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HUGE WAVE HITS STEAMER BEAVER

WAITER ASLEEP IN BERTH IS THROWN ON FLOOR BY SHOCK

EMPTY STATEROOMS ARE SMASHED

Accident at Bar La Climax to Fierce Gale on Trip North From San Francisco—Beaver's Second Accident

ASTORIA, Or., Nov. 13.—(Special.)—As a climax of a trip northward along the Oregon coast in one of the worst blows of the season, the Beaver, flagship of the San Francisco & Portland Steamship Company's fleet, was overtaken as she was crossing into the river this afternoon, by a huge comber which crushed in the walls of her house and a half dozen staterooms aft, and sweeping forward with irresistible force, cleaned up the decks to the stern.

Only one person was injured. A waiter, asleep below, was thrown by the shock, when the comber struck, from his bunk and dashed to the floor with such force that his scalp was split open and he sustained a number of bruises.

Passengers were frightened by the impact of the wall of water as it came aboard and by the crashing of the house walls as they went down, but the staterooms which were demolished were luckily not occupied.

The Beaver had arrived off the heads at 6 o'clock this morning after traversing a mountainous sea in a fierce blow throughout the night. The sea was subsiding, but the sea was still running so high that Captain Mason did not attempt to take the steamer in.

At 2 o'clock this afternoon the tide being at flood, and the sea somewhat less rough, the Beaver started in. As she was crossing a shoal the great comber came up aft and broke over her stern with a roar that sounded to some inexperienced passengers as though the vessel were being torn in pieces.

After smashing the house and stateroom walls by its first impact the comber did no further damage except to flood a number of other rooms, among them the wireless operator's quarters, which he had just vacated.

After a brief stop here the Beaver proceeded up the river for Portland late this afternoon. Captain Mason telegraphed the news of his rough experience on the bar, and the Beaver will be met at Portland in the morning by Captain Crowe, Lloyd's surveyor, who will survey the damage done by the comber.

This is the second time this season that the Beaver has been struck by a comber while on the bar. On the previous occasion she sustained damage similar to that of today, although not so extensive.

While the series of gales that have been blowing along the coast since October 18, has subsided the bar at the mouth of the Columbia River is still extremely rough and the only vessel to cross out today was the steamer Breakwater. The Rose City, also of the San Francisco & Portland Steamship Company's fleet, is waiting here for subsidence of the waters so she can leave for California ports. Other vessels coastbound are the American-Hawaiian steamer Lyra, steamers Coaster, F. H. Leggett, Camino, Iagna, tanker Ausoncio, British steamship Manuana and British bark Owenec.

PRESIDENT FIXES CANAL RATES

PROTEST OF BRITISH IGNORED: TOLLS FOR FOREIGN SHIPS \$1.20.

INCREASED TONNAGE IS EXPECTED

Secretary of War Ordered to Prepare Rules for Measurement of Vessels to Assist in Carrying Out Edict

WASHINGTON, Nov. 13.—President Taft tonight issued a proclamation fixing the rates that foreign shipping shall pay for passage through the Panama Canal. The proclamation made under authority of the canal bill passed by Congress in August, establishes a merchant vessel rate of \$1.20 per net ton in actual carrying capacity, with a reduction of 40 per cent ship in ballast.

The provisions of the proclamation are as follows: "1. On merchant vessels carrying passengers or cargo, 40 per cent less than the rate of tolls for vessels with passengers or cargo.

"2. On vessels in ballast without passengers or cargo, 40 per cent less than the rate of tolls for vessels with passengers or cargo.

"3. Upon naval vessels other than transports, colliers, hospital ships and supply ships, 50 per cent per displacement ton.

"4. Upon Army and Navy transports, colliers, hospital ships and supply ships \$1.20 per net ton, the vessels to be measured by the same rules as are employed in demanding the net tonnage of merchant vessels.

The Secretary of War will prepare and prescribe such rules for the measurement of vessels, and such regulations as may be necessary and proper to carry this proclamation into full force and effect.

American coastwise shipping was exempted from all toll payment by Congress. It was to this provision of the act that Great Britain protested but no reference to the protest was made in the President's proclamation.

BIG DOUBLE SHOW AT THE Electric Tonight

Not only six big amateur acts but some of Portland's professional performers will appear in song and monologue.

BABY LAVERNE BROOKS and MASTER CORLIN PETERS in catchy songs. THE EALY CHILD ORCHESTRA (Miss Hilda Myers in Recitation)

(ARCH LONG in new Songs) VIOLIN SOLO, Home Talent, and many others. Four big Reels of Pictures featuring KING BAGGART IN THE MILLIONAIRE COP

Don't miss this entertainment, the Best ever in City for 5 and 10c.



LAVALLIERS

WITH the Dutch Collars which are so much in vogue this year no woman's outfit is complete without several pieces of neck adornment. Anticipating the popularity of this style in advance, we bought heavily in beautiful Lavaliers which make an ordinary neck look beautiful and a pretty one even more so. This is one of the handsomest pieces of jewelry ever worn and we have set a price that will leave us without one in stock.

BURMEISTER & ANDRESEN. Oregon City Jewelers. Suspension Bridge Corner

COMPANIONS IN MISERY.



INITIATIVE FREIGHT RATE BILL DISCUSSED

Traffic officials and attorneys of the Hill and Harriman lines held a conference Wednesday in Portland to discuss the so-called Medford freight rate initiative bill passed at the general election, which prescribes rates on certain classes of goods in less than car load lots.

Nobody seems to understand just what this bill will do if enforced, though railroad men agree in declaring that one sure result will be in raising in freight rates generally throughout the state, except in the particular classes of goods named in the bill. This they say must be done by the railroads in self-preservation, owing to what they point out as the ruinously low rates on these classes of goods that the bill would put into effect.

Portland shippers, especially, they say, would be injured. The Portland Chamber of Commerce may be brought into the fight against the measure on this account.

The measure is declared by attorneys to be so vague in its wording that any one of three constructions can be placed on certain portions of it.

Whether the railroads will try to enforce the new law has not yet been decided, and a definite course of action is not likely to be settled for several days. This, however, will probably be the course taken.

No joint action is at present contemplated by the railroads. If an injunction is asked, each railroad would bring suit separately to enjoin the railroad commission, the attorney general and probably the sheriffs and district attorneys of the counties through which the road passes from enforcing the law.

As an instance of the injustice the bill would work, railroad men point out that it would force the O. W. R. & N. to carry all classes of goods between Portland and The Dalles for less than the present water rate. This would not only be ruinous to the railroad, but would force the Open River Transportation Company out of business, because it could not compete with such a rate.

From Portland to Albany, it is further pointed out, the railroad would have to carry the goods named for less than the actual cost of transportation. The result, railroad men say, would have to be higher rates on other commodities.

HOME RULE IS ARGUED IN HOUSE OF COMMONS

LONDON, Nov. 13.—Speaker Lowther of the House of Commons, today ruled Premier Asquith's motion for a reconsideration of the home rule vote on Monday out of order. He declares, however, that it is without precedent in British Parliamentary history.

Premier Asquith said a reconsideration of Monday's vote was necessary or it would be impossible to continue the home rule bill.

Andrew Bonar-Law replied. He quoted Asquith's bitter denunciation of Balfour for refusing to resign following an adverse vote against the conservative administration several years ago. He concluded: "The only honorable course for the present Liberal Cabinet is to resign or dissolve Parliament and force an election in view of the Balkan crisis I am willing to delay pressing such a policy temporarily."

3 Couples Get Licenses. Licenses to marry were issued Wednesday to Garnett Peebles and Herbert Kruger, Martha Oliver and E. Dallas and Stella Bernice Fenney and August Herman Eliason.

DRUNKEN MEN ARRESTED. John Smith and John Reynolds were arrested Tuesday evening by Night Officer Green. Both are charged with being under the influence of liquor.

PHEASANT HUNTER FINED. James Mahlum, who was accused by D. C. Wilson, Deputy Game Warden, of killing a China pheasant Wednesday at Canby, pleaded guilty and was fined \$25 by Justice of the Peace W. W. H. Samson.

Two Couples Married. The following couples were married in the Justice of the Peace's office Wednesday: B. Dallas of Portland and Miss Martha Oliver and Herbert Kruger and Miss Garnett Peebler, of Portland. Justice of the Peace W. W. H. Samson officiated.

TRAIN IS WRECKED; EIGHTEEN DEAD

INDIANAPOLIS, Nov. 13.—Eighteen lives were forfeited at Irvington, a suburb of Indianapolis, early today, by the carelessness of a brakeman of the Cincinnati, Hamilton & Dayton Railroad in neglecting to close a switch after a freight train had backed onto a siding in compliance with orders to meet a passenger train. A few minutes later the Cincinnati-Indianapolis passenger train, heavily loaded, crashed into the freight, instantly killing fourteen passengers and injuring four others so badly that they died later in a hospital here.

The dead: Albert Allen and Mrs. Allen of Los Angeles; Christian Cheney and Mrs. Cheney and Cheney's brother, all of Jackson, Ky.; Charles and Chester Cheney, children of Christian Cheney; Christopher Imholt; Joseph Palmer; Conductor Irvin Wiggins; Fireman Fred Hutchins; Brakeman Bert White; Benjamin Hoyle; two unidentified men.

More than twenty other passengers were injured, and the death list may be increased.

Most of the victims were riding in the smoking car and were en route from Indianapolis to Cincinnati.

The freight train was standing on an open switch when the crash occurred. An exploding gas tank fired the wreckage, but the flames were soon extinguished by a bucket brigade.

Conductor Williams was crushed to death as he stood in the aisle of the day coach collecting tickets. His body was found in an upright position jammed between two seats, his glasses still on his nose.

"As the master is a leading stockholder of this company he should now get out of office," said the governor, "and if he doesn't he will have to take the consequences. The confession of guilt of the directors will be good material for having the company's license revoked."

MRS. DYE DECLINES TO OFFER FOR MAYOR

Mrs. Eva Emery Dye, who has been urged to enter as a candidate for mayor of Oregon City, announced Wednesday that she had declined to do so. In response to the requests of many of her friends to announce her candidacy she made the following statement:

"I believe there is a great future for women in civic life, but for my own individual part, I prefer to stay at home and write books and vote for somebody else."

HUSBAND SUING, SAYS WIFE NEGLECTFUL

R. Hayes filed suit Wednesday for a divorce against Emma Hayes. They were married in Portland July 20, 1901, and have two children. The plaintiff alleges that defendant has been cruel and had shown neglect, which commenced seven years ago. The plaintiff further alleges that the defendant is addicted to the use of drugs.

Circuit Judge Campbell granted the following divorces Wednesday: Mabelle M. Robertson against H. C. Robertson. The plaintiff was allowed \$450 alimony. J. H. Berry against Greta E. Berry.

UNMARRIED WOMEN ENTERTAIN REBECCAS. The unmarried members of Williamette Rebecca Lodge No. 2, I. O. O. F. entertained the married members Tuesday evening. A musical and literary program was splendidly rendered, after which dainty refreshments were served. The married members entertained the unmarried members recently. There was a large attendance.

SUE FOR \$740.20. L. C. and Fred Himler Wednesday, through Attorney H. E. Cross, filed suit for \$740.20 against S. P. Christensen. They allege that they entered into a contract with the defendant April 27, 1912, to float railway ties down the Clackamas River from J. B. Cummins' sawmill to Parkplace. It is charged that the defendant shipped fifty five cars of rails after they had reached Parkplace for which he was to pay \$1613.48, but that only part of the money had been paid.

SUFFRAGETTES TO CONDUCT ELECTION

GLADSTONE COUNCIL APPOINTS WOMEN OFFICERS AT POLLS

"WE'LL SHOW THEM," DECLARES ONE

Mrs. Burke and Mrs. McGetchie, Members of Board, Will Be Chairwomen of Unmarried Ones

Five ardent suffragettes, all well known Gladstone women, were Tuesday evening appointed judges and clerks of the municipal election to be held in that progressive little city the first Monday in December, and will be given an opportunity to prove themselves capable of assuming the peculiar responsibilities that attend "Votes for Women." Those selected by the city council for the momentous task are the Misses Pearl and Iva M. Harrington, Miss Ada Hulbert, Mrs. Tom A. Burke and Mrs. R. M. McGetchie. Four of the appointees have valiantly accepted the appointments without protest. The fifth will decide soon, and if she accepts, the destinies of three councilmen and the city recorder will be placed entirely in the hands of the fair ones.

"We'll show them," said Miss Harrington. "I think the council did it to be cute. But we will show them we can handle an election just as well as the men."

Miss Harrington knows whereof she speaks, for she has been deputy county clerk for two years, and understands election procedure thoroughly.

Mrs. Burke and Mrs. McGetchie, the only married members of the newly appointed board, will in addition to their present duties assume the role of chaperones for the day, and have hinted that all forms of election etiquette will be rigidly enforced—even more so than at the election a week ago last Tuesday at Gladstone when a Hull Moose and a Socialist tried to vote the same ballot at the same time.

"None of that under our regime," declare the appointees.

COUNCIL TO DISCUSS FREIGHT FRANCHISE

The freight franchise of the Portland Railway, Light & Power Company will be discussed at a meeting of the City Council this evening. A committee has been working on the proposed franchise for some time, and will be ready to make a report. A meeting of the council to which the people will be invited to make suggestions will be held soon. A majority of taxpayers are said to oppose granting a franchise for more than five years.

The reducing of telephone rates also will be discussed this evening. A conference between representatives of the telephone companies and the committee was held Tuesday. The representatives of the telephone companies placed their data before the committee and the committee will make a report tonight.

EIGHT DEMOCRATS SEEK POSTMASTERSHIP

A \$2400 annual plum in the shape of the Oregon City postmastership is a prize local Democrats are not overlooking. While T. F. Randall, who has made an excellent official has two and one-half years to serve, at least eight stalwart Democrats have their eyes on the place and have so announced. While George A. Harding was the first to announce that he would actually be an applicant for the position the others were close on his trail. An Enterprise man took a census of the applicants and prospective applicants Wednesday with the following results: George A. Harding, W. C. Green, E. T. Mass, J. H. Cooke, G. F. Johnson, James P. Lovett, T. J. Myers and C. W. Kelly.

ALASKA NEWSPAPER MAN VISITS WILSON

Joseph J. Green, who is connected with the Dawson Daily News, visited Governor William J. Wilson Wednesday. Mr. Green has been connected with the Dawson News for nine years and has been in Alaska for 16 years. This is his first trip out of Alaska for five years, he having made a trip to Portland in 1907. Before connecting himself with the Dawson News, Mr. Green had been connected with several mining enterprises in Juneau. He will make his residence in Portland for the winter.

CANBY BANK STATE RESERVE

Superintendent of State Banks, Mr. Wright, has appointed the Canby Bank & Trust Company of Canby, a reserve bank for all state banks. The Canby bank is the only bank between Portland and Salem so designated. The bank carries a large reserve and it is probable that it was due to this fact that they were appointed a reserve bank.

POSTOFFICE READY FOR PARCEL POST

RANDALL WARNS PATRONS NOT TO USE ORDINARY STAMPS ON MAIL

PARCELS MAILABLE AT THE OFFICES

All Packages Must Bear Return Address of Sender or They Will Not Be Accepted by Postmaster

Postmaster Randall announced Wednesday that he had made arrangements for the starting of the parcel post service in this city and county January 1. He said that there were many things in relation to the service which the public must thoroughly understand in order to prevent friction and delay at the start. Mr. Randall has received instructions from headquarters that distinctive parcel post stamps must be used on all fourth class matter (parcel post) and that matter bearing ordinary stamps will be "back for postmark."

"Parcels will be mailable only at postoffices," said Mr. Randall, "branch postoffices, lettered and local stations and such numbered stations as may be designated by the postmaster. All parcels must bear the return address of the sender, and if they do not they will not be accepted for mailing."

Mr. Randall thinks there will be a large parcel post business in this county, and he expects the assistance of the public, in that the rules shall be strictly adhered to at the beginning. The new service will cause much more work at the office and eventually it is probable that more persons will be employed.

ELK HEADS INVITED TO BIG DEDICATION

Plans are being formulated for the dedication of the Elk's home to be held next Wednesday. The program has not been completed but a partial program shows a busy day for the members of Elklodm and their wives. Grand officers from all parts of the state will be in attendance, as well as hundreds of Elks from nearby cities who will journey to Oregon City to see the new home dedicated.

The laying of the corner stone will take place at 2 o'clock. The home will be thrown open to the general public in the afternoon while other functions of the day are for members of the order and their families. Dinner will be served at the armory commencing at five in the afternoon and continuing until midnight. The committee is planning on a spread. The grand ball will be given in Busch's Hall in the evening. Fox's orchestra of ten pieces will furnish the music for the dancers.

TIRE BURSTS; AUTOISTS CONTINUE JOURNEY

Harry L. Young, who is commercial manager in Oregon City for the Portland Railway, Light & Power Company, and H. Moore, District Superintendent for the Pacific Telephone & Telegraph Company, met with an accident while enroute for Portland in an automobile. The accident occurred near Oswego at 7:30 Wednesday evening. The front left tire blew up, nothing being left but shreds of rubber. Not having an extra tire with them, and having an appointment at Portland at eight o'clock, they continued their journey on a steel rim. Arriving at the outskirts of the city they telephoned for a machine to convey them to their destination, leaving their car at a machine shop. The car was not damaged, though the rim was battered up badly. Mr. Moore, who was driving, put on the emergency brake when the accident occurred suddenly, threw Mr. Young into the road, though he was not injured severely.