

# OREGON CITY ENTERPRISE

OREGON CITY, OREGON, FRIDAY, DECEMBER 1, 1911.

FORTY-FIFTH YEAR—No. 48.

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## BEATTIE ADMITS GUILT AND DIES

### DASHING YOUNG VIRGINIAN SAYS HE IS SORRY FOR SLAYING WIFE.

## RETAINS COMPOSURE TO LAST

### Confession Made To Minister Just Before Condemned Man Goes To Electric Chair.

RICHMOND, Va., Nov. 24.—Henry Clay Beattie, Jr., before his death in the electric chair, at 7:23 a. m., today, confessed to the murder of his wife. The statement, which was given out in the rotunda of a downtown hotel, follows:

"I, Henry Clay Beattie, Jr., do hereby confess to the murder of my wife, Beattie, on the 23d day of November, 1911, confessed my guilt of the crime charged against me. Much that was published concerning the details of the murder was not true, but the awful fact, without the harrowing circumstances, remains. For this action, I am truly sorry and believe that I am at peace with God and am soon to pass into His presence, this statement is made."

RICHMOND, Va., Nov. 24.—With lips tightly closed, steady and silent, Henry Clay Beattie, Jr., was executed for killing his young wife in the electric chair here today.

He refused to speak a word admitting his guilt, and it was generally supposed, until later the confession was made public, that he had died protesting his innocence.

The electrocution moved swiftly and smoothly, and the young Virginian died almost instantly when the heavy electric current was turned into his body.

In the death chamber the voice of the warden could be heard plainly reading to the doomed man the final summons. The warden's voice droned on, it seemed to the witnesses, interminably. In reality, the compliance with the law occupied only a brief moment. Then, with Beattie between them, the deputy wardens began their progress toward the chair, only a few feet away.

When the procession followed by Superintendent Woods started, a signal was given which plunged the death chamber in blackness, save for a single light immediately over the chair. This was so hooded that it outlined the chair in a circle of blazing radiance so intense that the remainder of the room seemed in utter darkness. The witnesses scarce could see each other. The prisoner saw nothing but the chair.

There was no delay in preparing for the end. Beattie took his place, the prison surgeon and the electrician adjusted the straps, half dozen clamps were quickly thrown into place and snapped.

The cap, resembling a leather football head harness, was adjusted and the men stepped back.

The warden raised his hand. Instantly Beattie's body stiffened with such violence that the straps cracked with the strain, and clamps rattled, and then that which once had been Henry Clay Beattie, Jr., relaxed.

It was 7:23 o'clock when the shock was applied. One minute later Beattie was dead.

The surgeon had gone forward and, with a stethoscope, had listened for another faint beating of the heart that less than sixty seconds before had lived. He stepped back.

"He is dead," he said.

## GOVERNOR ABOLISHES HANGING IN OREGON

SALEM, Nov. 23.—(Special.)—As a parting move, just before leaving for the East and his trip on the Governor's special, Governor West today commuted to life imprisonment the sentence of Jans M. William Haasing and issued a formal statement to the effect that during his administration capital punishment will be eliminated in this state and that as a policy of the office all who are convicted of murder in the first degree will receive a commutation of sentence to life imprisonment at his hands.

Haasing was convicted of murder in the first degree for murdering his wife in Portland.

## OLCOTT ACTING GOVERNOR.

SALEM, Nov. 23.—When Governor West crossed the state line at 7:30 o'clock tonight on his way East to join the Governor's special at St. Paul, Ben W. Olcott, Secretary of State, became Acting-Governor of Oregon and will act in that capacity until the return of the Governor, December 20.

## Taft To Dine Leaders.

WASHINGTON, Nov. 23.—President Taft will be host to the members of the Republican national committee at a dinner in the White House December 11. The dinner is regarded as the active commencement of the real work of the President's campaign.

## URGES U. S. AID IN BUILDING ROADS

### MAJOR NOBLE THINKS GOVERNMENT SHOULD STAND HALF OF COST.

## FARMERS DESERVE APPROPRIATION

### Special Tax To Be Voted By Various Districts Will Not Be Sufficient To Build Adequate Throughfares.

Major Charles S. Noble, City Engineer of Oregon City, in a letter to the Morning Enterprise, urges that the Congressmen and Senators representing Oregon, should be asked to use their influence in having the United States appropriate money for building roads in this state. Major Noble's letter follows:

The writer has been so busy that he has not had the privilege of attending the numerous road meetings that have been held from week to week, for the last few months.

His sentiments, of being heartily in favor of anything tending to the betterment of roads has been expressed at the few meetings he was able to be at.

To one who has been the Secretary of the Good Roads Association of another state and his interest in the cause is still as great as ever. In the Legislature of that State he was a persistent advocate of good roads legislation, and now if it is not taking up too much space he would like to express a few views on the same subject.

There is no farmer but will admit that good roads are a good thing, yet some are loath to admit that they should be built at their expense.

Some say that they do not propose to be taxed to pay for the convenience of automobile owners or owners of the trolly stock.

To one who has been the advocate of good roads for long, long years the objection of the farmer so oft repeated begins to have weight.

The writer has argued good roads regardless of who pays or gets the most benefit and has more than done his share of paying for road improvement in front of his property and others and has seen those enjoy the privileges of those same good roads that have contributed very little to their building or upkeep.

But this is a situation that we can not overcome under the present ways and means of raising funds for this desirable attainment.

Yet this is food for thought, and the writer wishes to point out a way that could help out in this particular.

The public road, the public highway has always been the pulse of civilization.

More than ever the good road is demanding its place in the legislation and political affairs of the state and nation.

The towns that has the best streets, the community that has good roads, the state that has the finest highways, will be the town, community and state that will draw the people.

The inter-communication in such communities adds to the commercial and social advantages that fully repays for the outlay.

The Good Roads Association of the counties and state of Oregon have been doing strenuous work lately and it is a noticeable feature of the many good roads meetings, the absence of discord or rancor.

The labors of these gentlemen will be of lasting benefit to the entire state.

All of the communities visited are willing to vote a special tax. This is good. But we want better roads than these small taxes will give us, and we want them more permanent.

How are we to get them? By the government doing the right thing by the citizen that ploughs the fields as the citizen that ploughs the highways, rivers and seas.

The government owes an enormous debt to the agriculturist.

In the Oregonian of November 22, we find the following: Detailed estimates of appropriations for waterways in the Northwest.

Mouth of the Columbia River... \$1,000,000  
Willamette above Portland... 25,000  
Siuslaw River... 120,000  
Columbia, Bridgeport and Kettle Falls... 25,000  
Willamette above Portland... 20,000  
Siuslaw River... 120,000  
Columbia and Lewis Rivers... 5,500  
Cooks River... 3,000  
Tillamook Bay... 5,000  
Clatskanie River... 1,000  
Entrance to Gray's Harbor, Wassa... 500,000  
Willapa Harbor and River... 75,000  
Lake Washington Canal... 400,000  
Tributaries Puget Sound... 25,000  
Stromboli River... 75,000  
Skagit River... 15,000  
Bellingham Harbor... 52,250

When you realize that this is for only a small part of the United States and only for one year's appropriation, you can imagine perhaps the enormous outlay for waterways, while the roadways get practically nothing.

Why is this? Has not the government a right to expend funds on public highways? The writer holds that it has.

Listen! The government built roads in Cuba but not for you farmers! The government built and is building roads in the Philippines. Not for you fruitgrowers. The government is building roads away up in Alaska to connect the gold mines, but not for you truckers. Before the advent of railroads the government built roads.

## RAILROAD HALTS WORK FOR WINTER

### CLACKAMAS SOUTHERN HAS SOLD ENOUGH STOCK TO COMPLETE GRADE.

## DEMAND FOR BONDS ENCOURAGING

### Money Raised Through Issue To Be Used in Equipping Line—Success of Enterprise Assured.

Very nearly all of the work on the Clackamas Southern Railway Company line has been closed for the winter and only a few men will be retained during the winter months for the purpose of keeping the grade in good repair and the culverts open, so that the work done during the summer will not deteriorate.

Since March 6, 1911, the company has sold approximately \$80,000 worth of stock, and that is sufficient to complete the grade and bridges. The engineer reports that a little more than ten miles of the grade on the line has been completed and about sixty more working days in the spring will fully complete the grade from Oregon City to Melalla.

The directors will devote all their spare time during the winter months in disposing of sufficient bonds to purchase the steel, and lay the track as soon as the weather will permit of that work. The bonds are issued in denominations of \$100, \$500 and \$1,000, and bear interest at the rate of six per cent per annum, interest payable semi-annually. The company is receiving subscriptions for the bonds from some of the most conservative investors in the county, and they expect to dispose of the required amount before the work opens in the spring.

Every citizen in the county who lives or owns land tributary to this road should come forward and assist the Board of Directors in finishing the work that has been started, and as soon as the road is in operation there will be no better paying proposition in Clackamas county than the Clackamas Southern Railway, as it will traverse a fertile territory and the large belts of timber will insure a heavy traffic from the first week of the operation of the road.

The company received a letter a few days ago from a resident of Portland, who owns land near the Clackamas Southern Railway Company line, and which is located about nine miles from Oregon City, and he states in his letter that the completion of the line will greatly increase the value of his land, and he felt that he should subscribe for a thousand dollar bond so as to encourage the early completion of the road that meant so much to him individually.

When the O. W. F. line was built to extend a large part of the bonds issued for its construction were sold to individual investors in Portland and other Willamette Valley towns, and as the Clackamas Southern line traverses a far richer territory and greater possibilities, for freight earnings, the bonds issued by the latter company, limited as they are to \$100,000 per mile, makes the security for the Clackamas Southern bonds first-class.

Further than this they believe that this issue covering Clackamas County and Oregon City, as it will, offers a splendid medium of local publicity.

Although no work has been done outside of Oregon City letters are being received from other towns in the county asking for further information than that conveyed in the original announcement and expressing a desire to participate in the good work. Our representatives will visit each of the towns later, and it is the intention to have every section represented in a creditable way.

Arrangements have been made with the Publicity Committee of the Commercial Club of Oregon City whereby they will co-operate in the distribution of the Progress Edition to the inquiries in their mailing lists.

Similar arrangements will doubtless be made with the Commercial Clubs of the other towns throughout the county, thereby largely increasing the circulation and the benefits of the issue as a publicity medium for Clackamas county.

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## WORK AT STONE OIL WELL TO BE RESUMED

### The stockholders of the Stone Oil well at the enthusiastic meeting in the Commercial Club parlors, Saturday unanimously decided to resume work and to make a new stock issue of \$1,000. More than \$2,000 of the issue was subscribed at the meeting, and it is thought the remainder will be disposed of soon. L. D. Mumpower, Mrs. M. J. Dickens and C. D. Latourette subscribed for \$500 each, and W. E. Mumpower and George P. Gibbs were named a committee to solicit subscriptions for stock. The shares are five cents each. After more than a year of work the well because of the loss of a drill in it. The new well will be near the old one. Several gas and oil experts think that oil eventually will be found in large quantities.

## EXCITING CONTEST IS PROMISED

### William Hammond Declines To Offer Again For Recorder—J. N. Sievers Announces.

City Recorder William Hammond, of Gladstone, has all kinds of office hours, and he was routed from his bed after 11 o'clock Thursday night to receive the petitions of candidates for municipal office Thursday being the last day that candidates could file and get on the ballot for the annual election on December 4. It was the eleventh hour in more ways than one.

Two tickets are in the field for the coming election, which will be the first since the original election was held for the purpose of incorporating the town, when officers were chosen to serve until January, 1912. The ticket that was filed late Tuesday night is headed by O. E. Freytag, the present Mayor, who is a candidate for re-election. Along with Mr. Freytag are the following candidates for Aldermen: One year term—Frank A. Hammer, James Wilkinson. Two year term—G. E. Forshner, C. W. Parrish.

Opposed to Mayor Freytag is Harvey E. Cross, founder of the town of Gladstone. Mr. Cross was urged to run for Mayor when the town was incorporated, but he declined, but now he has entered the lists, and with him are the following candidates for Aldermen: One year term—William LaSalle, Frank P. Nelson. Two year term—Thomas E. Gault, Chambers Howell, C. A. Williams. Mr. Howell is the only member of the present council to go after a thankless job, the others being F. A. Burden, F. S. Baker, C. A. Baxter, Brenton Vedder and G. S. Williams. Mr. Baxter is moving to Oregon City, but the other Aldermen would have been eligible.

Recorder William Hammond has declined to run again, and the only candidate is John N. Sievers, a law student in Oregon City. The position pays \$150 per annum. J. C. Padlock, former treasurer of Clackamas county, is a candidate for city treasurer of Gladstone, and has no opposition, the present treasurer, J. K. Pardee, having declined to run. There is a salary of \$50 per annum for the city treasurer.

There are more than 150 voters in Gladstone and it is said a hot campaign will be waged. The polling place is in the city hall on Dartmouth street, and the election officers who have been appointed are: Judges—T. E. Gault, W. F. Schooley, J. M. Tracy; Clerks—Charles T. Sievers, P. Carter. Mr. Gault is a candidate for Alderman and will not serve on the election board, so another will be named.

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## GLADSTONE HAS 2 TICKETS IN FIELD

### O. E. FREYTAG AND H. E. CROSS CANDIDATES FOR MAYOR OF NEW CITY.

## THIRD GLADSTONE STATION OPPOSED

### RAILWAY OFFICIALS SAY STOP WOULD INTERFERE WITH FAST SCHEDULE.

Contending that the large number of stops between Portland and Oregon City makes it difficult to maintain a fast schedule for passenger trains, the Portland Railway, Light & Power Company has refused to establish a new station at Hereford street in Gladstone, and despite the company's refusal, the city council of Gladstone has passed its second reading an ordinance designed to compel the company to put in the new station. While the ordinance comes up for final passage on the second Tuesday in December it is understood that an effort will be made to lay it over for consideration at the hands of the incoming council that will be chosen at the city election in December.

The Portland Railway, Light & Power Company has stations at Dartmouth street and at Arlington street, the latter station having been established about one year ago, and the officials of the company say that other requests for stations have been turned down upon recommendation of the operating department and that the request of Gladstone is complied with, others cannot decently be refused.

Hereford street is near the residence of J. M. Tracy and Chambers Howell, and the latter is a member of the council and is said to be the champion of the movement to compel the company to make another stop.

F. D. Hunt, traffic manager of the Portland Railway, Light & Power Company, states that there are more than forty stations between Portland and Oregon City, and that if some of the stops in Oregon City were reduced and more sidings installed, it would be possible to make express speed between the two extreme points.

"We are running an interurban line," said Mr. Hunt, "and not a streetcar system, and we would like to event ually make the service better, but we cannot do this under present operating and track conditions. With three or four new sidings, we could easily maintain a limited car every two hours between Portland and Oregon City and by making say four or five stops, at Milwaukie, Oak Grove, Gladstone and Oregon City, we could cut the time down to 35 minutes, as against 60 at the present time. Our cars run fast enough, but too much time is lost in making stops and this service should be handled by local trains."

Mr. Hunt and W. T. Buchanan, publicity manager for the company, were present at the Gladstone council meeting and explained the reasons for the company's refusal to place a new station at Hereford street.

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