

MORNING ENTERPRISE

WEEKLY ENTERPRISE ESTABLISHED 1866

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OREGON CITY, OREGON, WEDNESDAY, APRIL 17, 1912.

PER WEEK, 10 CENTS

LIVE WIRES URGE STREET OILING

COUNCIL ALSO WILL BE ASKED TO HAVE THOROUGHFARES SPRINKLED

SENATORS WORK FOR POST OFFICE

Lazelle Reports That Booster Day And Horse Show Arrangements Give Promise Of Fine Exhibition

Resolutions urging the city council to have certain streets sprinkled and others oiled immediately were adopted by the Live Wires at their weekly luncheon Tuesday. It was declared that the streets were oiled too late last year to be of much service, and that the work this year should be done as soon as possible. L. Adams and Frank Busch were appointed a committee to present the resolution regarding sprinkling to the council and F. J. Toole, who is a councilman, was urged to call attention to the council of the necessity of oiling certain streets.

President McBain, of the Commercial Club, reported that he had been informed that Senators Bourne and Chamberlain were doing everything possible in the interest of obtaining a federal building for the city. Mr. McBain said he thought the appropriation would be made at this session of Congress if it were possible to do so.

M. J. Lazelle, who has charge of the Booster and Horse Show arrangements reported that the exhibition this year would be far superior to that of last year. He announced that the merchants had approved the plan to have industrial shows instead of the carnival exhibitions as were given last year. Mr. Lazelle thought the horse show and booster day program would bring thousands of persons to the city. Mr. McBain announced that he had appointed a committee of fifteen to go to Estacada today and confer with the Commercial Club of that place in regard to the proposed division of the county. The committee will leave this city on the 12:30 o'clock car and the meeting in Estacada will be convened at 3:30 o'clock.

LA FOLLETTE SCORES BIG COMBINATIONS

PORTLAND, April 16.—Pronouncing large combinations of capital the most serious menace confronting this country and appealing to the progressives of Oregon to aid by their votes to eradicate that danger United States Senator La Follette, Republican candidate for President, tonight addressed an audience of 10,000 people at the Gipsy Smith auditorium. Many were unable to gain admittance to the hall, the entrance to which were closed ten minutes before Senator La Follette began his address. Senator La Follette declared at the outset that the vast aggregations of capital in this country was the strongest peril that had faced this Nation since the War of the Rebellion. As an enemy, he said, these organizations were more to be feared than an armed force from without or a revolutionary organization within.

REV. DR. MILLIKEN TO SPEAK IN WILLAMETTE

Dr. W. F. Milliken the new Baptist pastor will speak at Willamette Wednesday night. He will be assisted by Rev. E. A. Smith and others. Dr. Milliken has a charming personality that is winning friends to him and his church.

2 Couples Get Licenses

Licenses to marry were issued Tuesday to Anna McCubbin and Leon Hulett and Viola Morgan and Burt Warner.

FREE SHOW

How moving pictures are made is the feature film. Three others on the bill

All School Children

under 12 years of age admitted free next

Thur. Afternoon Only
The Grand



CANDIDATES MUST WORK HARD TO WIN

CONTEST MANAGER ADVISES LEADERS NOT TO BECOME CARELESS

STRATEGY MAY CARRY OFF PRIZES

Confidence of Various Entrants Leads To Belief Race Will Be Close And Exciting

- STANDING OF CANDIDATES
- Ruby McCord 116,200
- Joseph Sheahan 47,200
- Kent Wilson 28,600
- John Brown 15,000
- John Weber 6,800
- John Haleston 6,000
- A. G. Kindler 7,200

The contest manager will today be somewhat presumptuous by indulging in a little heart to heart talks with the various candidates in the big automobile contest that is the absorbing topic of conversation in Clackamas County. While the manager realizes that only two can win prizes he is desirous that each one do his best so there will be no heart burnings after the awarding of the touring car and \$100 in gold. It consoles one even in defeat to know that the fault was not his.

Miss McCord, the table above giving the standings of the candidates shows you to be far in the lead. You have made a good fight, you have worked hard, you have been materially aided by your loyal friends. No doubt you and they believe you are going to win the Ford car. No doubt you have been building arcastrales, have in your reveries these bright sunny days pictured yourself riding along the beautiful Clackamas County roads, inhaling the aroma from the new mow hay, delighted by the beautiful panorama of undulating landscapes, and sinuous streams and valleys that were unfolded as you sped by. This is all very beautiful, and there is something entrancing about day dreams and arcastrales, but do not be too sure, remember the adage, "There is many a slip between the cup and the lip." Think of the disappointment, the blasted hopes, possibly the heartaches that would be yours if you faltered of the goal. And right here the contest manager wants to warn you that there are others in the race. Neither he nor you knows how many votes there are in reserve. They will not tell for that is a part of their system. They are playing the game as they think best. They have unfolded their plans to no one in the office. But this much the manager can tell you; they are working everyday of their lives, they are confident and their confidence is built upon something substantial. You have a good lead, you have worked for it, and it is probable if you keep up your good work you will capture the touring car. But you must work every minute.

Joseph Sheahan, you have a reputation for stick-to-itiveness second to no young man in Oregon City. You have a reputation for being a winner. You usually get what you go after. That has become your stock in trade. It is yours—and it is one of the finest assets a young man could possibly have—and only one person can take it from you. That person is yourself. You can win the car, if you will, and you say you are going to win it. There is no gainsaying the fact that you can if you will. The contest manager expects to hear from you in a few days.

Kent Wilson, you have made the most remarkable record of any of the contestants. Any young man who

could poll 20,000 votes in one day has ability of the right kind. You also have the friends. Ponder for a minute the rapid rise of your father from one of the workers in the mill to one of the most successful men in the city. What he accomplished was the fruit of intelligent effort, and by the way, the automobile in which he is now driving about the city and county cost him more work than it would take for you to win the Enterprise car. The manager believes that you will soon set a pace that will cause your rivals to regard you as not only a possibility but a probability. John Brown you are older and more worldly wise than the other candidates and the contest manager will have little to say to you. He would be a presumptuous man indeed who would attempt to tell a successful insurance man how to do things. You have made your way in the world, and you of course know just exactly what you are doing. Your "contest fences" evidently are in good shape. But you are so quiet, so uncommunicative that there is no wonder there is so much curiosity as to what you are doing. However, that is your own affair. But the next time you come to town, if you have time, the contest manager would at least like to pass the compliments of the day and spin a yarn or two about the Colonel or some other live subject.

We have nothing but the kindest words of encouragement for Messrs. Weber, Haleston and Kindler. What their plans are they themselves only know. But the contest manager believes that although far behind, as shown by the table of the standings of the candidates, they are working hard and have hopes. Who knows, but that one or more of them have stacks of ballots held in reserve? The wise general does not reveal his plans to the enemy. And it is well to consider that as much strategy can be displayed in a contest of this kind as on the battle field. It is one of the important games on the checker board of life.

MRS. BRADLEY, HURT IN FALL, IMPROVES

Mrs. John C. Bradley, who sustained fractures of both arms by falling at Second and Washington streets, Portland, several days ago, is much improved. She is at St. Vincent's Hospital and it will be sometime before she will be able to be brought home. Mrs. Bradley was in the act of stepping off a curb when a man accidentally tripped her and she fell heavily upon her arms. A physician was summoned at once and she was taken to the hospital where it was found that both of her arms had been broken. The fractures were reduced but for several days her suffering was intense.

CASES DOCKETED FOR APRIL TERM

The following cases have been set for trial during the April term of the Circuit Court:

April 20, Sunergard against the Oregon Electric Company; April 20, Schooley against the Portland Railway Light & Power Company; April 25, McKillican against McKillican; April 30, Dick against Boland; May 1, Moyer against Tebbetts; May 3, Cross against Oregon Engineering Company May 6, Timmons against the Portland Railway, Light & Power Company; May 8, Lott against Thomas; May 9, Ambler against Molt; and May 10, Rosenrags against Wendt.

The time to read the Morning Enterprise is at the breakfast table or a little before.

WORLD-FAMOUS MEN LOST ON SHIP

JOHN JACOB ASTOR, W. T. STEAD AND BENJAMIN GUGGENHEIM AMONG DEAD

ISIDOR STRAUS ANOTHER VICTIM

Major Archibald Butt, Aide To President Taft, Believed To Have Gone Down With Liner

NEW YORK, April 16.—World famous men were lost in the wreck of the Titanic. Here are some of them: Colonel John Jacob Astor, manager of the Astor estate in New York city, richest man aboard the Titanic, the man who married Miss Madeline Force last year; lineal descendant of the great trader of the first part of the nineteenth century. Benjamin Guggenheim, one of the noted family of mining and financial magnates. G. M. Hayes, president of the Grand Trunk railway system, and one of the great railway men of the continent. W. T. Stead, famous English author, editor, peace diplomat. Isidor Straus, multimillionaire New York merchant. Colonel Washington Roebling, builder of the Brooklyn Bridge, and noted engineer. He was president of the John A. Roebling Sons company and many times a millionaire. Clarence Moore, sportsman, husband of Mabel Swift, daughter of C. E. Swift, Chicago packer. Major Archibald Butt, aide to President Taft and former aide to President Roosevelt. F. D. Millet, the artist of world fame. G. D. Widener of the Widener-Elkins traction syndicate of Philadelphia reputed worth more than \$40,000,000. John B. Thayer, vice-president of the Pennsylvania railway.

J. B. Thayer, Jr., associated with his father in business, formerly a great Pennsylvanian. Walter D. Douglas of Minneapolis, millionaire starch manufacturer. George Floyd Eltemiller, representative of a Cincinnati automobile company. Henry B. Harris, theatrical manager of New York. Colonel John Jacob Astor, wealthiest of the Titanic's passengers, was great-grandson of the original John Jacob Astor. He has been manager of the Astor family estates since 1891 and is reputed to be worth more than \$100,000,000. He was born in 1864, and last year at the age of 47, married Miss Madeline Force, a young woman still in her teens. Colonel Astor in 1897 built the Astoria hotel, adjoining the Waldorf, which had been built by William Waldorf Astor, his cousin the two constituting the present famous Waldorf-Astoria. He secured his title of colonel through holding that office on the staff of Governor Levi P. Morton and through being in 1898 commanding lieutenant colonel of the United States volunteers. He presented to the government for use in the Spanish-American war a mountain war battery said to have cost more than \$100,000. He served in Cuba during the Spanish-American war, and is credited with two or three mechanical inventions. In 1890 he was author of "A Journey to Other Worlds."

C. M. Hayes, president of the Grand Trunk Railway, was born in 1856 in Rock Island, Ill., and entered railway service in 1873, as a clerk in the office of the Atlantic & Pacific. He rose steadily through positions with the Missouri Pacific, Wabash, Chicago & Western, Detroit Union Railroad & Station Co., and other transportation lines.

George A. Harding, President of the Board of School directors, announced Tuesday night that the schools would be closed Friday on account of the primary. While the pupils will be in the same class as the suffragettes—voteless—it is safe to say they will have a better time than the electors, many of whom will be perplexed somewhat when they enter the polls as to which candidate should get their support.

MEN GO TO DOOM TO SAVE WOMEN

RICH AND POOR ON ILL-FATED SHIP GALLANTLY RENDER LIVES

COMPANY IS BITTERLY DENOUNCED

White Star Officials Accused Of Purposely Withholding Facts And Issuing False Statements

NEW YORK, April 16.—All New York was stunned to day by the appalling loss of life to passengers aboard the wrecked White Star Liner Titanic, which was supposed to have been virtually unsinkable. From daylight a long line of hysterical men, women and children besieged the offices of the White Star line begging for some definite information. The company officials however, were unable to hold out hope, explaining that they were in the dark concerning the fatalities, and that nothing will be definitely known until the arrival here of the Virginian and the Carpathia, the two ocean liners first to reach the side of the ill-fated vessel.

Relatives of the missing passengers as well as their friends, bitterly denounce the company, charging the officials with having deliberately withheld news of the disaster when they were reasonably certain that the Titanic had gone down with hundreds of passengers. The White Star officials are bitterly censured for issuing false reports and comforting relatives and friends by assurances that all passengers had been transferred to other vessels, and that it was expected that the Titanic would be towed safely into port. A detailed explanation for this action has not been forthcoming, the officials at the same time admitting they know the Titanic had foundered several hours before the public announcement was made.

Company officials attempted to defend their action by saying they did not feel justified in alarming the world until positive confirmation had been received or one of the steamers carrying the survivors had docked. Reports received here today indicated that male passengers, millionaire and peasant alike, went to their doom like men. The publication of the list of survivors, now steaming to New York aboard the Carpathia, shows there was no class distinction, the women in the teenage being given the same chances as the wives of the millionaires in the first cabins. The women and children—that is, men that could be cared for—were transferred to the vessels standing by. The men remained on the Titanic to die.

One of the first to arrive at the White Star offices was Vincent Astor whose father, Colonel John Jacob Astor, the New York millionaire, is believed to have met death. He arrived with A. J. Biddle, the Philadelphia banker, who is Colonel Astor's business representative. Astor conferred for half an hour with Vice-President Franklin and when he came out of the office he was weeping. He was assisted to an automobile and rushed to his New York home.

MRS. VICTORIA HILL TO BE BURIED TODAY

The funeral of Mrs. Victoria Hill, who died at the home of her daughter Mrs. George Batdorf, of Willamette Sunday will be held at the First Baptist church in this city at 1 o'clock this afternoon. Mrs. Hill had been ill only a week and until a few hours before her death it was thought that she would recover. She was born in Jefferson, Linn County, October 12, 1854, her maiden name being Victoria Hale. She was married to H. J. Hill June 20, 1869. She became a member of the Baptist church when she was fifteen years of age, and was a devout Christian the remainder of her life. She is survived by, besides her husband, the following children: Mrs. George Batdorf, Mrs. Otis Cole, Mrs. A. A. Hickey, and Bailey Hill, of Portland and one grandchild, Harvey Boylan, also of Portland. Mrs. Alice Martin, of Silver Lake, Oregon, is a half sister of Mrs. Hill.

CITY SCHOOLS TO BE CLOSED FRIDAY

George A. Harding, President of the Board of School directors, announced Tuesday night that the schools would be closed Friday on account of the primary. While the pupils will be in the same class as the suffragettes—voteless—it is safe to say they will have a better time than the electors, many of whom will be perplexed somewhat when they enter the polls as to which candidate should get their support.

THOMAS CARMODY.

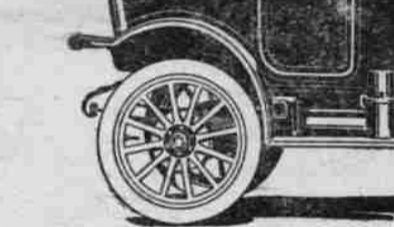
Attorney General of New York Interested in the Brandt Case.



LITTLE GIRL IS SCALDED TO DEATH

The two-year-old daughter of Mr. and Mrs. Clifford Soltus, of Sherwood, was scalded to death Tuesday morning. The child climbed upon a chair and fell backwards into a tub of scalding water. Physicians were called, but they could do nothing but alleviate the sufferings of the child. The little girl was a granddaughter of Mr. and Mrs. S. Weckard, of Sherwood, and of Mrs. Ford, a pioneer of Portland. The child had won several first prizes in county and grand fairs.

The Enterprise automobile contest is the most popular thing ever pulled off in the Willamette Valley.



[Studebaker-E-M-F "30" Touring Car \$1325

ONLY SURVIVORS ARE ON CARPATHIA

SEA KEEPS LAST SECRETS OF HUNDREDS WHO PERISHED ON TITANIC

WIRELESS GIVES LIST OF RESCUED

Exposure To Cold And Fog Supposed To Have Killed Scores Who Tried To Escape On Wreckage

NEW YORK, April 16.—Nothing that came from the sea today mitigated in any degree the horror of the Titanic tragedy. There are no known survivors that are not on the Carpathia. In icy, fog-smothered seas, where the Titanic sank, exposure must soon have destroyed those who were left to life belts or wreckage when all the boats were gone and no help had come and the great ship had foundered. The receding Olympic, whose powerful wireless began on Tuesday morning to recite the names of the living, continued the work today of relaying the Carpathia's dispatches, and successive bulletins posted at the White Star office kept many despairing men and women waiting all day and sent others away thanking God.

It is practically certain now that nearly all the men of the Titanic's company went down with the ship when she plunged two miles toward the ocean's floor, or that they perished miserably while clinging to wreckage of life servers in the icy waste that betrayed them. They gave up life within sight of the little rocking boats that held their women and children. It cannot be doubted now that among these were Colonel John Jacob Astor, Isidor Straus, Major Archibald W. Butt, aide to President Taft; George D. Widener, of Philadelphia; (Continued from page 1)

What Will Your Car Cost You-- After You Buy It?

Did you ever think of that? Service is a big item in modern automobile buying.

What Kind of a guarantee Have You Got?

Some manufacturers guarantee "for life." That's like a health insurance which expires when you're sick. It sounds pretty and is worth nothing. The Studebaker guarantee is full and complete. It stands for a year. You can understand that; you can bank on it. Remember, too, that a year covers the hardest part of a car's life. By the second year you know how to treat it. And with a Studebaker car its life is practically a matter of the care you give it. Take care of it and no limit can be named to its endurance.

What Parts Cost You?

We mention this gently because with many of our competitors it is a tender point. Their theory too often is, HOLD UP THE OWNER. So it is common knowledge that it costs three or four times as much to buy most cars part by part as it would to buy them all assembled. But every Studebaker part is listed at its proportionate cost in a complete car plus but a small percentage for handling.

Finally, How Quickly Can You Get New Parts?

Suppose they had to come a few hundreds or thousands of miles while your car lay idle. You, of course, would have to wait. Not so with Studebaker cars. We can furnish any part for an E. M. F. or Flanders car in two hours. The Portland branch carries a complete line of parts—a \$50,000 stock.

That name STUDEBAKER tells the whole story. It stands for square dealing. Rely on it. Your father did; so can you. Ask for a demonstration before you buy.

Pacific Highway Garage
12 & Main st.
Oregon City Agents