

# TRAIN KILLS TWO SHAVER BROTHERS, AUTO IS WRECKED

(Continued From Page One)

the crossing from the time it was visible 400 feet down the track.

## BRAKES HELD FUTILE

Fred A. Rasch, examiner for the public service commission, today that the train could hardly have stopped in that distance had the motor-man applied the brakes after first seeing the automobile. He said a train of that type cannot go more than 47 to 48 miles an hour, as has been proven by recent tests.

Rasch stated he would examine the accident further and make a report. He was not certain that a hearing would be held before the commission. That will be determined after the report has been submitted.

Captain Charles Cox of the Shaver Transportation company saw the accident from the river steamer Hercules. He could only see the top of the automobile, he said. It appeared to him as if the automobile stopped directly on the tracks and then lurched forward, but the train, was upon it before it could clear the tracks. He said that so far as he knew Lincoln Shaver was a good driver and capable of handling an automobile in almost any emergency.

## TO HOLD INQUEST

Deputy Coroner Leo Goetch said an inquest probably would be held Friday night.

A double funeral will be held for the Shaver brothers from Finley's chapel at 2:30 o'clock Saturday afternoon, with final services at the Portland crematorium.

The Shaver brothers were killed at 4 o'clock Wednesday afternoon when the automobile in which they were riding was struck by a special inbound Southern Pacific electric train carrying O. A. C. students bound home for the holidays.

There was not time for the unfortunate men to jump from their machine. The train, six cars in length, struck the automobile broadside and smashed it into hundreds of pieces. Wreckage was scattered in all directions.

The bodies of the two men, badly mutilated, were found under the train after it had come to a stop in its length—six cars. Lincoln Shaver's body was lying under the front trucks of the leading car. It was mangled almost beyond recognition. Farther down the side of the track almost to the middle of the train was found the body of J. W. Shaver. He was alive when trainmen reached his side, but he died before first aid could reach him.

The bodies were taken in charge by the coroner and sent to the morgue. The train came on to Portland after the fatal accident and its conductor, E. M. Renfro, No. 512 Tibbetts street, reported to his office. The engineer, H. M. Mooney, No. 4303 East 35th street, also made a statement to the police.

Engineer Mooney told police that he stopped the train as quickly as possible. He said he saw the automobile coming onto the tracks and blew his whistle, warning the driver of the approach of the train. He said when he saw the car stalled he applied all emergency brakes, but he could not stop before he was upon the car. The train, which was traveling at an estimated speed of 45 miles an hour, struck the car in the center and split it in two.

Traffic Investigator D. R. Mobley of the police department was on the scene a few minutes after the accident and made an inquiry.

Fred A. Rasch, examiner for the public service commission of Oregon, was on the scene immediately after the accident. He made a hasty sketch of the locality to aid him in submitting a preliminary report to the commission, who will determine whether a more complete hearing is to be authorized. There is no bell or other warning signal at the spot where the accident occurred and the commission may consider the advisability of installing a permanent signal for pedestrians and motorists.

## WAS WELL KNOWN

Captain J. W. Shaver was known to thousands of Oregonians as one of the most experienced steamboat men in this part of the country. As manager of the Shaver Transportation company he was active in the affairs of the waterfront.

Captain Shaver first operated the steamer "Hydra" on the Salem-Port-

# Victims of Crossing Accident and Wreck of Their Car



Above—Wreckage of the automobile in which Captains J. W. Shaver and Lincoln Shaver were seated when it was run down and demolished by a Southern Pacific electric train at the foot of Nebraska street yesterday afternoon. Below, at the left, Lincoln Shaver; at the right, J. W. Shaver. Both were widely known rivermen, officials of the Shaver Transportation company.

land run in 1880. He made only one trip to the capital city and then changed his plans.

Turning to the lower river as a better source for future success, Captain Shaver sent the "Hydra" down the river on the Clatskanie run. It was here he earned most of the money that later he used in backing the Shaver Transportation company.

## BUILDS STEAMER

Business was good on the Columbia run and soon the "Hydra" proved to be inadequate for the traffic. Captain Shaver then built the steamer "G. W. Shaver," which he named after his father. He put this boat on the lower Columbia run with his first steamer.

Twelve years after the launching of the "Shaver" the "Sarah Dixon," an-

other of the Shaver fleet, was sent down the ways of a Portland shipyard. The "Dixon" was operated with the two others.

Later several steamers were added to the fleet, among them the "Cascaides" and the "State of Washington." The latter was destroyed several years ago at Astoria when an explosion in the boiler room wrecked the ship.

Most of Shaver's business was in the towing and lightering end of river traffic. His fleet of boats can be seen on the river any day.

## HAD NINE STEAMERS

At the time of the death of the two brothers, the company controlled a fleet of nine steamboats. They sold the steamer Wauna to Drake C. O'Reilly several hours before their death.

Captain J. W. Shaver was born at Waldo, Or., September 2, 1859. His father was George W. Shaver, pioneer and founder of the Shaver Transportation company. Captain Shaver was the second of five sons, the others being Jean, George, Delmar and Lincoln Shaver. George and Delmar are the only survivors among the boys. Three sisters are living—Mrs. Alice Wintenberg, Mrs. George Hoyt and Mrs. Albert Heintz, all of Portland.

Captain Shaver entered the water transportation business in 1880 and was active in the work until his death. He was general manager and secretary of the company.

For eight years Captain Shaver was a commissioner for the Port of Portland. During the World war he was on the state advisory committee and took an active and helpful part in promoting various branches of war service.

In 1886 Captain Shaver and Miss Annie Schlich were united in marriage, the bride being a son of one of Oregon's oldest pioneer families.

## MEMBER OF WOODMEN

Captain Shaver was a member of the Woodmen of the World and of the Auld Lang Syne society. He lived on the old Shaver homestead at No. 169 Cherry street.

Lincoln Shaver was born in old East Portland, October 1, 1861. He was vice president and chief engineer of the Shaver Transportation company. In 1892 he married Miss Bertha Keppler. The wife and one son, Leonard, survive.

The four brothers—J. W., George, Delmar and Lincoln—rounded-out and supplemented the work of each other and contributed much to the upbuilding and development of this section of the country. John Shaver, the eldest brother, who lost his life as a deputy sheriff in Clackamas county some years ago, was never identified with the transportation business.

**THREE SHAVER BROTHERS MEET TRAGIC ENDINGS**  
Oregon City, Nov. 30.—Death of the Shaver brothers in yesterday's accident makes three tragic endings in the family. In 1890 John Shaver, eldest of

the five sons of George W. Shaver, Oregon pioneer, was killed in a sensational chase after Ruf Smith, who turned desperado after killing Night Officer Hanlin in Oregon City when the latter caught him attempting to rob a store.

Shaver, then a deputy sheriff, with Sheriff Bob Beattie and a Woodburn peace officer, lay in wait in the night for Smith, reported at bay in woods near Woodburn after being chased from Oregon City. When a stranger appeared the three, not sure of his identity, did not challenge him. The stranger, who proved to be Smith, opened fire, killing Shaver and the Woodburn official. Again Smith fled.

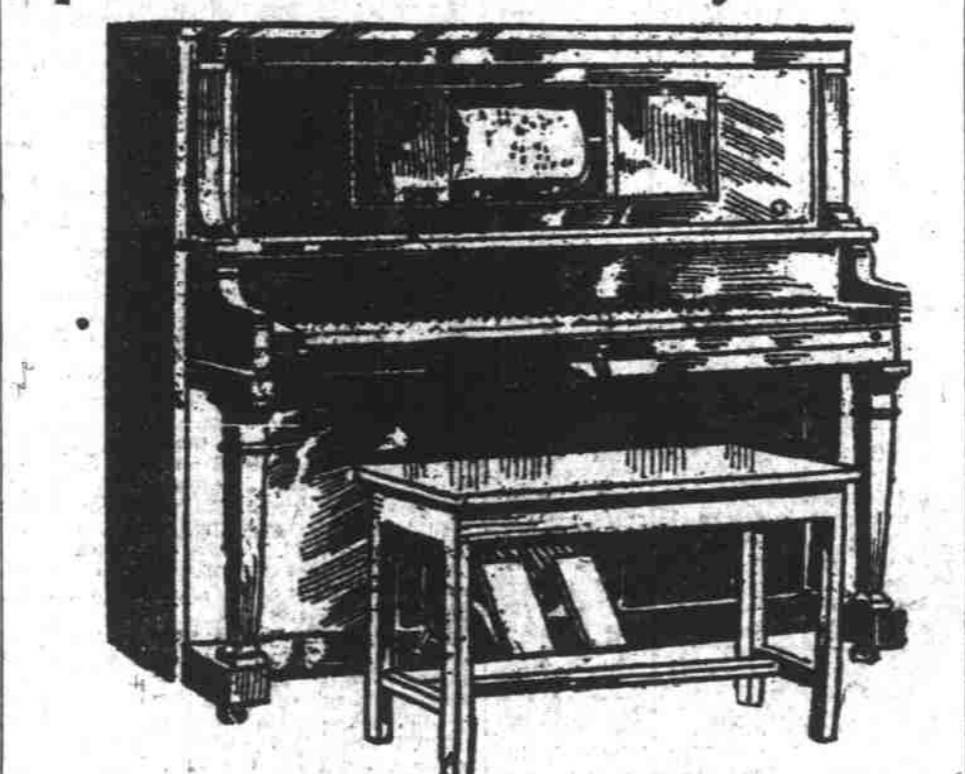
Bloodhounds were brought to the valley from Eastern Oregon and Smith was cornered two days later in woods between Canby and New Era, the deputy in charge of the hounds killing him in a pistol fight.

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## Legion Men to Go to Indianapolis Meet

Accompanied by Morgan Keaton and Henry Wise, state adjutants of the American Legion of California and Washington, Harry N. Nelson, adjutant of the Oregon department, will leave tonight at 11 o'clock for Indianapolis. A conference of state adjutants is scheduled at the legion headquarters December 7 to 9, which the three western men will attend. Nelson expects to return to Portland about December 13.

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## Mrs. Harding Has Turkey Served in Her Own Room

Washington, Nov. 29.—(U. P.)—Celebration of Thanksgiving day at the White House was a quiet family affair.

President and Mrs. Harding had an unpretentious little dinner for two served in Mrs. Harding's own room, luxuriant with flowers sent by numerous friends.

The simple dinner today contrasted strikingly with the elaborate spread of other years, when relatives and friends of the family have gathered about the huge banquet table in the state dining room on the lower floor of the mansion.

There was turkey, cranberry sauce and the usual trimmings—for the president, Mrs. Harding, on account of her condition, was allowed only a light dinner, but was permitted to taste of the wide assortment of fruit which was sent as a gift from the department of agriculture.

## Coast Colleges To Hold Two-Day Conference Here

Representatives from universities and colleges of the Pacific coast have been summoned to Portland to discuss inter-collegiate forensic relations in a two day conference at the Multnomah hotel. S. B. Bender, forensic manager of the University of California, issued invitations to the conference. Institutions which have been requested to send delegates are the University of British Columbia, the University of Washington, Reed college, the University of Oregon, Oregon Agricultural college, and the University of California.

Arnold Perstein, faculty forensic adviser of the University of California, will be present to confer with delegates from other institutions relative to forensic relations. Suggestions for

improving debate and regenerating interest in forensics probably will be discussed. William F. Graham, debate manager at Reed college, and Robert Brady, president of the Reed International Relations club, will attend the conference.

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