

MORNING ENTERPRISE

WEEKLY ENTERPRISE ESTABLISHED 1866

OREGON CITY, OREGON, SATURDAY, AUGUST 26, 1911.

PER WEEK, 10 CENTS

WEATHER INDICATIONS.
Oregon City—Fair Saturday;
northerly winds.
Oregon—Fair Saturday; north
to northeast winds.

VOL. 2—No. 48.

CANDIDATES FACE FINAL STRUGGLE

ALL REALIZE THAT LAST SPECIAL OFFER GIVES EACH ONE EQUAL CHANCE.

CONTESTANTS ARE WORKING HARD

One Ten-Year Subscription May Win Kimball Piano For Contestant Now at Bottom of List.

ROLL OF HONOR.

- District No. 1.
- Miss Lena Story 81,993
 - Miss Eva Kent 65,564
 - Miss Tillie Meyers 50,909
 - Miss Myrtle Cross 50,343
 - Mrs. E. F. Zimmerman 45,978
- District No. 2.
- Miss Helen Smith 209,651
 - Miss Ethel Clossner 192,836
 - Miss Mildred Ream 192,676
 - Mrs. M. T. Mack 88,062
 - Miss Fay Batdorf 85,541
 - Miss B. Thomas 74,692
 - Miss Annie Gardner 66,567
 - Miss Helen Rabick 61,572

The coming week is going to be the banner one in the Enterprise grand voting contest and candidates who do not take every advantage of the LAST SPECIAL OFFER will have no one to blame but themselves if they are not the winner.

The word of advice to the contestants now is, do not let up a single minute until the close of the contest. Now is the time to create a reserve force of votes to hurl at your competitors on the last night, September 2, that will place your name at the top in your district and win for you one of those Grand Upright Kimball pianos.

Especially you who are at the bottom of the list. This is your opportunity to acquire enough votes to carry you on to victory. There is not a candidate in the contest but who could pile up enough votes under this offer to win the first Grand Capital Prize.

The Contest Editor congratulates you who are in the lead, but at the same time warns you that others are in the race and you will not occupy that position September 2 unless you do your very best from now on, and why shouldn't you? The first Grand Capital Prize is within the reach of any of you. Only one ten-year subscription may win, but two would make you safer.

It may be that none at all is necessary, but "an ounce of prevention is worth a pound of cure."

CONTEST NOTES

(BY THE CONTEST EDITOR.)

The contest closes September 2 at 9 p. m. sharp. No votes will be received after that time.

REMEMBER! The last special offer of the contest is now in force. It continues up to the last minute. Any candidate on the "Roll of Honor" can take the lead if she makes the best of the opportunity.

Don't overlook small subscriptions, they count the same as at the beginning of the contest. A thousand votes may be the winning ones on the closing night.

Send in subscriptions as early as you can, as the subscribers want the paper. You can hold the vote certificates in reserve if you wish and pile them at any time before 9 p. m., September 2.

Steady work from now on and a long term subscription occasionally means victory.

Candidates whose names were dropped from the list today can get back in the race by bringing their vote total up to 50,000.

Not many changes in the list today, but before many days we may all have occasion to be surprised. Some candidates may take the lead, whom some of us consider "out of the running."

Next Thursday night is the last time votes will be counted by the Contest Management. Friday morning the ballot box will be sealed and turned over to the judges. Better vote early and often from now on so that your friends will know you are a possible winner. It means they will come to you and more readily when they see you are near the top of the list.

AGAIN WE SAY: Don't overlook any subscription. One vote may be the means of winning this prize you are after.

The last special offer is now in force. Don't overlook a possible chance for a long term subscription. One may be the means of your winning the first Grand Capital Prize.

FINDS MAN WHO LOOKS LIKE MILES

W. G. Woodward, who came here about a week ago, looks so much like George Miles, son of Deputy Sheriff Miles, that it was thought for a time Friday morning that he was the member of Company G, who disappeared from Camp Columbia. R. R. Aldredge saw Mr. Woodward on the street and addressed him as "George." Mr. Woodward bowed to Mr. Aldredge, and the latter thought sure that the man he had spoken to was the missing guardsman. He told Chief of Police Shaw about the man he had seen and the chief went in search of him. Mr. Shaw soon found Mr. Woodward and realized at once that Mr. Aldredge had made a mistake. However, he admits, Woodward is George Miles' double.

Admiral Count Togo Hsihachiro Well Entertained by Uncle Sam



ADMIRAL COUNT TOGO HSIHACHIRO, who signs his name backward according to American ideas, found a warm welcome when he landed in New York. The doughty little sea fighter arrived in New York Aug. 5 to spend two weeks as the guest of Uncle Sam, congress having appropriated \$10,000 to defray the expense. The plans for his stay included visits to Washington, the Naval academy at Annapolis, the Military academy at West Point, several days in and around New York, and then a stop at Niagara Falls preparatory to the long trip across the continent to sail for Japan. The admiral was prepared to enjoy every minute of his stay, and there was little that escaped him from the midnight hour when he boarded the United States boat Seneca down the bay to make the trip to New York in advance of the liner on which he had crossed the Atlantic. The above picture of the admiral was made on the Seneca before he had set foot on American soil. The gentleman on his right is Chandler Hale, third assistant secretary of state, who was assigned to represent President Taft in the entertainment of the distinguished visitor.

WORKMAN IN MILL IS BADLY SCALDED

Charles Trotske, a cooker at the Hawley Pulp & Paper Company, was seriously scalded Thursday morning. Trotske was working near a steam pipe which burst, and he was enveloped in the steam. He managed to grope his way out of the room, and a physician was summoned. The cooker's face and hands were badly scalded and it will be at least a week before he will be able to resume his duties. Several other men who were in the room when the pipe burst narrowly escaped.

CHOLERA ATTACKS HOGS IN COUNTY

Hog Cholera, in a virulent form has made its appearance in Clackamas County. Ten or eleven hogs on one farm two miles east of Oregon City are afflicted. Dr. H. M. Thomas, a veterinarian of Gladstone, after examining the hogs, notified State Veterinarian Lytle, and the latter had the swine quarantined. It is not believed that with the precautions which have been taken the disease will spread. Cholera has been the worst enemy the raisers of hogs have had to combat in the east, and this is the first time it has appeared in Clackamas County.

The Modern Brotherhood of America requests all members of Oregon City Lodge No. 2974 to meet at Willamette Hall at 1 o'clock Sunday afternoon to attend funeral of our late sister, Mrs. Malissa Jane Green.

STANDING OF CANDIDATES IN CONTEST

CANDIDATES IN DISTRICT NO. 1.		Votes.
MISS MYRTLE CROSS.....	Oregon City	69343
MISS LENA STORY.....	Oregon City	81993
MRS. E. F. ZIMMERMAN.....	Oregon City	45978
MISS TILLIE MEYERS.....	Oregon City	50909
MISS EVA KENT.....	Oregon City	65564
CANDIDATES IN DISTRICT NO. 2.		Votes.
MRS. M. T. MACK.....	Canby	88062
MISS FAY BATDORF.....	West Oregon City	85541
MISS MILDRED REAM.....	Willamette	192676
MISS ETHEL CLOSSNER.....	Springwater	192836
MISS BLOODWEN THOMAS.....	Beaver Creek	74692
MISS ANNIE GARDNER.....	Melrum	66567
MISS HELEN SMITH.....	Canemah	209651
MISS HELEN RABICK.....	Stafford	61572

BOURNE SAYS HE GOT CANAL FUND

SENATOR DECLARES OTHERS ARE ASSERTING THEY PUT THROUGH APPROPRIATION.

CHAMBERLAIN TELLS OF HIS WORK

Hawley Wires That Chairman of Committee Says His Efforts Have Been Material Factor in Getting Fund.

A rupture in the Oregon representation in the United States Senate and the House of Representatives is probable as a result of the big appropriation for the building of the locks and canal on the east side of the Willamette River at the falls. Senators Bourne and Chamberlain and Congressman Hawley are taking the credit for obtaining the appropriation and Congressman Lafferty insists that he added materially in getting the favorable report.

In a telegram to President Hedges, of the Oregon City Commercial Club, Mr. Hawley says:

"Engineers have approved construction of locks on east side of the river which will begin as soon as possible under acts and appropriations already made. Think no further congressional action necessary at this time. However, will continue to assist in the work in any way possible. Chairman of committee on rivers and harbors has stated that my previous work was most material factor in securing adoption of the project. Locks are to be completed in four years."

W. A. Shewman, secretary of the Willamette Open River and Freight Rate Association, also received a telegram from Mr. Hawley in which he says he had much to do with obtaining the appropriation.

Chamberlain at Work.

The following is a copy of a telegram received by Mr. Hedges from Senator Chamberlain:

"East side lock matter, with favorable recommendation from McIndoe, now on desk of chief engineers. Will be acted upon shortly and I think favorably. Will urge matter to early and I hope favorable decision."

Senator Bourne, in a five-page type-written letter, virtually takes all the credit for the appropriation. The letter in part, follows:

"In my platform to the people of Oregon when I was elected to the United States Senate, I pledged my efforts to secure Federal assistance for the construction of the Oregon City locks, believing that the conditions justified such construction. I helped to secure Congressional action authorizing a new survey and investigation of this project. Some three years ago I had several conferences with the chief engineers relative to this project. No action was taken by the House, nor, so far as I can learn, was there any effort made on the part of the House to secure an appropriation for the River and Harbor bill of April 20, 1910. After the bill was made up in the House and came over to the Senate, at my request the chief of engineers telegraphically instructed the district engineer, Major McIndoe to come to Washington to submit to him and to the Committee on Commerce in the Senate, of which I am a member, such data as he had been able to collect and arrange at that time. I talked personally with every member of the committee on commerce and in the Senate, explaining to them the situation, and with the assistance of the explanation of Major McIndoe and of Major Cavanaugh in the engineer's office here, was able to convince the committee on commerce in the Senate of the necessity of the proposition, and at my request, the Senate committee on commerce amended the River and Harbor bill as it came over from the House by inserting the following:

Clause Providing Locks.

"For the purchase of the existing canal and locks around Willamette Falls at Oregon City, Oregon, or for the purchase of the necessary lands and the construction of a new canal and locks, in the discretion of the Secretary of War, three hundred thousand dollars: Provided, that no part of this appropriation shall be expended, except for the acquisition of the necessary lands and rights of way and for such antecedent surveys and preliminary work as may be necessary in this connection, until the State of Oregon shall appropriate for the aforesaid purpose a like amount; and the purchase of the existing canal and locks, or the actual construction of a new canal and locks, shall not be undertaken until the Secretary of War shall be satisfied that the State of Oregon will deposit the said amount in the Treasury of the United States."

"The Senate adopted the amendment," writes the Senator, "and when the bill went into conference the Senate conferees insisted that this amendment be retained in the bill, which was done, and it was adopted by Congress. You will understand that this plain statement of the actual facts incident to this project, is in no manner a reflection upon my colleague, Senator Chamberlain, for it is our arrangement that we shall take care of all the matters appertaining to the interests of the nation or state that may come before the committee of which we are members."

"I have gone thus fully into this matter because I have understood others have claimed credit for securing the adoption of this project. If any credit is due to a public servant for rendering the best services there is in him in the way of public service, I am entitled to the credit in this matter, and unhesitatingly assert that but for me and my efforts, no mention of this project would have

been made."

WOMAN CHAMPION RATTLESNAKE KILLER.

DAYTON, Wash., Aug. 25.—This season's record for the number of rattlesnakes destroyed by one person goes to Mrs. A. J. Smith, of the Bowman ranch, twelve miles east of Dayton. She claims to have killed sixteen snakes, of which number thirteen were rattlesnakes. Most of these had about eight rattlers each.

(Continued on Page 3.)

Senator Who Declares He Got Big Canal Appropriation



Senator Bourne, Asserting That Others Are Trying to Steal the Credit of Obtaining the Big Appropriation For The Canal at Willamette Falls, Writes a Letter Telling What He Has Done.

VEHICLES MUST HAVE LANTERNS

NEW LAW INCLUDES THOSE DRAWN BY HORSES AS WELL AS AUTOMOBILES.

LAWYERS HERE MAKE DISCOVERY

Farmers Wait For Interpretation By Secretary Olcott Before Obtaining Lights For Vehicles.

The Oregon Motor Vehicle law, which became effective August 1 provides that all vehicles drawn by horses, as well as automobiles, shall have lanterns at night, according to several Oregon City lawyers, who have made a study of the statute. Whether it was the intention of the framers of the law or the Legislative Assembly to make this provision is not known, but the language of the statute is clear upon the point. As a result of this interpretation of the law several farmers in this county have provided lights for their vehicles, and others have declared they will not do so until Secretary of State Olcott has made a ruling on the question at issue.

Under the sub-caption "Definition of Vehicle" is the following clause: "Every moving thing except railroad and streetcars upon the streets, roads, and highways of this state moved by power."

Clause Provides For Lights.

The following appears under the sub-caption, "Necessary Equipment": "Adequate brakes to control vehicle at all times; adequate bell, horn, whistle or other signaling device; during period from one hour after sunset to one hour before sunrise two white lights in front and one red light behind, red light to show white light across rear which shall shine on rear number plate; front lights to be visible 200 feet in front."

"Motorcycles and all vehicles other than motor cars, one lighted lamp in front visible 100 feet, and red lights to rear. On face of lamps showing white lights, registration number in figures at least one inch high and readable at least fifty feet with proper eyesight."

Lawyers Interpret Law.

C. Schuebel and J. F. Clark the lawyers, who were first to interpret the law as applying to vehicles drawn by horses, declare there is no question as to the meaning. "The language is plain," said Mr. Schuebel, "and it is my opinion the courts will uphold our contention."

Automobilists say that the law is a just one, and, if enforced, will prevent many accidents. They declare there is no more reason why horse-drawn vehicles should not have lanterns at night than automobiles, and it is probable that the framers of the statute intended to make the provision although the language is not as clear as it could have been made. The law applies to cities the same as the country and if enforced all bicycles, buggies, carriages, etc., in Portland and other cities in the state must be equipped with lanterns at night.

BIRDMAN ATWOOD REACHES GOTHAM

DARING AVIATOR IS GIVEN OVERTON BY GREAT MULTITUDE AS HE ALIGHTS.

CROWDS CHEER HIM DOWN HUDSON

Airman Skims Along Historic River Only One Hundred and Fifty Feet Above Surface.

NEW YORK, N. Y., Aug. 25.—(Special)—with every pier along the North River jammed with cheering humanity and with every whistle on every river craft in the Hudson and the harbor tied down, Aviator Harry Atwood completed his record-breaking 1,294 mile flight here from St. Louis this afternoon when he swept down past the Palisades, rounded the cluster of skyscrapers at the south end of Manhattan and landed freely and gracefully on Governors Island.

As he swept down through the Hudson Atwood was in plain view of the hundreds of thousands who lined both the Manhattan bank and the summit of the Jersey Palisades.

Only 150 feet in the air, he was little below the level of the onlookers on the Jersey shore and as the roar of cheers and the waving of flags and handkerchiefs greeted him he bowed right and left time and again in acknowledgement of the welcome. It had been expected that Atwood would cut in across the Bronx and come down Broadway but at the last minute he decided at Nyack not to attempt the flight down the city's main artery, but to stick to the river as less dangerous.

Atwood left Nyack at 1:40 o'clock and throughout the whole distance of his flight today was watched by crowds who had gathered since morning to see the finish of his spectacular journey. At no time during the day's flight did the aviator have any trouble and apparently was in easy and perfect control of his machine at all times.

MISS ESTHER LEVITT ENTERTAINS FRIENDS

Mr. and Mrs. J. Levitt entertained a few friends at their home Thursday evening in honor of Miss Esther Levitt, sister of Mr. Levitt, who will leave on Sunday evening for her home at Milwaukee, Wis., in company with her mother, Mrs. S. Levitt, who has also been visiting in this city for the past year. The evening was devoted to music, vocal and instrumental. Miss Levitt, who is an accomplished pianist, favored her guests with several selections, which were highly appreciated. Delicious refreshments were served during the evening.

Those present were Mr. and Mrs. J. Levitt, Mrs. S. Levitt, Miss Dora Nudelman, Miss Florence Nudelman, Miss Pearl Barde, L. B. Barde, L. Reingold, of Portland, Earl Lutz, Miss Pearl Bromberg, Miss Mollie Kellen, of Portland, and Miss Esther Levitt.

ST. PAUL, Aug. 25.—Mrs. Russell Sage will be requested by Attorney General Simpson to pay an inheritance tax on all her Minnesota lands held under contracts of sale. It is believed that the tax will amount to nearly \$600,000.

37 KILLED; 60 HURT IN WRECK

GRAND ARMY MEMBERS IN TRAIN CRASH ON LEHIGH VALLEY RAILROAD.

SPREADING RAIL CAUSES ACCIDENT

Coaches Plunge Down Embankment Into River With One Hundred Men, Women and Children.

MANCHESTER, N. Y., Aug. 25.—Speeding eastward behind time, Lehigh Valley passenger train No. 4 ran into either a spread rail or a broken rail on a track near here today and two day coaches from the mid-section of the train plunged downward 40 feet, striking the East embankment like a pair of projectiles.

At least 37 persons are believed to have been killed and more than 60 injured. Several of the injured probably will die.

Crowded with passengers, many of whom were war veterans and excursionists from the Grand Army encampment at Rochester, the train, made up of fourteen cars, drawn by two mogul engines, was 40 minutes late when it reached Rochester Junction, and from there sped eastward to make up time before reaching Geneva.

The engines and two day coaches had just passed the center of a 400-foot trestle over the Canandigua outlet, 150 yards east of the station at Manchester, at 12:35 o'clock, when the Pullman car Austin, the third car of the long train, left the rails. It dragged with it the dining-car, two day coaches and two Pullmans.

All jumped over the ties a short distance when the coupling broke. The forward end of the train dragged the derailed Pullman and dined over safely, but both day coaches plunged down the south embankment and rolled over.

The free end of a Lehigh Valley day coach, in which most of the victims were riding, shoved over the gulch and, followed by a Grand Trunk coach, stripped the rear guard of the south side of the trestle and plunged to the shallow river bed, 40 feet below.

The coaches that went into the river struck that east embankment of solid masonry with terrific force. Both cars, filled with passengers, lay a mass of crumpled wood, metal and glass, under which were a hundred men, women and children.

STRANGE, NEW PEOPLE FOUND BY EXPLORER

NEW YORK, Aug. 25.—Finding of a race of people never before included in the books of anthropologists, a race that is Eskimo in habits and Scandinavian in physique, by Wilhelm Steffanson, leader of the American Museum's scientific expedition, may solve two or more historical mysteries.

This strange race inhabiting the Arctic region of British America, never had seen an Indian or an Eskimo.

In his letter, which is dated "Mouth of the Dease River, October 18, 1910," Steffanson says:

"We have discovered people in a region supposed to be uninhabited and have lived a few months among people who had never seen a white man or an Indian (though they had heard of both), and did not even know I was not an Eskimo—so little were they informed on what white men are like. We have discovered Eskimo (in speech and habits) who are Scandinavians in appearance."

MISS PERCIVAL BUYS HOME IN PORTLAND

Miss C. H. Percival, formerly of Philadelphia, who has been visiting the Rev. C. W. Robinson, of St. Paul's Episcopal Church, and his sister, Miss Clara Robinson, has decided to make her home in Oregon, and has purchased a home in Portland Heights. Miss Percival recently donated a library to the Episcopal Church in memory of her brother, the late Rev. Henry R. Percival, at Nineteenth and Spring streets, Portland. Mr. Robinson laid the corner stone for the library.

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Seven acres, one-fourth mile from electric line, 4-room house, barn, chicken house, and yard, good well and fine spring, three and a half acres in garden, fruit and berries; good cow and chickens. Will take \$2,500, half cash, balance to suit the buyer. This is an ideal poultry and garden farm, slopes to the southwest. Come and see it, or call on our address.

CYRUS POWELL

OREGON CITY, OR.
Stephens Building, Room 11.