

# Ladies' Coat Talk

We just received the most magnificent line of Ladies' Coats ever attempted to be shown in Oregon City. These coats were selected with great care to give the ladies of Oregon City what is up to date in ladies coats. Our assortment is very large and in this shipment are the new Reversible Coats in Gray and Blue and Maroon and Brown, Tan and Purple Coats with large collars and extra wide cuffs, and Purse of same material as coats.

## J. LEVITT

See Our Windows Suspension Bridge Corner ASK FOR PREMIUM TICKETS

**\$10 REWARD**  
For the arrest and conviction of any person or persons, who unlawfully remove copies of The Morning Enterprise from the premises of subscribers after paper has been placed there by carrier.

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Phone Main 5151.



"Why do you call this machine a 'trabant'?"  
"It will run about five miles and then break down."—New York Evening World.

### LOCAL BRIEFS

M. Bultzen, of Mason City, Iowa, is in this city.  
William Miller, of Eldorado, was in this city Tuesday.  
Mr. Hoffstater, of Carus, was in this city Tuesday.  
Mr. and Mrs. Owens, of Carus, were in this city Tuesday.  
Mr. and Mrs. Maxon, of Clarkes, were in this city Tuesday.  
Mr. and Mrs. Owens, of Carus, were in this city Tuesday.  
Born, November 15, to Mr. and Mrs. G. F. Douglass, of Molalla, a son.  
Mr. and Mrs. J. B. Cummings, of Beaver Creek, were in this city Tuesday.  
J. E. Lacro, of Springwater, was among the Oregon City visitors Tuesday.

main for several weeks before she returns to Powell River.  
Chris Bluhm, a former resident of Oregon City, but now of Portland, was in this city Tuesday on his way to Heaver Creek, where he will visit his nephew, John Bluhm, for several weeks, and also August Bluhm, of that place.

I. H. Caister, a prominent business man of Los Angeles, Cal., who has been in this city for the past week a guest of Mr. and Mrs. Edward Schwab, of Fifth and Center streets, leaves this evening on the Shasta Limited for his home.  
Frank Young, who lives near Springwater, and who has been visiting his sister, at Molalla, is in this city, and is visiting Mr. and Mrs. George Young, and Mr. and Mrs. Mosler. He will visit here for a few days before leaving for his home.

The date of the Artisan dance will be Saturday night, December 9, instead of December 9. This promises to be one of the social affairs of the season, and the cadets are sparing no pains to make it a most successful affair.

Trephon Derlex, of Forest Grove, a capitalist of that place, is visiting at the home of Mr. and Mrs. P. H. Smith, of Canemah. Mr. Derlex is on his way to Belgium, where he will visit his parents, whom he has not seen for many years.

Will Koerner, who arrived in St. Johns a few weeks ago, owing to the death of his father, the late Rudolph Koerner, was in this city Tuesday visiting William B. Howell. Mr. Koerner will return to Globe, Ariz., the first of December, where he is engaged in civil engineering.

### COUNCIL APPROVES BIG ASSESSMENT

(Continued from Page 1.)

Improvement of Taylor street, from the north side of Seventh street to the south side of the Twelfth street, \$7,736.12; for the improvement of Ninth street from the east line of Center street to the west line of Taylor street, \$22,097.54 and for the construction of a sewer in sewer district No. 6, \$5,746.71.

A bid of White Brothers to build a public comfort station at the approach of the suspension bridge for \$550 was accepted. This firm had previously made a bid for building this station and one in McLoughlin Park, but the Woman's Club objected to the house in the park, and another location will be obtained.

Dr. C. A. Stuart and others offered a petition for an arc light at the northwest corner of Third and Washington streets, which was laid on the table temporarily until the members of the street committee could make an investigation and also determine whether other lights are needed.

Complaints of T. F. Ryan against the assessment of his property on Jefferson and Sixth streets were referred to the committee on streets. Ordinances providing for the building of a fire house in Mountain View and an addition to the fire house in Green point were referred to the fire and water committee with power to act.

T. P. Randall, Frank K. committee to fix the valuation of property on Washington street for assessment purposes. The Walter Kertchem, of Logan, declared that the Southern Pacific trestle at Fourteenth and Center streets and the trestle of the Clackamas Southern at Fifteenth and Washington streets, should be higher. He said that three farmers had been dragged from loads of hay by the Southern Pacific trestle and severely injured. The street committee will report at the next meeting on the Clackamas Southern trestle. It is said to be only ten and one-half feet above the street. The ordinance fixed the height at twelve feet.

The following attended the meeting: Anderson, Strickland, Burk, Michels, Meyer, Pope and Holman.

### MRS. ROBISON HURT BY RUNAWAY HORSE

Mrs. Charles Robinson, who lives near Mountain View, was seriously injured while on her way to Highland, where she intended visiting relatives. She was driving along the road some distance from her home, when a horse attached to a wagon became frightened and ran away, colliding with her buggy. She was thrown from the vehicle, and one of the runaway horses trampled on her, causing contusions. She was taken to her home and given medical aid. Her condition is much improved.

If you are not reading the Morning Enterprise, why not? Year-end Bargain Period is now on. See ad on back page.

# Harvard and Yale Ready For Annual Clash on the Gridiron

By TOMMY CLARK.

THE eleven of Harvard and Yale are ready for their annual clash on the gridiron to be played in Cambridge, Mass., Nov. 25. This game will mark the close of the big eastern season. From present indications the game should be hard fought from start to finish. A close analysis of the Harvard-Yale eleven shows that they are very evenly matched. Yale has a slight advantage in weight, and perhaps its line is a little speedier. But the Crimson back field eclipses the Blue in all departments. Harvard has two fast ends in Smith and O'Brien. They outclass the Yale pair, Francis and Avery. Smith is one of the best end men playing the game this season. He is a hard tackler, a swift runner and a great handler of the forward passes. Crimson supporters put their faith in the ability of Smith and O'Brien to effectively prevent the speedy Captain Howe from making any of his long runs. Yale has also two good subs in Bomelsier and Rhedion.

At the tackle positions it is a tossup. The Yale pair, Paul and Scully, have a little more experience than Captain Fisher and Hitchcock, but the last two mentioned have the weight which may count for much in the coming battle. Yale seems to have an edge in the matter of guards. Loree and McDavitt have played a consistently good defensive game all season. Leslie of Harvard has also played a good game, but McKaeya, who has succeeded Fisher, the latter going to tackle, has had but little practical experience. Ketcham is a heavier man at center than Storer and in all around ability is superior to the Crimson middle man. At quarterback Yale excels Harvard. Captain Howe is one of the best ever turned out at Yale. He is a great field general and a splendid manipulator of the forward pass and a fast runner with the ball and an accurate kicker. He will be the man that Harvard will have to watch in the coming game. Crimson has a good quarterback in Potter, but he does not class with Howe.

Harvard has the better back field men. Campbell, Wendell and Huntington are equally proficient at either



Photos by American Press Association.

**SOME OF YALE STARS**  
four games, four have been tied, and Yale has won twenty-two. Up until 1908 Harvard had not defeated Yale since 1901, when Campbell's great eleven, considered by many critics as one of the best that ever handled a football, triumphed by a score of 20 to 0 over a Yale eleven that had best on Princeton a week before. The list below shows the record of the Yale-Harvard games since 1876:

1876-Yale, 1 goal; Harvard, 2 touchdowns. 1877-no game. 1878-Yale, 1 goal; Harvard, 0. 1879-Yale, 2 safeties; Harvard, 4 safeties. 1880-Yale, 1 goal; 1 touchdown; Harvard, 0. 1881-Yale, 0 safeties; Harvard, 4 safeties. 1882-Yale, 1 goal; 2 touchdowns. Harvard, 2 safeties. 1883-Yale, 4 goals; Harvard, 1 touchdown. 1884-Yale, 4 goals, 4 touchdowns. Harvard, 0. 1885-no game. 1886-Yale, 1 goal; Harvard, 1 touchdown. 1887-Yale, 3 goals; Harvard, 1 goal. 1888-no game. 1889-Yale, 1 goal; Harvard, 0. 1890-Yale, 2 goals; Yale, 1 goal. 1891-Yale, 1 goal; 1 touchdown; Harvard, 0. 1892-Yale, 1 goal; Harvard, 0. 1893-Yale, 12; Harvard, 0. 1894-Yale, 11; Yale, 0. 1895-Yale, 0; Harvard, 0. 1896-Yale, 2; Harvard, 0. 1897-Yale, 2; Yale, 0. 1898-Yale, 2; Harvard, 0. 1899-Yale, 16; Harvard, 0. 1900-Yale, 12; Harvard, 0. 1901-Yale, 6; Harvard, 0. 1902-Yale, 6; Harvard, 0. 1903-Yale, 12; Harvard, 0. 1904-Yale, 8; Harvard, 0. 1905-Yale, 0; Harvard, 0. 1906-Yale, 0; Harvard, 0. 1907-Yale, 0; Harvard, 0. 1908-Harvard, 4; Yale, 0. 1909-Yale, 8; Harvard, 0. 1910-Yale, 0; Harvard, 0.

The probable lineups of the two elevens will be:  
Yale—Left end, Francis or Bomelsier; left tackle, Tomlinson or Bronson; left guard, Loree; center, Ketcham; right guard, McDavitt; right tackle, Paul; right end, Avery; quarterback, Howe; left halfback, Camp; right halfback, Philbin or Spalding; full back, Anderson or Freeman.  
Harvard—Left end, Smith; left tackle, Hitchcock; left guard, Leslie; center, Storer; right guard, McKaeya; right tackle, Fisher; right end, O'Brien; quarterback, Potter or Gardner; left halfback, Campbell or Pierce; right halfback, Wendell; fullback, Huntington.

500 Trotting Meetings Were Held. Five hundred trotting meetings were held during the month of September in the United States and Canada.

### M'LOUGHLIN AND BARCLAY PLAY TIE

The McLoughlin Institute and the Barclay School baseball teams played a tie game at Canemah Park Tuesday afternoon. The score was 2 to 2 at the end of the fifth inning when Umpires Cross and Green called the game on account of darkness. The game was exciting throughout. Batcher

# HOP GROWERS ARE ASKING 50 CENTS

The demand for hops continues strong, and for the best 45c is freely obtainable, but the scattering lots of 1911s that remain in growers' hands at this time are very firmly held and the little trade now passing for the most part involves small holdings. The growers are bullish and latest market developments appear to fully justify them in their position. For many of the lots not yet disposed of 50c is demanded.

Cables from abroad indicate strong and steadily advancing markets, both in England and on the Continent, and it is believed that the market here has not yet reached the high level for the season.

Prevailing Oregon City prices are as follows:

**Fruits, Vegetables.**  
**DRIED FRUITS**—(Buying)—Prunes on basis of 6 1-4 pounds for 45-50's.

**HIDES**—(Buying)—Green hides, 5c to 6c; salters, 5c to 6c; dry hides, 12c to 14c; sheep pelts, 25c to 75c each.

**Hay, Grain, Feed.**  
**HAY**—(Buying)—Timothy, \$12 to \$15; clover, \$8 to \$9; oat hay, best, \$9 to \$10; mixed, \$9 to \$12; alfalfa, \$15 to \$16.50.

**OATS**—(Buying)—Gray, \$27 to \$28; wheat, \$28 to \$29; oil meal, \$53; Shady Brook dairy feed, \$1.25 per 100 pounds.

**FEED**—(Selling)—Shorts, \$27 to \$28; rolled barley, \$27.50; protest barley, \$28.50; whole corn, \$27; cracked corn, \$28; white, \$26 to \$27; bran \$27 to \$28.

**Butter, Poultry, Eggs.**  
**FLOUR**—\$4.50 to \$5.25.

**BUTTER**—(Buying)—Ordinary country butter, 25c to 30c; fancy dairy, 30c; creamery, 30c to 35c.

**POULTRY**—(Buying)—Hens, 10c to 11c.

**EGGS**—Oregon ranch eggs, 40c to 45c.

**SACK VEGETABLES**—Carrots, \$1.25 to \$1.50 per sack; parsnips, \$1.25 to \$1.50; turnips, \$1.25 to \$1.50; Prunes, on basis of 6 1-4c for 45 and 50c; beets, \$1.50.

**POTATOES**—Best buying 85c to \$1 per hundred.

**ONIONS**—Oregon, \$1.25 to \$1.50 per hundred; Australian, \$2 per hundred. Livestock, Meats.

**BEEF**—(Live weight)—Steers, 5c and 5 1/2c; cows, 4 1/2c; bulls, 3 1/2c.

**VEAL**—Calves, 4 1/2c from 8c to 12c, according to grade.

**MUTTON**—Sheep, 3c an 3 1/2c; lambs, 4c and 5c.

**HOGS**—125 to 140 pound hogs, 10c and 11c; 140 to 200 pounds, 10c and 10 1/2c.

### WILSON IS ELECTED SCHOOL DIRECTOR

Samuel Wilson has been elected director of the Willamette School District to succeed Robert W. Baker, who resigned because of his removal to Independence. Mr. Wilson received twenty-six votes, John Moehne six votes and W. A. Riner ten votes. The election took place Monday night at a special meeting of the taxpayers of the district, and a special levy of seven mills was voted to provide for the maintenance and the payment of interest on bonds. Extra expense will be incurred next year, as an additional teacher will be employed after the building annex is completed and manual training equipment will be installed. The special levy last year was 4 1-2 mills.

Mean.  
Tess—Jack proposed last night, and I accepted him.  
Jess—Did you, dear? By the way, don't attempt to cut glass with that diamond, as I did, or you'll make another nick in the stone.

### M'BAIN REPORTS ON RATE HEARING

B. T. McBain, mill manager of the Willamette Pulp & Paper Company, appointed a committee of one by the Live Wires to attend the rate hearing of the State Railroad Commission at Salem last week, reported as follows at the luncheon Tuesday:

As your committee, appointed at your regular session, November 14, I caught the morning train for Salem, November 15, leaving Oregon City at 9:17, arriving at the capitol, Salem, about 11:10 a. m.

The hearing of the Medford case before the Railroad Commission of Oregon had already commenced. After considerable argument on the part of attorneys interested, a Mr. Dwyer, of Umatilla, was placed upon the stand, his examination taking the balance of the morning until 12:30 p. m., when the commission adjourned until 2 o'clock, at which hour the hearing was resumed with your committee on the witness stand.

I am sure my testimony was of no value to the Medford side of the case. While it was, we think, of considerable value to the Southern Pacific and our city and county, it was also in line with the opinions of the members of the commission who personally expressed themselves to the writer during the noon hour.

Your committee happens to be a river man—everybody in Oregon City should be, in fact everybody in every city bordering on the great Willamette river should refuse to give up the natural competitive advantages afforded by this river.

Present carload rates on material from Portland and other points to Oregon City are far lower per 100 pounds on account of water competition than could be expected by an inland city the same distance from a metropolis. Less than carload rates from Portland to Oregon City on the Southern Pacific are high, most of the merchants at the present time paying 17c per 100 pounds from Portland either on shipments from the West or originating at Portland. The old rate was 10c per 100 pounds. The electric freight and O. C. T. boat

# FREE AUTOMOBILE

The Morning Enterprise has purchased from the Elliott Garage a new 1912 Model T five-passenger Ford automobile to be given away as a premium in a circulation contest to be inaugurated soon. There is no car manufactured that exceeds the Ford in popularity, and last year the Ford factory sold one-fifth of all the cars purchased in the United States. The car is built for durability and is a roadster par-excellence. Grant B. Dimick, W. A. Huntley, J. E. Hedges, C. Schuebel, Captain J. T. Apperson, F. M. Swift and E. P. Elliott are some of the users of Ford automobiles. There is value in a Ford car and the Morning Enterprise proposes to give one away. We want more circulation and we have spent \$785 at one throw to help get it. Watch the Morning Enterprise for future announcements. The field is open. Everybody is going to have a chance to win this fine machine.

handle the Portland business at a lower rate, but Eastern freight if transferred at Portland to either of these companies would cost, including the transfer charge, especially on small shipments, more than is charged by the Southern Pacific. We do not want to make a fight at this time for lower rates Portland to Oregon City but to shape our course in the best possible manner toward securing minimal rates on commodities for our city.

Medford is trying to secure a revision of rates irrespective of water competition, making it necessary for the Southern Pacific and any and all other transportation lines to charge a certain rate per mile, whether the freight is handled one mile or 500 miles. The present rate to Oregon City, as stated above, is 17c, while the distance, according to the railroad tariff, is 19 miles.

Albany is 80 miles from Portland, still that city enjoys a rate of 28c. Points south of Albany where no water competition exists have higher rates, for instance from Albany to a point 80 miles south, the rate is 67c per 100 pounds.

We refused to go on record as being in favor of this reduction, stating to the commission that Oregon City merchants and manufacturers think their geographical position, as also the large volume of business transacted via transportation lines, should be considered in the making of rates for both incoming and outgoing freight. We think, as the chairman of the commission stated, that the Medford proposition relative to commodity and distributive rates would tend ultimately to work hardships on the consumers should they be put into effect.

I take it that this committee is a continuance of your committee of 1910, when Mr. L. Adams, as chairman, appointed the writer to look into matter of terminal rates. I now have this proposition about ready to submit to Oregon City business

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