

# OREGON CITY ENTERPRISE

FORTY-SIXTH YEAR—No. 5

OREGON CITY, OREGON, FRIDAY, FEBRUARY 2, 1912.

ESTABLISHED 1884

## BANKRUPT, KILLS SELF

F. W. KEFERSTEIN, WHO LOST HALF MILLION IN GER. MANY, SUICIDE.

## FORTUNE LOST IN PAPER MILLS

Son Awakens To Find Father Beside Him Gasping For Breath—Worked For Abstract Company.

Mr. Keferstein died at 3:15 o'clock this morning.

Despondent over his failure in business, which caused him the loss of his fortune of half a million dollars, Frederick William Keferstein, an employe of the Oregon City Abstract Company, early today shot himself in the temple in a furnished room at 312 Railroad avenue, Drs. H. S. and Guy Mount, the attending physicians, say the man's condition is critical, and that he probably will die. Mr. Keferstein's son, Otto Keferstein, who lives beside his father when the shot was fired, but did not hear the report. He was awakened sometime later by the gasping of his parent, and lighting a lamp found the wound in his right temple.

The young man immediately called Mrs. Clara Fiedler, his aunt, who has a room adjoining that of himself and father, and then hastened to the Electric Hotel in search of a physician. J. J. Tubin, proprietor of the hotel, called Policeman Frost, and the physicians were summoned. When Policeman Frost and the Drs. Mount arrived, Mr. Keferstein was in an unconscious condition. The physicians, after making an examination, said the man's condition was critical, and it would be unwise to probe for the bullet until he recovered from the shock. Later it was thought that he was dying, but he rallied, and it was thought at one time that he tried to speak.

Mr. Keferstein owned for many years three paper factories in Kilmisen, Germany, but last March failed in business and decided to come to this country in the hope of recouping his fortune. He was accompanied by his son, and Mrs. Fiedler, a half-sister of the papermaker's wife, who had acted as his housekeeper. Mr. Keferstein and his wife having been estranged. They lived in New York for several months and from there went to Chicago where Mr. Keferstein obtained employment. They went from there to Spokane, and then to Portland where the former paper manufacturer worked for an abstract company. He obtained a position with the Oregon Abstract Company last Saturday, and went to work for that company Tuesday morning.

Young Keferstein said that his father had brooded over the loss of his fortune for months, but that he had never made any threats of taking his life. In fact the young man and his aunt did not know until after the shooting that Mr. Keferstein had a pistol. It is believed that he used the weapon after coming to this city. According to the son his father became greatly depressed after arriving in this country and finding that it would not be impossible for him to make another fortune, but that it would be by the hardest work that he could make a living. He frequently spoke of having been defrauded by friends, and declared that he had placed too much confidence in them. In the financial wreck, according to the boy, was \$90,000 which had been left him by an aunt. He said his father had used the money in the hope of preventing the impending disaster.

Mr. Keferstein came of a family that had long been engaged in the manufacture of paper. A brother, Ludwig Keferstein, has a paper factory in Wundenstein, Germany, and another brother, George, has a factory in Hild, Germany. He obtained a divorce from his wife several years before his financial trouble, but, according to the son, she followed them to this country and is now in St. Paul, Minn. The young man said that his mother and father had corresponded. "My father had been restless during the early part of the night and got up several times," said the son. "He frequently did this and I thought nothing of it. It must have been 12 o'clock when I was awakened by his heavy breathing and put my arm under his head, as I frequently did. His hair felt as if it were wet and I got up and lighted the lamp. Then I saw what had happened.

## SECRETARY GIVES PRIMARY RULES

MARCH 9 LATEST DATE ON WHICH CANDIDATES MAY FILE PETITIONS.

## MORE TIME GIVEN FOR SENDING CUTS

County Clerks Must Have Printed Notices of Election Posted In Public Places By March 19.

Secretary of State Olcott has sent out the following information regarding the primary election: March 9—Latest date on which candidates for nomination by a political party (which party at the next preceding general election polled at least 25 per cent of the entire vote cast for that office in the State) may file petitions for nomination with the Secretary of State, provided the candidates or friends of candidates desire to file with the Secretary of State portrait cuts or typewritten statements for publication in the voters' party pamphlet. March 11—Latest date on which any person or persons, opposing any candidate for nomination by a political party (which at the next preceding general election for its candidate for Representative in Congress polled at least 25 per cent of the entire vote cast for that office in the State) may file reasons against the nomination of candidates with the Secretary of State. March 17—Latest date on which candidates for nomination by a political party (which at the next preceding general election for its candidate for Representative in Congress polled at least 25 per cent of the entire vote for that office in the State) or friends can file cuts and arguments in their

## MOLALLA VALLEY TIMBER IS SOUGHT

DOUBT AS TO SALEM RAILWAY BEING EXTENDED TO OREGON CITY.

## BRANCH LINE TO STAYTON PLANNED

Building of Clackamas Southern Would Result in Timber Being Brought to Market Here.

Several prominent business men said Thursday they doubted the report that the Falls City & Western railroad would extend the line to Oregon City. They declared the plan was to build the line to the rich timber lands in the Molalla Valley and haul the lumber to Salem. This would mean a big loss to Oregon City in cases the road constructed before the Clackamas Southern begins operation.

A dispatch from Salem says: "Resolutions of the board of directors of the Salem, Falls City & Western were filed with the Secretary of State showing a contemplated extension and branch of that road, which promises to be one of the most important pieces of railroad construction for this particular section at least, that has been contemplated for some time."

The Salem, Falls City & Western now operates from Black Rock to West Salem, which is directly across the river in Polk county from Salem. Last year the road secured a franchise into Salem to operate along Union street to a point past Capitol street and at the time it was rumored that the move had in view an extension to Silverton and Abiqua. At the same time the franchise was granted the road secured permission from the state and the War Department to construct a bridge across the Willamette River from West Salem to Salem, to be used as a connecting link for its line from West Salem into this city.

"Assistant General Manager Hinshaw, who filed the resolutions, said that it is planned to start construction work on the bridge as soon as the weather will permit and to run cars into Salem at the earliest opportunity.

"Through the new extension, Salem will be brought into direct connection with some of the richest sections in the Willamette Valley. Silverton and Stayton are among the larger towns of the valley. Stayton now is practically without railroad communication, while the railroad connection to Silverton is roundabout and is of little value either to Silverton or Salem.

"In addition to this there are immense lumber holdings in the vicinity of Silverton, which will be tapped by the road and practically a new field will be opened to market.

"It is probable that the road will use motor cars for its passenger traffic on the extension, both to Silverton and Stayton. This is the type of a passenger car which is now in use on the road between West Salem and Black Rock."

Two Couples Get Licenses. Marion T. Cross and Ralph E. Johnson, and Anna Wilcoxon and Henry Hill have been granted licenses to marry.

## MOTHER SEES SON DROWN IN BASIN

PAUL PLATT FALLS THROUGH APERTURE UNDER RAILING ON CANEMAH WALK.

## MILLWORKERS POWERLESS TO AID

Lad Swept By Strong Current Against Piling of Factory—Father Is Working in the East.

While his horror-stricken mother, a woman friend and several mill workers looked on, powerless to render assistance, Paul Platt, six years of age, son of O. F. Platt, formerly an employe of the Oregon City Manufacturing Company, fell from the board walk between this city and Canemah into the basin, and was drowned late Saturday afternoon. The body, which has not been recovered, is believed to have lodged against the piling under the Hawley Pulp & Paper Mill or to have been swept into the big wheel race.

The lad was trailing along behind his mother, and her companion, Mrs. Catherine Lund, on their way from Oregon City to Canemah when Mrs. Platt heard a cry, and looking back saw the child floating on the water in the basin. He was held up by his blouse waist, and was holding in his right hand a whistle, which his mother had bought for him in Oregon City, and with which he had amused himself on his way home.

Although no one saw the lad fall into the water, it is believed that he slipped on the walk, and rolled through an aperture, of about two and one-half feet between the floor and the plank directly under the railing. Attention has frequently been called to the danger of persons and especially children falling through the opening. The walk, which parallels the streetcar track was built by the Portland Railway, Light & Power Company. Why at least another row of plank has never been placed on the fence is a mystery. The same dangerous condition exists for a short distance near the Canemah end of the walk.

Mrs. Platt, upon observing her son in the basin, screamed, and C. A. White, Henry Jones, Frederick Freeman and Henry Rakel, employes of the Hawley Pulp & Paper Company, who were on their way home, were attracted. They saw the boy floating in the basin, but before they could obtain a skiff, pole, or rope, he had been swept against the mill and sank.

Meanwhile Mrs. Platt had fainted. Upon being restored to consciousness she called for her son repeatedly, but finally Mrs. Lund and the men induced her to board a car and go to her home. She was inconsolable last night and fears are entertained over her condition.

A telegram was sent to the boy's father, who is in Providence, R. I., last night notifying him of his son's death. Mr. Platt came to Oregon with his family about six years ago. They came to this city a year ago and he obtained work at the Oregon City Manufacturing Company's plant as a dyer. He was offered a better position in Providence about two weeks ago. His family was to join him early in March. The Platts have three other children.

Mrs. Platt, Mrs. Lund and the boy came to Oregon City early Saturday afternoon to do some shopping. They were here several hours, and after visiting several stores decided to walk home. Mrs. Platt bought the boy a whistle just before they left the city, and he was delighted with the toy. After passing the Hawley Pulp & Paper Mill the lad dropped several feet behind his mother and her friend. They, however, could hear the piling sounds made by him on the whistle.

## 15 CENT FARE TO PORTLAND ASKED

COMMITTEES FROM VARIOUS TOWNS WILL MAKE DEMAND.

## BIG COMMUTATION CUT TO BE URGED

Canemah Insists Upon Being Placed on Same Traffic Rate as Oregon City.

The Portland Railway, Light & Power Company will be asked to grant the following rates on its Oregon City division: Between Oregon City and Portland, 15 cents cash fare 25 cents round trip and commutation rate of 10 cents, with the same fare of covering Canemah, Green Point, Parkplace, Gladstone and Fern Ridge. Between Gladstone, Parkplace and Green Point, 3 cent commutation rate. Between Oregon City and Canemah, 3 cent commutation rate. Canemah to be placed on the same traffic rate basis as Oregon City.

Between Oregon City and Green Point, Parkplace, Gladstone, Jennings Lodge, 5 cent cash fare. Between Oregon City and Green Point, Parkplace and Gladstone, 3 cent commutation rate. Between Portland and Jennings Lodge and Meldrum, cash fare of 10 cents and commutation rate of 5 cents. Elimination of Canemah Park station and establishment of Canemah Crossing station, and operation of cars at night to the Canemah terminal.

Joint committees from Oregon City, Canemah, Gladstone and Jennings Lodge will go to Portland next Friday night and confer with officials of the Portland Railway, Light & Power Company with the avowed intent of obtaining reductions in passenger fares.

Representatives from the stations interested met Monday night at the Commercial club and discussed the prevailing rates on the interurban line between this city and Portland. There were present Charles Redmond, Calvin Morse, John F. Jennings, P. D. Newell, J. A. Johnson, Bert Russell and William Jennings, of Jennings Lodge; William Stokes, S. L. Stevens, T. Finnegan and W. A. Hedges, of Canemah, and E. T. McEln, M. D. Latourette and E. E. Brodie of the Live Wire committee of the Oregon City Commercial Club. William Stone, one of the attorneys in the suit of M. E. Dunn vs. Portland Railway, Light & Power Company, under which the cash fare was reduced to 20 cents, and E. L. Charman were also in attendance.

S. L. Stevens was the spokesman for the Canemah delegation and he said that the 3 cent commutation rate had been removed, and that the people of Canemah want the same fare from Portland to Canemah as is charged from Portland to Oregon City, and that Canemah Park station should be moved about 300 feet south to Canemah Crossing, where there is a better light and that the Canemah cars should be run through to the Southern terminal during the evening hours, connecting with all cars from Portland. Mr. Stevens said the interurban company had allowed its Canemah line to get into a deplorable condition and that many people were of the opinion that the company proposed to abandon its operations after it

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## FALLS HURL AGED LOGGER TO DEATH

JOSEPH BERNART'S MOTOR QUILTS AND HE IS AT MERCY OF CURRENT.

## LAUNCH IS FOUND UNDER BRIDGE

Boatman Was Plying Oar Vigorously In Effort To Save Himself When Last Seen—Leaves Large Family.

With his gasoline engine "dead," and his frail craft being swept toward the falls, Joseph Bernart, a pioneer, and one of the best known men in Clackamas county, made a gallant, but unsuccessful fight for his life late Wednesday afternoon. He was carried in his launch from the basin over the falls, and while the craft has been recovered nothing has been seen of the body. Search will be made for it today.

No man in the county was better acquainted with the falls, and the danger of boating near them, than Bernart. For more than forty years he had towed logs for the mills, and never before had been in the slightest danger. He came to the city in his launch Wednesday morning from his farm one mile above New Era, and moored his boat at the Hawley Mill. He returned to his launch about 5:30 o'clock and had trouble with his engine. While he was working with it, Benjamin Hayhurst, manager of the Home Telephone Company; W. A. Hedges, of Canemah; John Straight, of Parkplace, Frank Quinn and several other persons passed.

Soon Bernart passed Mr. Hedges and Mr. Quinn, who were walking to Canemah, and Mr. Hedges remarked to his friend: "If Joe doesn't watch out he may have trouble. The water is treacherous, and if his engine should stop he would be swept over the falls."

Mr. Quinn replied that the old river man knew what he was doing, and would get along all right. The engine was working fine then, and Bernart steered out near the concrete pier just above Station A, of the Hawley Pulp & Paper Company. Suddenly the engine stopped and the craft began drifting toward the falls. "He's a goner," yelled Hedges, and at the moment Bernart seized an oar and began a desperate struggle to save himself. Then the engine began working again, and Bernart began steering up stream. Mr. Quinn meanwhile had run back to the Hawley mill to obtain a skiff to go to Bernart's assistance but when he saw that the engine was working again he joined Mr. Hedges. Again the engine went "dead," and although Mr. Hedges and Mr. Quinn made every effort to obtain a boat and go to the man's assistance, he was swept over the falls before they could even obtain a skiff.

"The rear end of Bernart's craft disappeared first," said Mr. Hedges, "and we saw him standing in the boat when it was at an angle of about forty-five degrees. He was paddling with an oar in a futile effort to save himself. He was probably thrown out and drowned when the launch struck the rock ledges just below the falls."

Louis Smith, son of Mrs. Peter Smith, of Canemah, recovered the launch as it floated under the suspension bridge. It was overturned and virtually a wreck. Several men in skiffs searched for the body but it is generally believed that Bernart was thrown from the boat before it went over the big falls. He had a wife and eight children, five of the latter having been by a former marriage.

Bernart logged for George Broughton for many years, and had for some time had been employed by Portland companies. The Broughton mill was washed away in 1890. He also had

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## WEST PROMISES TO HURRY ROAD WORK

GOVERNOR SAYS CONVICT CAMP WILL BE ESTABLISHED SOON.

## STATE OWNERSHIP OF QUARRY URGED

Executive And George F. Rodgers, Chairman of Highway Commission Are Guests of Club.

The establishment of a State rock quarry at some convenient point between Oregon City and New Era is contemplated, and that within the near future, according to Governor Oswald West, who was in the city Saturday, accompanied by George F. Rodgers, chairman of the State Highway Commission, Governor West and Mr. Rodgers were met at New Era by a committee from the Oregon City Commercial Club, and with L. R. Field, superintendent of the Southern Pacific Company, drove down the river road past the Wittengen Estate quarry, a short distance north of New Era and the Willamette Pulp & Paper Company quarry just south of Pulp Station.

Either of these quarries would be adaptable to the use of the state for obtaining suitable rock for road construction. The rock from the Wittengen Estate quarry has been examined by the State Engineer and State Geologist and has been pronounced first-class for road building. The rock on the paper company's land is of a similar formation and character. In both places there is sufficient land fronting the rocky bluff to install the necessary switches or side tracks to connect with the main line of the Southern Pacific Company, only a few hundred feet distant from the quarries.

"I believe the State should own the quarry and that the land should be purchased outright," said the Governor. "Permanent ownership would justify the State going to the expense of constructing the necessary building and we would have a supply of good rock that would last past this generation. We expect to be able to procure a rock crusher at a small cost in California from a railroad company and by the use of convict labor, which costs about 25 cents a day, crushed rock could be sold to any county in the state reached by rail lines at a very small cost. Not more than fifteen men could be used profitably in a quarry."

It is the purpose of the State to establish a convict road camp in Clackamas county and it is expected that within a few months, or even less time, the improvement of the Capital Highway will be in full swing. The plan to have a good road on the East Side of the Willamette extending from Portland to Clackamas is one of Governor West's pet projects and he is being backed up by Mr. Rodgers, as well as by local Commercial Clubs and other improvement organizations in towns along the route.

The party arrived in Oregon City at noon and Mr. Field's hurried on to Portland and Governor West and Mr. Rodgers were entertained at luncheon and afterward departed for the metropolis. Members of the Commercial Club present at the luncheon were M. D. Latourette, B. T. McBain, Charles W. Raley, Judge R. B. Beattie, Mayor Grant B. Dimick, Harry E. Draper, M. J. Brown, E. E. Brodie and William Fine.

## POULTRY SHOW TO SET RECORD

MORE THAN 370 ENTRIES TO DATE AND MANY MORE EXPECTED.

## CHICKENOM "400" TO BE PRESENT

Turkeys, Cats, Ducks and Geese Also Will Be On Exhibition—Philharmonic Band Engaged.

If any one doubts the hold of the chicken business on the average citizen, he can see it in the big success which Secretary Lazelle is having with the Poultry Show, which will clinch the matter.

It is the first important Poultry Show to be held in Oregon City, and if Manager Lazelle of the Publicity Bureau never did anything else, this one inspiration of his, would make him a record. It isn't so much the multitude of entries that makes the marvel, as it is that no one ever thought of the thing before. Interest in it is widespread and entries are pouring in by every mail. To date the entry lists show 350 chickens, twelve turkeys, twelve cats, six ducks and a pen of geese.

The very "Four Hundred" of chickenom will be present. Dignified Mrs. Orplington will be in buff, and her two sisters in white and black, respectively. The costumes of the Misses Plymouth Rocks and the Misses Leghorn will run the entire gamut of feathery fancifulness. Far off Andalusia, rock bound Minorca Cochon China, and distant Ancona, will be represented by the bluest of blue blood. Side by side will be found the good American Rhode Island Reds, Wyandottes and sporty Little Bantams.

## 'GOOD ROADS WEEK' NAMED BY WEST

GOVERNOR ISSUES PROCLAMATION IN INTEREST OF THOROUGHFARES.

## MODEL HIGHWAY LAW RECOMMENDED

Citizens Urged By Executive To Give Subject of Good Roads Careful Thought During Week.

SALEM, Jan. 27.—(Special).—Governor West has proclaimed the week beginning February 4 and ending February 10 "Good Roads Week." The proclamation follows: Oregon is on the eve of a great awakening. The morrow will bring the Panama Canal, and with it will come unbounded opportunities with their attendant influx of population and consequent commercial and industrial growth, advancement and prosperity.

Our Creator in the beginning moulded our state with kindly hands. When we think of her delightful climate, her hundreds of miles of golden beach, her lofty mountains and rushing streams, crystal lakes and beautiful harbors, her magnificent forests and rolling prairies, fertile valleys and roaming herds, of her waving grain and luscious fruits—and dotted with prosperous cities and productive farms—we must admit that nature performed her part. The Federal government too, has treated us fairly in the way of appropriations for the development of our waterways and even the railroads have awakened to the realization of our needs and their opportunities and are checkerboarding the state with bands of steel.

In view of these things we are prompted to ask ourselves what should we do in the way of co-operation with these several agencies for the development of the state? It is true that we have given good laws, good government and good schools and many other desirable things to those who have come within our borders but much of this good has been nullified by some of the things we have failed to do and chief among these is our neglect in the matter of the construction of good roads.

Without good roads there can be no great development and no great progress. What we need most is more people—more people in the rural districts. And in order to attract people to the rural district we must make rural life pleasant and attractive. You cannot maroon a new settler and his family on a farm in an ocean of mud, no matter how beautiful the spot, and expect to find him happy and content. He demands good roads leading to the church and the schools and good roads leading to the markets and he is going to locate in that section where these advantages are to be found.

It is not only our duty but it is in keeping with good business to build good roads. Money spent for good roads is money well spent. When we speak of spending several millions of dollars during the next few years in road construction many are staggered by the proposal and the figures. They apparently are not aware that the several counties in this state spent over ten million of dollars during the past six years for road work, much of which was lost through lack of system and knowledge as to scientific road building.

The question of good roads has been fairly well discussed of late and we have learned more about road building during the past few years than we ever knew before, but we still have much to learn and still have much to do before we undertake on a large scale the construction of a system of highways in this State.

We need—first: the passage of model good road laws. Second: a competent man at the head of the highway department. Third: funds sufficient to carry on the work.

These things will come only through united effort and united effort will come only through a clear understanding of the whole question by the whole people of this state. This understanding will come only through the study by, and education of, the whole people.

Numerous bills are about to be introduced or presented to the legislature by the friends of good roads in different parts of the state; and, whereas, it is most important that the people of Oregon should give deep and thoughtful attention to the consideration, study and discussion of these measures.

Now therefore, I, Oswald West, Governor of the State of Oregon, by virtue of the power and authority in me vested, do hereby proclaim the week beginning the fourth day of February, and ending the tenth day of February, as "Good Roads Week," and I do hereby earnestly recommend to the people of this state that during this period the question of good roads legislation be given careful thought and study through public and private discussion and through the columns of the press, in order that knowledge pertaining thereto may be increased, public sentiment crystallized and effective legislation secured.

In Testimony Hereof, I have hereunto set my hand and used the Great Seal of the State to be affixed, on this the twenty-sixth day of January, 1912.

OSWALD WEST, Governor.  
By the Governor: BEN W. GILCOTT, Secretary of State.

## FREE TOURING CAR



It is not often that a newspaper offers such an elaborate prize as has been purchased by The Enterprise for its annual circulation contest that will open next month. The five-passenger automobile shown in the above illustration is one of the few cars that has stood the test of time and its popularity is well attested by the fact that one-fifth of all the automobiles sold in the United States last year were Fords.

With four-cylinder, wheel-base calculated to turn in narrow places, top, wind-shield, speedometer, in short The Enterprise is going to give away a fully equipped car that will long be a delight to its fortunate possessor. The car has already been purchased by The Enterprise and is on exhibition at Elliott's garage on Main street, near Third.

The Enterprise circulation contest will close early in June, just at the time when the roads are in the best condition for touring. Details will be announced in a few days. The hundreds of people interested should watch this newspaper for particulars.

\*\*\*\*\* Oregon Historical Society \*\*\*\*\*  
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\*\*\*\*\* Attend to it now. \*\*\*\*\*