

# Oregon City Courier-Herald.

OREGON CITY, OREGON, FRIDAY, MARCH 29, 1901

18th YEAR, NO. 45

COURIER ESTABLISHED MAY, 1883  
HERALD ESTABLISHED JULY, 1883  
INDEPENDENT ESTABLISHED 1898

## CONSOLIDATED IMPLEMENT COMP'Y

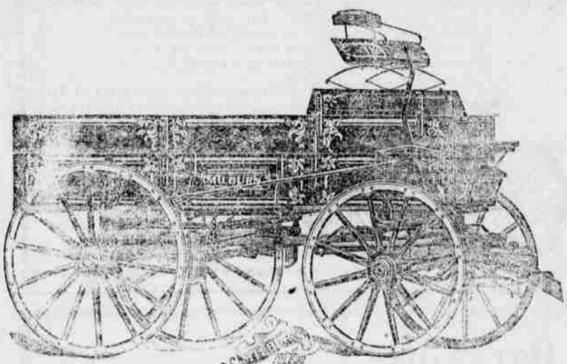
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OREGON CITY

### NEW PROSPERITY.

In the Days When Canemah Was a Commercial Center.

Captain Bass Miller, the pioneer steamboat man, who now lives in solid well-earned comfort in his Canemah home, vividly remembers the time when that town was an active, bustling center of commerce and passenger traffic. He in common with other residents of that historic town confidently believe that a new era of prosperity is dawning on the picturesque town that almost forms a crescent on one side of the deep water harbor above the falls. The promised early completion of the motor railway to the southern limits of that burg, has given the inhabitants a buoyant feeling of better times coming.

However, this will not be the first line that ever connected Canemah with Oregon City. In early days Canemah had a shipyard, where all the boats were built that ran on the upper river. Canemah was the lower terminus of the upper river boats, and freight and passengers were transferred by wagons to the connecting boats below the falls. The traffic increased to such an extent that finally a car line was put on propelled by mules and horses. The cars three or four in number were short dumpy affairs, but the business grew until even their capacity was taxed. Finally an enterprising company erected a basin on the West Side and an elevator was rigged to carry the freight to and from the steamers above and below the falls. This burned down and was rebuilt.

The P. T. Company wanted to put in the locks system on the Oregon City side of the river, but the people wouldn't have it that way. There were no railroad trains in those days, and the immense freight and passenger traffic between Portland and the upper Willamette valley passed through Canemah and Oregon City. Stores, hotels and saloons all did a rushing business, and it was believed that it would continue that way until Gabriel tooted his horn. Some of the people thought that it would be impracticable to build a locks system, especially on the West Side; that the people of the Willamette Valley would always pay tribute to Oregon City.

Had the locks been built on this side of the river the attendant results can be imagined. Passengers on the boats would visit the city while the boats were passing through the locks; "Goose flat" would now be covered with mills and factories, all within the taxable corporate limits of the city. Yet, only, this is what might have been. However, the Canemah people have good cause for rejoicing over better conditions. The railway line is almost completed to the first Southern Pacific railroad crossing, and considerable grading has been done on the right of way through the town of

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# Frank Busch

THE HOUSEFURNISHER

Canemah. The Company had secured grounds for a wharf on the river front at the upper end of the town, and it is expected that the up-river boats will here transfer freight and passengers to the car line, and Canemah will again be a place of bustling activity.

Captain Bass Miller, who is now 73 years of age, has resided in Canemah since 1852, and was actively engaged in steamboat traffic until about 10 years ago. He says that if he runs steamboats again it will be in the next world, as he has heard that there are rivers there. Captain Miller was the first engineer on the upper river, holding that position on the steamer Canemah. He was captain and pilot on many boats and owned interests in the McCully, Belle, Willamette and the boats. He brought the first boat, the Shoshone down the Snake river from Boise over the rapids, making a successful trip; also brought the Nez Perce Chief from Celilo to Portland down the Columbia.

### FARMERS' TALK.

#### Opinions on Diversified Farming, Road Making, Etc.

Dr. Withycombe, of the state agricultural college, advances a scientific opinion that summer fallowing is not a good thing for the Willamette Valley, for the reason it is impoverishes the soil by destroying a latent food principle, called humus. However, many Clackamas county farmers, while contending that it would be a greater advantage to the land to sow clover and plow it under, assert that summer fallowing more than doubly increases the productivity of the soil, and at the same time cleanses the ground of the noxious weeds.

Deputy Sheriff J. E. Jack, who has spent the greater part of his life on a farm, states that he has been an eyewitness of the benefits derived from summer-fallowing. A neighbor of his, residing near Marquam, had cropped his ground year after year with wheat until the yield only averaged from five to 10 bushels per acre. After thoroughly summer-fallowing a field for one season the yield was 26 bushels per acre. Mr. Jack says that summer-fallowing to be effective must be thorough. The ground should first be plowed in the spring, frequently stirred with a harrow during the summer, and plowed again before sowing in the fall. The best results, however, are obtained by pasturing the summer-fallow with sheep, thus keeping the ground cleansed of weeds, that spring up rapidly on account of the mellow condition of the soil, while the droppings from the sheep act as a fertilizer. (And it is possible that the sheep might regulate the humus question.)

County Commissioner J. R. Morton believes that summer fallowing is highly beneficial, if done properly. The top of the soil must be kept mellow, otherwise it will bake. Unless the summer-fallowing is done properly, it just as well to attempt to clean the ground with diversified crops.

Ex-County Commissioner Richard Scott, of Milwaukie, says that his ground is too valuable to admit of summer-fallowing.

J. Burgoyne, of New Era precinct, says that the proper way to fertilize and recuperate the soil is to sow in clover

pasture and plow it under. In this way it is estimated that six tons of fertilizing matter will be added to the soil by one year's seeding down with clover.

J. W. Meldrum, ex-county judge, believes that the best material for improving county roads is gravel of sufficient firmness to cement. He considers that crushed rock is too soft in the substance to be the best material for road making. Lumber is all right where it is too far to haul the gravel, and timber is convenient. However, there is a likelihood of timber becoming higher-priced, and in that event would be too costly for use in repairing roads. His plan would be now to put down plank in such locations with the ultimate plan of replacing the plank with gravel. Mr. Meldrum says that the improved roads cannot be kept in the desired condition until a system of station supervising is adopted. On the improved roadways in European countries section men are constantly employed to keep the road in the best condition. It is cheaper to do this than to build new roadways every few years, and Judge Meldrum believes that it would be a matter of economy to put section men on the roads already improved in Clackamas county.

### PROBATE COURT.

#### Several Orders Handed Down by County Judge Ryan During the Week.

In the matter of the estate of John Acker, deceased, letters of administration, with the will annexed, having been issued to Gilbert L. Hedges, J. P. Lovett, Fred Greenman and Bruce C. Curry were appointed appraisers.

In the matter of the estate of Sofia Ann Sconce, deceased, the petition of S. W. Hardesty, administrator, was granted for an order to sell the real estate, and citation was ordered issued to the following heirs: W. S. Sconce, Virginia Smith, Needy; Elmer E. Hardesty, San Francisco, Calif.; Edith M. Eisenhart, Medford; Mabel Tubbs, San Francisco; Robert Sconce, Woodburn.

In the matter of the estate of J. L. Cochran, deceased, it appearing to the court from the petition of A. T. Cochran, administrator of the above entitled estate, that said J. L. Cochran died on the 8th day of February, 1901, and that petitioner was appointed administrator, therefore an order is granted to sell the real property of the estate.

In the matter of the estate of Philip Wolfe, letter testamentary having been issued to Margaretha Wolf, on petition Jacob Steiner, Pete Bohlander and Peter Bott were appointed appraisers.

In the matter of the guardianship having been issued to Theresa Staben, the following were appointed appraisers: H. Holloman, Fred Kamrath and G. A. Schnebel.

In the matter of the estate of Martha J. Shaw, deceased, E. L. Shaw was appointed administrator. It appearing that the deceased has left no will, following are the names of the heirs and their residence: Samuel Shaw West Lake, Idaho; Amanda Upton, Mary Heller, Portland; Minnie McKean, Jefferson R. Shaw, Oregon City; S. B. Latourette and Ed L. Shaw, Oregon City. The personal

property of the estate is of the probable value of \$300. The appraisers appointed are: O. T. Williams, Fred J. Meyer and J. W. Cole.

In the matter of the estate of Ole Pederson, deceased, Ole Mikkleson, administrator, presented his duly verified petition, praying for an order to sell the real property of the estate, and citation ordered that said property be sold on the 27th day of April.

### ELEVATOR FELL 30 FEET.

#### At the Rear of the Woolen Mills Injuring Six Persons.

On account of a rope breaking a freight elevator at the rear of the woolen mill dived a distance of 30 feet, more or less seriously injuring six of the occupants. May Curl, who was sitting on the bottom of the elevator stage escaped injury. The six injured were Jennie Wilkinson, Ida Shelton, Mamie Baxter Peter Somers, Milton May and Charles Ware. The three former received the most serious injuries. Peter Somers and the two boys were not seriously hurt, receiving some severe sprains and a general shaking up. The condition of the three girls was most serious, Miss Wilkinson's state being critical early in the week.

There are two freight elevators at the rear of the woolen mill, and the employees had been repeatedly warned not to use them, notices having been posted to that effect. A number of the hands, however, persisted in using the elevator in preference to the walking up the stairways to third and fourth stories.

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### The Clear Creek Creamery.

W. J. Kirchem, president of the Clear Creek Creamery Association, left Tuesday night for Albany, where he will remain a day or two familiarizing himself with the workings of the creamery plant there. The Albany creamery has reached a high standard of excellence, and valuable information can be secured by watching its workings. This company was recently incorporated with a capital stock of \$1500. The other officers of the company in addition to President Kirchem are: Vice-president, A. L. Cooke; secretary, F. Riehoff; treasurer, F. Nelson.

Forty first-class men are giving the enterprise active support, and all are enthusiastic as to the ultimate success. That community has energetic lot of farmers, with thorough business qualifications, which assure the success of the new creamery. This creamery will be started up with the milk from 150 cows, but the plant will have a capacity to handle the product of 300.