

SPRAY OF THE FALLS.

Prices the lowest—The Red Front. Ladies rubbers 35 cents a pair. Charman & Son.

Receipt, note and order books at the ENTERPRISE office.

Judge L. L. McArthur of Portland was in the city Tuesday.

There was a pleasant party at the residence of Jacob Kober Friday evening.

F. Wolf and wife of Portland were the guests of Judge Fouts and wife last Sunday.

Why have wet feet when 35 cents will buy a pair of ladies rubbers at Charman & Son.

A child of Dr. Hickman of Clackamas died on Thursday morning of pneumonia after a short illness.

To prevent fits and convulsions during teething, mothers should always have on hand Steadman's Soothing Powders.

Sam Roake fell with an iron rod while going from the Iron Works down to the wharf, Saturday and crushed his thumb.

If you want an attractive sign see Davis the painter. Portland prices. Shop back of Pope & Co.'s hardware store.

Miss Flora Thorne and Mr. Chas. B. Rice of Howells Prairie were married at the residence of Judge J. Thorne last Saturday.

Marriage licenses have been issued to Mattie J. Roylan and B. Doolittle; Nettie Jones and Edward Albright; Hilda Anderson and Nicholas Bonch.

Time checks from Oregon City woolen mills will be taken either for exchange of merchandise or on accounts for their full value at the store of I. SELLING.

Shiloh's Cure, the Great Cough and Croup Cure, is for sale by us. Pocket size contains twenty-five doses, only 25c. Children love it. C. G. Huntley.

Mrs. Louis F. Cook and Mrs. Geo. P. Reynolds, of Baker City, and Miss Frankie Lappeus, of Portland, were visiting Mrs. E. M. Mack, in this city last Monday.

Wheat, oats, hay, potatoes, butter and eggs wanted at the Park Place store at the highest market price. We give in return the best goods for the least money. Our prices cannot be duplicated in the county.

Best flour \$3.25 a barrel, baby shoes 25 cents, ladies laced cloth, foxed 75 cents, ladies fine button reduced to \$1; boy's brogans 50 cents, men's plow, \$1.50, India blue prints 16 yards 100 at the Red Front.

A street car for the Willamette Falls Railway was brought up from Portland on Monday to be used in ballasting the road. Plans were at once undertaken to get it across the bridge, which undertaking is to be made in the night.

For the cure of headache, constipation, stomach and liver troubles, and all derangements of the digestive and assimilative organs, Ayer's Pills are invaluable. Being sugar-coated, they are pleasant to take, always reliable, and retain their virtues in any climate.

The King's Daughters are arranging for the best evening's pleasure ever enjoyed in the city, so do not fail to reserve the evening of the 24th of November for the treat which they have in store for you. Music, tableaux and a farce that will make you laugh for a month.

The ENTERPRISE starts on its twenty-eighth year this week and had intended making this a special issue but a press of important news matter crowded that as well as much correspondence and local out. The matter will be referred to in the next issue, as it is matter that will not spoil with age.

C. C. Frampton has succeeded in burning some fine vitrified brick from the clay found on Jas. Shaw's place east of the city. They are equal to the best made in the East, so this settles the question of the quality of the clay. Mr. Shaw and Mr. Frampton are organizing a company to manufacture brick here. The move is a good one.

Mr. W. M. Terry, who has been in the drug business at Elkton, Ky., for the past twelve years, says: "Chamberlain's Cough Remedy gives better satisfaction than any other cough medicine I have ever sold." There is good reason for this. No other will cure a cold so quickly; no other is so certain a preventive and cure for croup; no other affords so much relief in case of whooping cough. For sale by G. A. Harding.

A number of the citizens of this place believing that they could derive pleasure and profit from studying and discussing economic and national questions, have undertaken the organization of a mock senate. A temporary organization has already been effected, and the proper committees on organization are now at work. A meeting will be held in Shively's hall at 7.30 o'clock this evening, Friday, the 3rd, for the purpose of effecting a permanent organization. Members and those desirous of becoming members are requested to be present.

OPEN DRAW.

Causes a Frightful Accident on the Madison Street Bridge.

HURLED INTO ETERNITY.

No Time to Leave the Car After the Danger Was Known.

ICE ON THE RAILS THE CAUSE.

Portland and Oregon City Wild-Deaths of the Accident—Seven Are Dead.

Portland's second street railway catastrophe within a year occurred early Wednesday morning, when the electric car Inez bound from Milwaukee to Portland plunged through the open draw of the Madison street bridge and sank in the river. There were eighteen or twenty passengers aboard when the car started to cross the bridge, and all but seven of them saved their lives by leaping from the vehicle ere it dived.

THE MOTORMAN'S ACCOUNT.

E. F. Terry who was running the car at the time made the following statement which is substantially the same as that made by Conductor Powers and most eye witnesses, he said: "I am a motorman for the East Side Railway company and live at Milwaukee. I left the station at Milwaukee for Oak Grove at 5:45 A. M. and took on five passengers at Oak Grove when I turned there for Portland. I do not know how many people got on after that. The track was somewhat slippery all the way in, but worse on the bridge than anywhere else. I made reasonable stops wherever I found it extremely slippery, and threw off the power, as usual, while coming on the bridge. I threw the power on about one turn after getting on the bridge and do not know exactly how long I kept it on, but am sure it was a very short time, as we always expect to meet teams on the bridge. When I got into the fog, which was heavier on the bridge than anywhere else I had seen it this morning, I tried my brake. Then the car was about three spans east of the draw. The brake worked all right and held the wheels, but I found that the wheels slid on the track. By this time I was within one span of the draw, and then for the first time I saw the red light. I then reversed the switch and put on the power. It seemed to have no effect. The wheels continued to slide and the power was on the reverse when the car went into the river. I stayed with the car until it broke through the gate. Then, seeing that I had done all in my power, I jumped, landing on the sidewalk. I held to the outside railing of the bridge, and my feet were hanging over the outer edge. When I got up the car had sunk out of sight. I did not see it go into the river, nor do I know how many passengers were aboard it at the time."

It was about 6:45 o'clock when the car arrived at the bridge. A dense fog enveloped the river, and the sharp frost of the preceding night had covered the rails and trolley lines of the railway with a coating of ice that made locomotion very difficult. The draw span had been swung open to allow the steamer Elwood to pass up, and the bridge-tender had taken the usual precautions against accident by closing the gates at either end of the draw and keeping the red signal light hoisted. The steamer was within a few yards of the draw when the car crashed through the frail barrier and slid along the ice-covered rails until it went headlong into the river. The details of the awful affair can best be gleaned from the statements of employees. Those of Motorman E. F. Terry and Conductor W. C. Powers were sworn to before Mayor Mason and Chief of Police Hunt, who released the men on their own recognizance.

SPREAD LIKE WILDFIRE.

Early as it was, thousands of people were congregated on the bridge and the wharves in its vicinity while fearfully exaggerated reports of the catastrophe were flashing through the city. Hugh Brady had his dragging apparatus in operation an hour after the Inez had sunk from view, and at 9:30 o'clock the first body was brought to the surface. It was immediately identified as that of John P. Anderson. The coroner's wagon was in waiting, and the remains were at once taken to the morgue. Shortly afterward the corpse of Alexander Campbell was brought up, and at 11 o'clock the stiffened form of Jasper Stadler was added to the ghastly collection. Then the tug C. M. Belahaw arrived with a couple of construction barges in tow, and their hoisting machinery was set to work to remove the sunken car, which was obstructing the drags. Shortly afterward George A. Tilden, submarine diver, boarded one of the barges with his apparatus and dragging was suspended.

WRECKED CAR RAISED.

Diver Tilden made his first descent at 1:15 o'clock. He found the wrecked car in about thirty-five feet of water, lying almost parallel with the bridge and tipped slightly on one side. It was off the trucks, the entire roof was

crushed in, the platform was completely severed from the body, and about half of one side was smashed to splinters. The interior was so jammed with wreckage that the diver found it impossible to force an entrance or to ascertain whether any human bodies were inside. So he began preparations to have the entire shattered mass hoisted. At two o'clock he had a heavy chain securely attached to each end of the wreck, and when he returned aboard the barge the signal to hoist was given. It was slow work, and before the loops of the chain appeared above the surface the patience of the thousands who watched the operation from every available point of view was sorely taxed. As the jagged point of a broken beam arose from the tide there was an involuntary pressing forward of the throngs aboard the barges, and several oarsmen ignored police restrictions by slipping under the ropes stretched to impede their navigation. Then the whole shattered mass slowly appeared, but ere it was entirely raised from the water the engines were stopped and an eager inspection of the wreckage was made by Police Captain Holmberg and the men in his command. One of the officers reached down and tugged at a black mass wedged between a couple of seats. It was a man's coat. Another tug or two released the mass from its fastenings, and brought to the surface the doubled-up corpse of Theodore Bennick. The identity was established by a memorandum book in one of his pockets. The body was lifted aboard the barge, and soon the coroner removed it.

SEARCHING THE WRECKAGE.

No other bodies could be seen amid the wreckage, and the work of hoisting was resumed and continued until the remains of the car swung high in air. Then a barge was floated under it, and it was lowered to the deck, where a thorough inspection was made. It was with a feeling akin to disappointment that Captain Holmberg announced there were no more corpses in the car, for of the seven persons known to have perished, the remains of only five had been recovered. So the diver resumed his quest on the river bottom. He sent up the remainder of the wreckage, but nothing to relieve the anxiety of those above. At 4:30 o'clock he ceased work for the day, and the flotilla and small boats that had hovered around the barges all day returned to shore.

The car looked as if it had been telescoped, so complete was its demolition. Its remaining woodwork was broken and splintered in a most inexplicable way, and some of its 2-inch iron bars were warped and twisted as if a giant had been testing his strength with them. The debris of the roof was mixed up with the wrecked seats, and not an inch of glass was left in any of the yawning window frames. The trucks showed that the motorman had worked hard to avert the catastrophe, for the dripping wheels were tightly hugged by the brake flanges. Nothing but the trucks can be made use of, for the wood work is only fit for kindling.

The diver resumed work Thursday morning but he did not entertain very strong hopes of finding the remains of the missing persons in the vicinity of the bridge. While down for the last time Wednesday he searched carefully within a 100-foot radius of where the wreck lay, but found nothing. It is likely that the bodies of Oder and Albee have been carried down stream by the current.

LIST OF THE VICTIMS.

Five corpses have been recovered from the water, and a man and a boy are supposed to be missing. The dead are: Charles Beckman, bookkeeper, of Sellwood.

John P. Anderson, cabinet-maker, of Milwaukee.

Joseph Stadler, laborer, of Oak Grove. Alexander Campbell, saloonkeeper, of Midway.

Theodore Bennick, cabinet-maker, of Milwaukee.

Paul Oder, foreman of the bottling department of the Gambrinus brewery, and Charles S. Albee, a 14-year-old lad employed by Henry Berger, paper-hanger, are yet missing.

Society young people to the number of about 30 were invited the first of the week by a neat invitation in rhyme to a Halloween party at the home of the Misses Chase and were requested to send their acceptance of the invitation in rhyme. The party proved a very pleasant affair being unique in detail and those present dominated by the spirit of the day which permitted a freedom in the sociability not usual to parties of this class. Games were played, jokes were permissible and every one was gay and happy. One feature of the evening was the reading of the acceptance and the voting for the best and the booby composition. Miss May Kelly won the former and Mr. W. L. Miller the latter.

The hunt supper following the hunt came off last Friday evening at the Portland restaurant under the supervision of Captain Lovett and Ganong and was an elegantly arranged and enjoyable affair, reflecting credit upon those having it in charge. Everybody had to relate his hunting experience, and such stories as were told!

Jas. Roake has a residence nearly completed adjoining the Iron Works into which he will move when it is finished.

A fatal accident occurred on the mill switch last Friday as the morning freight was switching cars for the mill, which cost a man, named Bachman, who had been a sailor on the Tillie Starbuck, his life. He, with a companion, had occupied one of the freight cars during the night and as the train came along they probably tried to board it which the other man succeeded in doing, but Bachman fell beneath the wheels and had his leg crushed so that it had to be amputated. The trainmen were notified of the accident by his companion and brought him to the station but none of them thought to tie the leg so as to stop the flow of blood and when Dr. Carl reached him he found amputation necessary but his patient was so weak that he died at the close of the operation.

Very neat cards were received in the city from Chicago last Friday morning containing the announcement of the marriage of Miss Mary Thompson Dayton and Mr. William Allison Huntley at the home of the brides parents in Lima, Indiana on the 18th of October and the information that they would be at home in Oregon City after the 10th of November. Mr. Huntley is well known here as a successful young business man and is universally esteemed in the community. His wife will therefore receive a warm welcome from her husband's many friends. Mr. and Mrs. Huntley arrived home on Monday having come over the Northern Pacific. They expect to board with Mrs. J. W. Chase for the winter.

There will be a mass meeting of the voters of Oregon City Saturday evening November 11th at 7:30 at Pope's Hall for the purpose of discussing the financial situation of Oregon City preliminary to nominating a citizen's ticket for the several offices to be filled at the coming election to be held December 4, 1893. CITIZEN'S COMMITTEE.

The chautauque circle at Mr. Dresser's Tuesday evening were entertained by helpful hints from Miss Shaw an experienced Chautauquan from Boston. The circle meets next week at the home of C. H. Dye.

The time of the Congregational church has been changed to 10:30 A. M. Sunday school at 11:45. Rev. Mr. Shorey will preach next Sunday evening on "Courtship and Marriage."

Joe de la Fontaine had the misfortune get his hand caught in the calenders at the paper mill Monday and crushed his fingers so that he will be laid up for some time.

Just full of improvements—Dr. Pierce's Pleasant Pellets. To begin with, they're the smallest and easiest to take. They are tiny, sugar-coated anti-bilious granules, scarcely larger than mustard seeds. Every child is ready for them.

Then, after they're taken, instead of disturbing and shocking the system, they act in a mild, easy, and natural way. There's no chance for any reaction afterward. Their help lasts. Constipation, Indigestion, Bilious Attacks, Sick and Bilious Headaches, and all derangements of the liver, stomach and bowels, are promptly relieved and permanently cured.

They're put up in glass vials, which keep them always fresh and reliable, unlike the ordinary pills in wooden or pasteboard boxes.

And they're the cheapest pills you can buy, for they're guaranteed to give satisfaction, or your money is returned.

You pay only for the good you get.

Keene, N. H. July 24, 1891. NORMAN LICHTY, Esq., Des Moines.

DEAR SIR:—I enclose 50 cts. in stamps for two boxes of Krause's Headache Capsules, same as last. Work like magic. Send at once if possible, as I am out.

Respectfully, A. A. BRONDSON.

For sale by Charman & Co., City Drug Store, Oregon City, Oregon.

A Successful Worker.

Work cannot be successfully continued unless there is an active mental interest in it. If the mind is not clear, bright and buoyant, then the work is drudgery and the worker is a machine. An occasional dose of Moore's Revealed Remedy will put the body and mind in such harmony that the hardest tasks will seem play.

For Sale.

The stock and fixtures of the Monogram Cigar store on Main street opposite the post office, including fixtures and furniture of the billiard and card room. One of the best locations in town and has a good business. Apply to M. ROSENBAUM, Oregon City.

E. E. WILLIAMS,

GROCCER, OREGON CITY. Masonic Building.

For Rent.

Dwelling houses for rent in all parts of the city. Houses and terms to suit. CHARMAN BROS.

Shiloh's Vitalizer is what you need for Dyspepsia, Torpid Liver, Yellow Skin or Kidney Trouble. It is guaranteed to give you satisfaction. Price 75c. Sold by C. G. Huntley.

School department cards one cent each at the ENTERPRISE office.

CLAY'S POISON-IVY PILLS—A sure cure for poisoning from Ivy-vine or Oak. If not improved in 3 days, return the bottle and get your money. Sold by all Druggists.

A COMPLETE LINE OF Men's HIGH TOP Kip Boots at \$2.50 per Pair. —A FULL LINE OF— WOMEN'S AND CHILDREN'S Heavy Winter Shoes—Just in. Come in and see them. OREGON CITY SHOE STORE. Next door to Bank, Oregon City, Oregon.

Good News for Oregon City! Furniture, Stoves, Carpets, HOUSEHOLD GOODS, ETC., —WILL BE SOLD HERE ON— Easy Weekly and Monthly Payments. You cannot buy these goods cheaper anywhere for cash. Wm. Gadsby, The House Furnisher, —NO. 30, FIRST STREET.— PORTLAND, - - OREGON, Between Washington and Alder Streets.

FOR HONEST GROCERIES AT THE LOWEST CASH PRICES —GO TO THE— GROcery STORE, V. Harris, Prop., Successor to Fields & Sons, Next door to Pope & Co.'s Hardware Store.

ESTABLISHED 1883. 500,000 TREES TENTH YEAR 1893. Oswego Nurseries. Offer for the coming season one of the largest and most complete stock of trees to be found in the Northwest, consisting of the following: 100,000 apple—all the leading varieties. 150,000 prune—With Italian and Petot in the lead. 75,000 Pear—Bartlett and many others. 40,000 cherry—best sweet and sour kinds. 25,000 peach—Early Crawford and many others. 25,000 plum—all of the best. 5,000 Japan plum—both old and new sorts. 10,000 apricot—best kinds for this climate. Also small fruit, grape vines, shade, nut and evergreen trees, roses etc. Send for new descriptive catalogue now ready. Address WALLING & JARISCH, Oswego, Oregon.

TIME & MONEY SAVED BY HAVING YOUR PRESCRIPTIONS FILLED AT THE CANBY PHARMACY, CANBY, OREGON. Our Motto is "Small Profits on a Cash Basis." Evans block, next door to Hodges, DR. J. H. IRVINE, Proprietor.

UNDERTAKING & EMBALMING, MRS. C. P. WINESET. Largest stock of Coffins and Caskets kept South of Portland. Also cloth covered and Metallic Caskets furnished to order. Ladies and Gents' Burial Robes in stock. Fine Hearse ready at any call. S. F. SCRIPTURE, Manager.