher with screens and belt conveyor, all in good order.
- 1 40-horse-power Westinghouse electric motor with full equipment.
- 1 5-inch x 7-inch engine hoist.
- 1 Derrick with which cable and blocks.
- 1 3-inch Wood Rock Drill with 12 steel bits 400 feet, 30 pound track.
- 4 Dump cars, 4 skips.
- 1 Portable blacksmith forge.
- 1 Anvil and drill sharpeners.
- 1 Powder house, 1 blacksmith shop.
- 1 Motor house.
- 7 Storage bins with steel shutters, etc.
- 9 Rock hammers, 1 Barrel oil.
- 1 Blasting machine, 1 dozen picks, etc.

The city engineer makes a further report on this crusher as follows:

Quantity of rock available. (a) Lower ledge 60,000 cubic yards. (b) Upper ledge 500,000 cubic yards.

Crusher is a Gyratory crusher, wears very little, easy to repair and seldom gets out of order. Cost of these crushers, approximately \$3,000.00. Horse power, \$800; motor capacity and condition \$1500; motor and connections, \$500; power house, tracks, tools and other accessories, \$2,500. Total \$8,800.00.

Another report made by Carl Johnson, general contractor, superintendent of construction, concrete on Broadway Bridge, Portland; foreman on steel tower Hawthorne Bridge and O. R. N. Bridge, also opened quarry for Copper River & Northwestern R. Co. in Alaska and another man who has been in the stone quarry work for years, said report submitted at the request of the chairman of this committee is as follows:

Rock good quality; motor good condition; carrier good condition; bunkers same; donkey engine worn, worth about 40 per cent new; jaws of crusher badly worn, worth about 30 per cent new; boom stick should be reinforced by three 1 1/2 rods; needs air compressor for drilling instead of steam; then use hose instead of pipe—less dangerous than present equipment.

Mr. Johnson estimates that with a good superintendent who will require every man to put forth his best effort and who will look after the details of the business carefully can take out and crush this rock for slightly less than \$1.00 per cubic yard.

Estimates capacity of crusher at 70 yards per day.

Would take contract to produce the rock in bins for \$1.00 per cubic yard, providing the city will agree to take all the rock used by it from him.

Various other citizens who claim a good knowledge of this business differ widely in their contentions as to cost of production.

To test the cost of the crushing of rock 500 cubic yards were ordered from Mr. Jones and the accounting placed under direction of the city engineer. His report on cost is:

Labor of men, May 27, July 2, per daily report ..... \$313.00  
Powder, \$6.00 per day ..... 42.90  
Powder in blasting ..... 31.00

Total cost ..... \$386.90  
\$386 divided by 500=77 cents per cubic yard.

Others estimates from men who know the business place the cost at approximately \$1.00 per yard; and one report claims \$1.25 per yard as the cost based upon: (a) cost of quarrying 50c; (b) reducing to crushing dimensions 50c; (c) oil, fuel, power, etc., 25c—or a total of \$1.25 per cubic yard.

After considering all the estimates and reports and discussions available the committee believes that under normal conditions of operation the cost will be approximately \$1.00 per cubic yard. The committee believes the 500 yards was produced under more favorable conditions than probable under city management. Full preparation as uncovering the rock were made prior to the beginning of the work and which in the future would be a charge against the production; and that the near limit of efficiency in effort was obtained throughout. No charge was made for the services of a foreman or superintendent, which the city would also be obliged to charge as cost are among other factors which the committee considered.

Adding to the \$1.00 estimated cost an average cost of 30 cents per yard for hauling, the total would be no less than \$1.30 per yard, assuming that under municipal control the same efficiency is required in the production of said work as is required under private contract.

To arrive at the real cost per yard there must be taken into consideration: (a) Interest on the investment amounting, at 6 per cent, to \$360 per year; depreciation and repair of plant at not less than 10 per cent, or \$600; insurance against accidents to plant and employees, etc. Total at least \$1200 per year.

The amount of rock used in 1911 principally for street maintenance was 1651 yard; in 1912 6637 yards, and to date in 1913 1579 yards.

An average is hardly representative since Molalla avenue required last year several thousand yards. A careful estimate for the future better maintenance being considered is approximately 4000 yd.

On a basis of \$1.00 per interest, depreciation repairs and insurance, approximately 30c per yard must be added to the cost, bringing the total average up to \$1.60 per yard, delivered on the streets.

The difference between this cost—\$1.60—and the cost of rock as now purchased at \$1.85, is 25 cents per yard less than now paid. On 4000 yards this would mean a saving of \$1000 per annum.

The committee believe: (a) That the present system of street maintenance and cleaning is both inefficient and more expensive than it would be in comparison with the efficiency desired if put on a more modern and systematic basis. The committee believes that it would be economy for the city to own a team, dump wagon and street sweeper and employ a good reliable man to care for said team and operate wagon and sweeper with necessary assistant, and that efficiency should be the only requisites in the employment of such men.

(b) Under this management, the hard surfaced streets could be more thoroughly cleaned at less expense than under the present plan, and the streets made more lasting and attractive. The team should after sweeping be employed to deliver rock from the bins upon the streets and when not thus engaged the team and driver apply themselves to other strictly street operations. Every hour could thus be utilized to advantage and the street kept in repair and cleaner than at present. Now they oftentimes get beyond repair before repairs are attempted, owing to lack of team and equipment and this is expensive neglect. We are confident also after due consideration that with this team and sprinkling outfit now owned we could oil out streets at a very large reduction from present price.

The first cost of the outfit is estimated for team, \$600; wagon, \$200; sweeper, \$500; and accessories \$100. Total \$1700. Wages of two men, \$65 and \$75, and maintenance of team \$50 per month. Total \$2040 per year.

Interest on equipment and team at 6 per cent, \$102.00; depreciation, 10 per cent on \$1700.00, \$170.00. Total annual expenditure for team, 2 men and equipment, including interest, maintenance of team, depreciation at \$2312.00.

We believe that this expenditure will produce satisfactory results and will be a large improvement over the present plans followed. The cost of which would be:

Allow hauling 2800 yards rock at 30c (auct. city team allowing

(Continued on Page 4.)