

MORNING ENTERPRISE

WEEKLY ENTERPRISE ESTABLISHED 1866

VOL. II—No. 112.

OREGON CITY, OREGON, THURSDAY, NOVEMBER 9, 1911.

PER WEEK, 10 CENTS

ACID SAID TO BE THE LORD DOUGLAS

ACQUIS OF QUEENSBERRY DE VRIES REPORT THAT BROTHER IS DEAD.

IDENTIFICATION MADE BY ACTRESS

Businessman Said By Relative To Be In Pacific Coast City—Man Found Dead In Big Hotel.

NEW YORK, Nov. 8.—One of the most perplexing identification mysteries that every developed in New York shrouds the body of a man which rests in an uptown undertaking establishment tonight.

In the opinion of two persons, it is the body of Lord Sholto Douglas, brother of the Marquis of Queensberry, number one of the best-known families of England. But, according to Marquis, who is quoted in dispatches from Chicago the body cannot be that of his brother, for he says he had a letter from Lord Douglas two days ago, indicating that the brother was safe and well on the Pacific Coast.

To add to the mystery, it has been called that some years ago a man wearing marked resemblance to Lord Douglas passed himself off as such and was arrested in this country on several occasions on charges of bigamy.

The body is that of a man who registered at the Hotel Astor October 15, "Maurice Stuart, San Francisco," was found dead in his room Monday evening from a self-inflicted bullet wound in his heart.

The announcement that the body had been identified as that of Lord Douglas came tonight from Coroner Weinberg. He had known Lord Douglas as a patient some years ago and suspected that the suicide might be Douglas.

Mary Noble, an actress, who had known Lord Douglas in the West, today declared she was sure the body was that of Lord Douglas.

Miss Noble said she knew Douglas when he was appearing on the stage in the West in 1896, and was certain of the identification.

Coroner Frothingham said later tonight that he would notify the English consulate of the identification made by Miss Noble and ask what steps the Consul would take.

MARY RELINQUISHES CHAUTAUQUA WORK

The directors of the Willamette Valley Chautauqua Assembly elected the following officers Wednesday: C. H. Dye, president; George A. Hardie, vice-president; H. E. Cross, secretary; and E. C. Caufield, treasurer.

George A. Steele who was elected a director at a recent meeting of the stockholders declined and Mrs. Sarah Spooner, of Harmony, was elected to fill the vacancy. T. J. Gary, who has been secretary of the assembly for several years, refused to be a candidate for re-election, although he was urged by all the directors to accept the office.

Mr. Gary, who is superintendent of the county schools, felt that the chautauqua work connected with his time from his school work. His services have been highly appreciated and the assembly has prospered under his management.

Mr. Cross accepted the office at the urgent request of the directors after Mr. Gary had announced that he would retire.

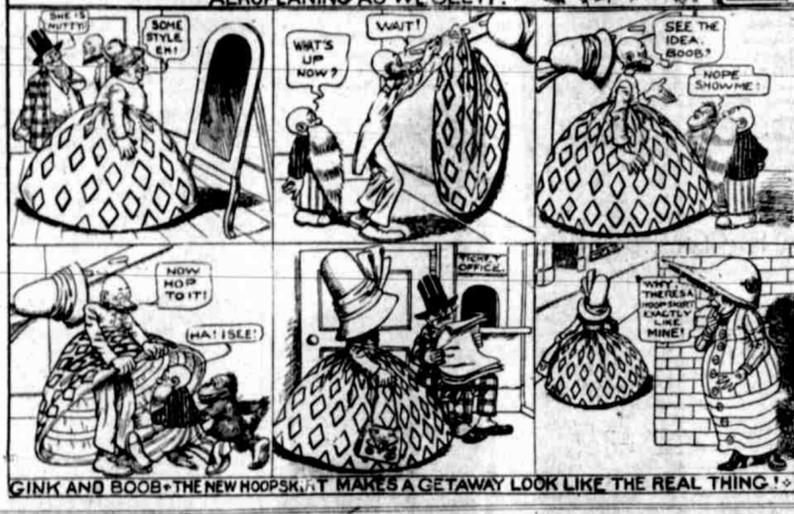
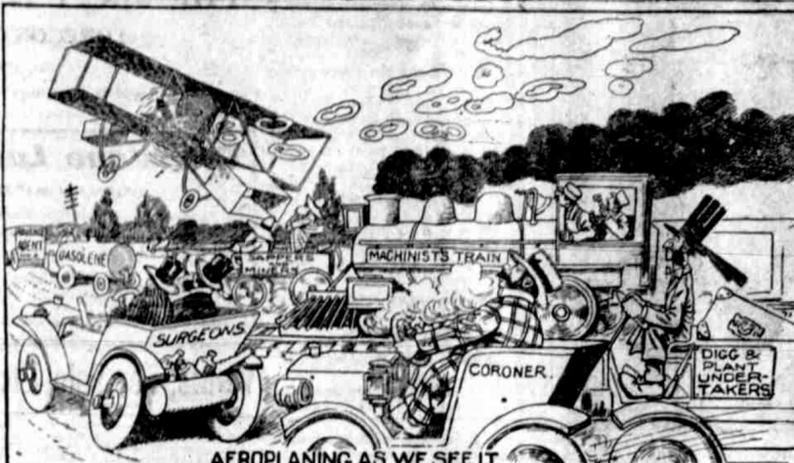
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THE OUTLET

PERPETRATED BY WALT McDUGALL



CANEMAH TO AID ROAD MOVEMENT

ENTHUSIASTIC MEETING IS CONDUCTED BY EAST SIDE HIGHWAY ASSOCIATION.

SPECIAL TAX LEVY DESIRE OF ALL

Speakers Assert That District Has Not Received Its Share of Fund—One Hundred Attend Meeting.

By a unanimous vote citizens of the Canemah section at a meeting Wednesday night held under the auspices of the East Side Capital Highway Association, favored levying a special tax for the improvement of the roads of the county. The same sentiment has prevailed at all the meetings conducted by the association in various parts of the county. More than 100 persons attended the Canemah meeting and every one was enthusiastic over the prospect of having better roads.

C. P. Morse, vice-president of the association, presided in the absence of J. F. Kerchem, president. Mr. Morse explained the work of the association and what had been accomplished. He declared that there was no reason why Clackamas should not have as good roads as any county in the state.

S. O. Dillman, of Mount Pleasant, declared that a farm which cost him \$75 an acre was now worth \$300 an acre as a result of building roads and other improvements. He called attention to the sidewalks that were being built in Mount Pleasant and said they were attracting persons to that section.

Mr. Dillman said he would aid in every possible way the building of the Capital Highway if the route through Mount Pleasant was selected. "Only a small part of the levy has been spent on the roads in the Canemah section," declared C. L. Eaton. "We should get all the money that we are entitled to. Good roads build up communities, and I am in favor of building the proposed road."

S. L. Stevens had not been given all that it should have had. He said he favored the improvement of the roads and that Canemah wanted its just dues and intended to have them.

James Lindsey, M. J. Lazelle, Tim Finnigan, George Randall, George Lazelle, Grant Critser, C. W. Risley, Fred Painter and Mr. Telford spoke in favor of improving the roads as soon as possible.

Gordon E. Hayes, Dr. A. L. Beattie and M. D. Latourette, who have been mainstays in the good road movement, made addresses. Dr. Beattie called attention to the roads in the Molalla and Springwater sections and said they had been of great benefit to the districts.

A business session will be held by the association in the Commercial Club parlors here next Wednesday. All persons interested in the improvement of the roads are invited to attend.

KENNETH LATOURETTE IS OPERATED UPON

Kenneth S. Latourette, son of D. C. Latourette, who is a professor in the Yale Missionary College in China, was operated on recently for appendicitis, and is supposed to be improving rapidly. The college is at Changsha, but Mr. Latourette was operated upon at Kuling. A letter written to his father after the operation said that it was a success, and it was thought the patient would soon recover. Mr. Latourette attended Yale University four years, and has been in China since June, 1910.

CITY COUNCIL PROBES COL. DYE'S COMPLAINT

The city council at a special meeting Wednesday read for the first time ordinances providing for the assessment of property for the improvement of Ninth and Taylor streets and the building of the sewer in district No. 6. The council also visited the property of Col. C. H. Dye on Ninth street. Col. Dye asserts that the assessment is excessive. Arrangement was made for a thorough investigation.

STEVENS SCORES STREET POLICY

CHARTER BOARD MEMBER SAYS MUCH OF THE WORK IS UNNECESSARY.

COUNCIL DEFENDED BY RECORDER

Andresen and Holman Excuse Themselves When Colloquy Grows Interesting—Tooze Takes Part in Debate.

H. E. Stevens, one of the largest property owners in Oregon City, at a meeting of the charter board, of which he is a member, Wednesday evening, excoriated the city council for its extensive street improvements. He suggested that a different method be provided in the revised charter. Mr. Stevens declared that it would take forty years to pay for some of the work that is being done.

Recorder Stipp, another member of the board, took exceptions to some of the statements of Mr. Stevens, and (Continued on page two.)

AT THE GRAND FRIDAY, NOV. 10th

World's Championship Baseball Series of 1911

Show will start at 11 A. M. and run continuously during the whole day, giving those who want to go to the school entertainment in the evening an opportunity to see the best plays of the game.

Today

The Wrong Glove Making of a Man

The Maiden of the Piefaced Indian

PRICE ASKED FOR CANAL DEFENDED

PORTLAND RAILWAY, LIGHT & POWER COMPANY ASSERTS \$600,000 NOT EXCESSIVE.

FIGURE BASED ON COST AND TAXES

Company Has Agreed To Pay Mills Large Sums For Certain Rights—Balance Would Be \$500,000.

That \$600,000 asked by the Portland Railway, Light & Power Company for the canal and locks at Oregon City is not an excessive price, is the statement in a letter from the company to The Portland Journal in answer to an editorial in that paper. It is held that the valuation is based on the original cost of the property and the Clackamas county tax roll.

"The government asks for much additional property," states the letter, "more than the mere locks and canal. The canal and locks are assessed at \$300,000. This assessment does not include the 60 by 1900 foot right of way adjacent to the old canal, and the entire upper canal, more than 600 feet in length, assessed by \$48,000, which are, however, included in the price made by the company to the government.

"The state tax commission determined the assessed values in Clackamas county were 59 per cent of the actual value, all property being assessed at that rate. This would make their valuation of the original canal and locks \$500,000, or more than the company will receive net if the sale is made.

"The government wants 100 feet of right of way, the canal being only forty feet wide. Therefore it is proposed to give to the government for the \$600,000 named, sixty feet of additional ground along the entire distance of the canal, now valuable for manufacturing purposes. There is also in the \$600,000 proposition a plot of ground 100 by 100 feet, for lockkeeper's houses. So we find the valuation of the property, as estimated by the state tax commission as follows: Canal and locks, 40 feet right of way \$500,000 Sixty by 1400 feet right of way and 100 by 100 feet for lockkeeper's houses 100,000

Total \$600,000

"In addition to the above, the company has agreed to pay the Willamette Pulp & Paper Company \$25,000 for certain rights it holds and which would prevent free control to the entrance of the canal, the Crown-Columbia Pulp & Paper Company a certain sum for right-of-way of a retaining wall on the east side of the canal, estimated by Major McIndoe to cost \$112,000.

"Major McIndoe, in his report with reference to the cost of reconstructing this canal to suit immediate needs, places the figure at \$300,000, which added to our \$600,000, would make a total of \$900,000.

"But the company has agreed to pay one-half the cost of the retaining wall, which would amount to \$56,000, leaving the cost to the government \$544,000, or \$855,000 with improvements.

"From this \$544,000 must be taken the \$25,000 to be paid to the Willamette Pulp & Paper Company, and also the amount to be paid to the Crown-Columbia Pulp & Paper Company, which has not yet been determined. This would net the company less than \$500,000 for its canal.

INDEPENDENCE, Or., Nov. 8.—Resolutions favoring construction of the Oregon City canal on the west side of the Willamette River were adopted at a joint meeting of the Independence Commercial Club and a delegation from the Salem Commercial Club. Speeches were made by Colonel E. Hofer, Senator Patton and Brown, of Salem, and Walton Trembath, who was in charge of the construction of a canal on the east side would be too costly.

TREMBATH'S TRIAL IS SET FOR MONDAY

The trial of H. W. Trembath, deputy fish warden, charged with shooting Alex Douthitt at the falls of the Willamette, has been set for next Monday. Trembath, who was indicted on a charge of assault with a dangerous weapon, said after the shooting that he had reason to believe Douthitt was violating the fishing laws, and that the latter refused to stop when ordered to do so. Douthitt declares that he was not violating the law and that the shooting was without provocation.

The Oregon Fish and Game Commission has authorized the Master Fish Warden to employ counsel to assist in the defense of Trembath. John Douthitt, brother of the man who was shot, paid a fine of \$50 for an attack with his fists on Trembath after his brother had been shot.

Boy Hurt in Fall. James Bailey, son of J. M. Bailey, of Gladstone, sustained a fracture of his left arm in a fall from a raft.

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BODY IDENTIFIED AS MISSING INDIAN

HENRY HENNING DISAPPEARED AFTER DRINKING WITH THREE MEN.

"H. H." TATTOOED ON VICTIM'S HAND

Belit Same One As That Worn By Warm Springs Man—Search To Be Made For Companions.

A body found in the Willamette River between Naef and Concord by Walter Storah Wednesday has been positively identified as that of Henry Henning, a young Warm Springs Indian, who disappeared mysteriously on the night of September 22. No marks were found on the body to sustain the theory that the man was a victim of foul play. "Indian Joe," who was well acquainted with Henning, identified a belt found on the corpse as having belonged to Henning. An examination conducted by Coroner Wilson and Mr. J. W. Norris revealed the initials "H. H." tattooed on the man's left arm and an "H." on the back of his left hand.

The body had been in the water for many weeks and it was necessary to make immediate interment. Henning and his wife and baby were camped on the West Side of the river when he disappeared. The last seen of him alive was when he was drinking with three other Indians near the Secret barn. They said the next day that Henning had been arrested and would not be heard from for a long time. The three men left at once for the reservation. After searching for several days Henning's father made a remarkable ride to the reservation and back, a distance of more than 200 miles in a little more than two days to search for the Indians who were with his son the night before he disappeared, but was unsuccessful.

Henning's father-in-law was here Tuesday conferring with the authorities regarding the man's disappearance. The men, with whom Henning was drinking at the Secret barn were James Thompson James Intouch and Parrish Fleming. The Indian's wife and child have returned to the reservation.

Coroner Wilson will have a bracelet found on an arm of the body, the belt and clothing examined by members of the family in order to make the identification complete. It is also probable that an effort will be made to find the men with whom the Indian was last seen alive.

One of the most enthusiastic meetings held by the Mount Pleasant Civic Improvement Club was the annual meeting Tuesday evening. There was a large attendance. Bert Clark was elected secretary to fill the vacancy caused by the former secretary, J. N. Sievers, moving from Mount Pleasant. Mrs. McLane, who recently moved to Mount Pleasant, was chosen chairman of the entertainment committee. Mrs. Corn Tassel Family was presented at the school house, turned over \$22, the proceeds of the entertainment.

This will be used toward the construction of the sidewalks that are to be built along Holmes Lane leading to Mountain View and in the South-western district. A committee was appointed to confer with the city council in regard to placing the sidewalks.

There is no doubt that the council will be glad to grant the privilege. The matter of building a hall in which to hold meetings of the club was also discussed. The school building has been used since the organization of the club. As soon as the sidewalks have been paid for a fund will be started for the club's hall. Within the past four years \$600 has been paid for sidewalks in the vicinity of Mount Pleasant, by the club. Many persons have moved to Mount Pleasant within the past year, and one of these said a few days ago the reason he moved there was because of the sidewalks leading to his country home and the excellent school. The rooms of Mount Pleasant school are crowded, the primary grade of which has forty-four pupils.

It was necessary to have an extra teacher this year and another room added, and from all indications there will have to be another employed next year.

There are more than 100 members of the Mount Pleasant Civic Improvement Club. The club was never in a more flourishing condition than it is at the present time.

"TWENTY-NINERS" MEET.

Mr. and Mrs. Henry O'Malley entertained Club Wednesday. The "Twenty-Niners" were entertained Wednesday evening by Mr. and Mrs. Henry O'Malley at their home on Jefferson street, and a most delightful evening was spent in the playing of "twenty-nine." A luncheon was served. The next meeting will be held Wednesday evening, November 22, at the home of Mr. and Mrs. Theodore Osmond on Center Street.

Members attending were Mr. and Mrs. Henry O'Malley, Mr. and Mrs. Theodore Osmond, Mr. and Mrs. Edward Schwab, Mr. and Mrs. H. S. Moody, Dr. and Mrs. A. L. Morris, Mr. and Mrs. T. P. Randall.

FARE TO PORTLAND REDUCED 5 CENTS

NEW RATES ORDERED BY RAILROAD BECOME EFFECTIVE IN TWENTY DAYS.

BROWNELL PRAISED FOR VICTORY

Springwater Division Fares Also Are Cut And Transfers Are Ordered—Waypoints Share In Benefits.

Announcement was made Wednesday that the reductions in rates on the Portland Railway, Light & Power Company trains, between this city and Portland and on the Springwater division of the road would become effective in twenty days unless temporary injunctions are granted. The reductions were ordered by the State Railroad Commission. The through rate between this city and Portland is ordered cut from twenty-five cents to twenty cents. Commutation tickets will be eight cents.

George C. Brownell, who was the leading attorney in the fight for a reduction of rates, was much gratified over the result. Mr. Brownell represented M. E. Dunn, who made three complaints relating to the alleged unreasonableness of the one-way or single-trip fares over the road between Canemah, Oregon City, Park Place, Gladstone, Fern Ridge, Mel-drum, Jennings, Robe, Naef and Concord, all in Clackamas county, and the Portland terminus. The complaint alleged that unjust discrimination had been practiced against these stations in favor of stations similarly situated on the Springwater division, especially in the rule denying transfer privileges to passengers between Clackamas county points and Portland. Mr. Brownell was commended on the victory by scores of persons Wednesday.

Among the other reductions is the granting of a straight five-cent fare to passengers between Ardour and Hendee, stations just outside Portland, to that city. Full transfer privileges are also included.

One of the principal contentions asked in the five cases brought before the Commission was the same transfer privilege for all patrons on the Oregon City and Springwater divisions as is now granted to passengers on the Mount Scott line. This privilege the car company is directed to grant.

The five cases included the complaints brought by Dunn, Reimers and the Jennings Lodge Community Club, and two investigations started by the Commission on its own motion. Proposed increases in fares on the Springwater division are in most cases denied by the Commission, which says in part:

"For many years one-way commutation rates have been charged by the said Portland Railway, Light & Power Company and its predecessors to points on the Springwater division, but not on its tariffs. * * * By reason of the existence of such fares, a large number of persons have been induced to settle upon and along the said Springwater division. Such persons principally work in Portland as clerks, mechanics, artisans or laborers, and they have occasion to travel daily between their homes along the line of said Springwater division and points within the city of Portland, and the fare paid by them for their transportation is an important element in their expenditures. * * *

"The effect of any substantial increase in fare such as proposed * * * will be to compel them to give up their homes and either move closer into the suburbs of the city of Portland, or into the city itself in order to procure the same on a lower rate of fare than they are now paying. Many such persons are now paying for their homes in installments. * * *

"From the evidence, the commission finds that such persons cannot stand, and the traffic will not bear, any substantial increase in the rates of fare charged upon the Springwater division.

"The commission has not considered the testimony to this effect as in (Continued on page 2.)

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