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OREGON CITY, OREGON, FRIDAY, JULY 5, 1901

19th YEAR, NO. 7

COMMISSIONERS' REPORT.

On Grade Crossings Over Railroad Track in Canemah.

In the matter of the prevailing litigation between the Oregon City and Southern Railway Company, on the one side, and the Oregon & California Railroad Company, and the Southern Pacific Company on the other, the commissioners appointed by Judge McBride to determine on the Canemah crossings submitted their report to the court last Friday. The report in substance is as follows:

The first crossing shall be made as follows: The railway line of the Oregon & California Railroad Company at the point of the first crossing is on a sharp curve approximately a 10-degree curve. The line of railway of the plaintiff corporation at such proposed crossing is approximately straight. The angle of the crossing shall be such that the tangent of the railway line of the Oregon & California Company at the point of crossing shall intersect at an angle of 26.33 degrees. This first crossing shall be at grade on the line of the present surface of the line of the Oregon & California Railroad Company's track at the point of crossing. A crossing piece shall be inserted in said Oregon & California Railroad Company's track, the report describing its construction in technical detail. The trolley wire shall be at least 22 feet and six inches in the clear above the rail. No cross wires shall be strung on poles set within 20 feet of either side of center line of main track of the railroad company, and all other wires except trolley wires needed by the plaintiff corporation crossing the said railroad track, shall be at least 25 feet above the top of the rail. Details for signals, Scotch blocks, etc.

The second crossing shall be made in all respects like the first one, save that the angle of the crossing shall be 90 degrees instead of 26.33, and there shall be some modification in technical points.

In concluding this report your commissioners believe it their imperative duty in the light of their experience in building and managing railroads to submit to your honorable court certain considerations that are forced upon their attention by this case, to-wit:

First—A grade crossing is a menace to life and property under all circumstances even when guarded by the most perfect device known. In our judgment it should never be allowed when it can be properly prevented.

Second—In the present instance your commissioners would have decided upon an overhead crossing if it could have been built without undue interference with the county road.

Third—Your commissioners each emphasize their decided opinion that the line of the electric road is improperly located. They find on personal investigation that it might and should have been placed along the river bank between the Southern Pacific line and the river. Even if it had been necessary to move the track of the Southern Pacific a trifling distance eastward for which there is abundant room without serious damage to abutting property or the alignment of the existing Company. Such lateral movement would not in their judgment exceed 10 feet.

ALFRED F. SEARS,
 C. F. LESTER,
 WALLACE B. CHASE,
 Commissioners.

Commencement Exercises at St. John's Parochial School.

Three bright pupils graduated from St. John's Parochial school last Thursday evening. They were: Miss Nora Hanifin, the eighth grade, and Master Florence Sullivan and Miss Maggie McDonnell from tenth grade. The lecture room was crowded with interested auditors, and the tasty decorations of orange blossoms and ferns showed off to good advantage. The musical and literary program was an excellent one, very creditable to the pupils and the Sisters, who had given them careful training, and to Father Hillebrand as director of the school. The opening chorus was "Flag of the Free," sung by the pupils, one of the Sisters being accompanist at the organ. Miss Nora Hanifin, the graduate from the eighth grade, gave the address of welcome, with excellent elocutionary effect, and her consecration was good. Next followed a recitation, "My Dolly," by little girls, and a song, "Uncle Sam," by little boys. A recitation, "Potato and Strawberry," was given by Tiny Draper and Agnes Justin. "McCafferty's Feet" was a class song, and "Tommy's Monday Morning" was sung by the Juniors. "Daisy Fair" was a motion song, by little girls, and a "Boy's Reward" was a class recitation. A dumb bell drill by boys preceded "Our Country Bright," by Juniors. Hattie Chambers recited "Abraham Lincoln and the Poor Woman," followed with a duet by Anna Michaels and Artice Bergman. Miss Nora Hanifin recited "Flowers," followed with a fan drill by little girls. The seniors sang, "Must We Leave the Old Home, Mother," followed by Florence Sullivan's excellent graduating essay, "The Origin of Society." A violin solo by Master Frank Busch preceded Miss Maggie McDonnell's clever graduating essay, "Thomas A' Becket." Father Hillebrand presented the diplomas and gave the graduating address. The members of the graduating class were fairly overwhelmed with bouquets and baskets of flowers. An admission fee was charged for the benefit of the library fund.

White Man Turned Yellow.

Great consternation was felt by the friends of M. A. Hogarty, of Lexington, Ky., when they saw he was turning yellow. His skin slowly changed color, also his eyes, and he suffered terribly. His malady was Yellow Jaundice. He was treated by the best doctors, but without benefit. Then he was advised to try Electric Bitters, the wonderful Stomach and Liver remedy, and he writes: "After taking two bottles I was wholly cured." A trial proves its matchless merit for all Stomach, Liver and Kidney troubles. Only 50c. Sold by George A. Harding, Druggist.

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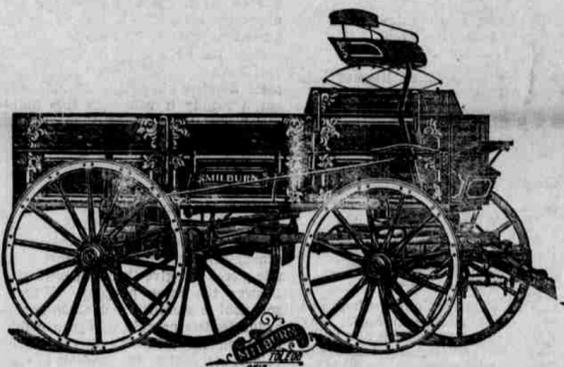
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Magazine Notices.

The mid-summer fiction number of the July Cosmopolitan contains the best story Bret Harte has written in a long time. The well known Jack Hamlin is the hero, and he will be eagerly welcomed back by the public. Desperado and gambler that he is, theoretically we ought not to like him, but he has that fine courage too rarely met with in real life or in fiction, and those who read "A Mercury of the Foothills" will probably lose sight of his faults in following the events which take place "that heaven-kissing hill." Katrina Trask's story in the same number should be read by every woman. It is one of those homely tragedies constantly going on in modern society. It is probably the cleverest piece of work Mrs. Trask has ever done. R. K. Munkittrick's quaint New England coast yarn has a breeziness about it that makes it really refreshing. The July instalment of Egerton Casdell's story begins to raise the curtain on the inevitable ruin which the Duke of Clony's weakness must bring on those who love him.

A unique and interesting article on "The Personality of the Mikado" is contributed to the July magazine number of The Outlook by Dr. William E. Griffis. Dr. Griffis as professor of chemistry in the Imperial University, conducted experiments in the presence of the Emperor of Japan, and met him on several occasions, so that the account contains some personal reminiscence as well as information with regard to Eastern matters, on which Dr. Griffis always writes with authority. Photographs of the Mikado, the empress, and the crown prince and princess, together with some other hitherto unpublished illustrations accompany the article (\$3 a year. The Outlook Company, 287 Fourth Avenue, New York.)

Visit Oregon City Waters.

The congressional committee of the National House of representatives, visited Oregon City Saturday evening on their return trip from up the valley. The party was accompanied by United States Senator Simon, Congressmen Meedy and Tongue, Southern Pacific of-

ficials, and a delegation of representative Portland citizens. The following is from the Sunday Oregonian: "The train left Salem at 4 o'clock and arrived at Oregon City precisely on time, 6:30. The transfers were made to the steamer Pomona, and the train, littered with flowers and fruit, came through to Portland without passengers. The steamer took the excursionists, with a number of Oregon City people, up into the face of the waterfall, then returned to her landing and immediately started for Portland. The change was a relief for the excursionists, simply because it was a change. Congressmen were shown points where improvements of the navigable channel should be made, particularly at the Clackamas rapids. A pleasant ride brought the excursion at an end in Portland at 7 o'clock and carriages took the guests to the Portland hotel.

The Only Big Show Coming.

Frank E. Griswold's mammoth production of Uncle Tom's Cabin, under a water-proof pavilion with a complete stage and carload of special scenery. Few companies carry the amount of scenery this show does, on account of opera houses being too small to accommodate or handle it. Mr. Griswold's company only plays at the opera house of the larger cities in the winter and uses his own tent in the summer and we can guarantee the finest production ever seen in this or any other country.

The price of admission to Uncle Tom's Cabin has been placed at 25 cents for adults, children 15 cents. All children under six years, when accompanied by their parents, will be admitted free.

We can afford this scale of prices as we show in a tent and can accommodate 2000 people. So a father can come and bring his whole family.

One of the biggest amusement enterprises ever attempted in late years is the production of Uncle Tom's Cabin on an elaborate scale, with special scenery, their own special stage, and all produced under canvas. You will see it played in full, without being cut short on account of small hall land-no-scenery. Don't miss seeing it at Oregon City, Saturday, July 6.

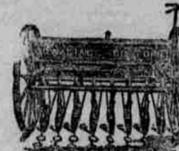
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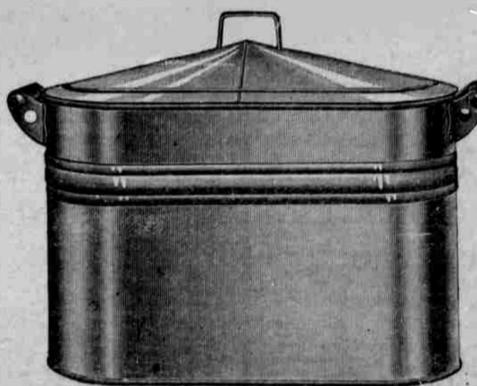
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