

Oregon City Enterprise.

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Trial Subscriptions.

Trial subscriptions to the ENTERPRISE for the remainder of the year will be received till December 1, for twenty-five cents each, strictly in advance. Here is a good chance to try the paper for a very little money. Get your neighbors and friends whose names are not now on our books to send in trial subscriptions. The paper will be stopped promptly at the expiration of the trial period if it is not desired longer.

AN ILLUSTRATED EDITION.

The ENTERPRISE for the date January 1, 1892 will be a double number largely devoted to illustrating and describing the industries of Clackamas county and Oregon City. The work of preparation will be begun at once in order that the paper may be full and accurate in its representations, and a large edition will be printed.

It has been the custom for Oregon City people to pay for having such work as this done by outside publications, and in too many instances the results have been anything but satisfactory. Not only has the descriptive matter been incorrect and boomy and the illustrations wretchedly executed or altogether too scanty to be useful, but the whole thing has usually been jumbled with matter pertaining to other ambitious localities. The money went from the town and it brought no commensurate benefit.

The ENTERPRISE being a home institution is interested in giving this county the very best representation that can be had. This will be an expensive undertaking but we believe the benefits to be derived will fully warrant every effort put forth. And when it shall be done it will not show what a fine advertisement Oregon City is able to buy, but what its own citizens and business establishments are actually doing and how cordially and intelligently they support home enterprise.

FOR BETTER ROADS.

The Oregon City board of trade has taken up the matter of improving Clackamas county roads in accordance with the plan outlined in last week's ENTERPRISE. It is recognized that there are several of these main thoroughfares from different sections leading to Oregon City that must be improved, but only one can be handled satisfactorily at a time and the first one selected is the road from Molalla and Marquam.

The board of trade committee to which this work has been assigned has an important job on hand. There is no necessity for unseemly haste in conducting the preparatory work entrusted to it, but the matter requires vigorous and intelligent treatment from the beginning and the committee should receive the active aid of every business man in Oregon City as well as of the citizens along the route traversed by the road to be improved. The benefits to accrue from the enterprise are not vague and abstract. They have a direct and distinct money value.

Letters in this week's ENTERPRISE from live people at Carus, New Era, Wilhoit, Beaver Creek and Oregon City show the great interest that is taken in improving the Molalla and Marquam road. Those letters contain many suggestions that may be utilized by the committee with profit. There is a scheme on foot for taking the trade south of the Molalla to Salem but the people there all prefer to come to Oregon City if they can get here. This is shown by the willingness of the country people to contribute to the expense of the preliminary work. Various plans and routes will be suggested. Only one can be chosen. But all should unite on that one when it is determined by competent authority and the end sought will be attained. Let the work begin at once.

MATTERS POLITICAL.

The eastern elections last week developed three important things; namely, popular approval of the McKinley tariff and honest money, lamentable weakness in the farmer reformer ranks, and the inexpediency of pushing Cleveland for the presidency. Upon each of these there was very distinct pronouncement and political figures will take their cues accordingly.

In Ohio the issues of McKinley tariff and honest money were hatched up and down the state, but it is not entirely clear as to which one, if either, outranked the other. The tariff was something of a personal issue inasmuch as the author of the present law was the republican candidate for governor. But Governor Campbell attributes his defeat to the plank in the democratic platform declaring in favor of free silver. Campbell is one of the best governors Ohio has had, and, democrat though he was, he saw the industrial danger of clap-trap finance and the platform upon which he was compelled to make the canvas he knew to be a mischievous one. He was handicapped by his party.

The disintegration of the farmers' alliance as a political agency was only surprising in its swiftness. The alliance is not made of the stuff that lasts in politics. The farmers will never be able to organize a party of their own that will possess enduring qualities. It is not in the line for which their training and habits of life fit them. Agriculturists cannot erect and maintain a political party of their own any more than they can successfully hold medical clinics. If they could they wouldn't be farmers.

Cleveland smelled the flesh pots of Tammany and by contributing what he could to the success of that infamous organization he may have possessed himself of certain political merchandise in New York but he is vastly weaker outside of that state. Indeed the New York election seems pretty effectually to have put the fat ex-president into eclipse. Oregon is the next state to poll and it will be intently watched.

THE RIVER TRAFFIC.

Quoting the ENTERPRISE's question as to when the navigability of the Willamette would be improved the Salem Journal adds:

The ENTERPRISE should not despair. It is a republican paper and all that is required is to send Hermann to congress eight years more and all traffic will be wiped off the Willamette. There will be no necessity for improvements. The railroads will have all the business.

O fudge! If Hermann should be sent to congress ten years more we suppose the Willamette would dry up completely; and still another term would fill the channel with a devastating flood of molten brimstone. Terrible, isn't it?

Let us see how fast traffic is being "wiped off the Willamette." The Willamette Transportation & Locks company took charge of the locks here in 1887. For the years ending June 30 since then the following figures show the number of tons of freight loaded around the falls and the amount delivered in the basin at the big flouring mill:

Year.	Locks.	Basin.	Total tons.
1888	28,132	13,457	41,589
1889	30,986	14,103	45,089
1890	35,479	9,619	45,098
1891	24,103	8,444	32,547

There are good reasons for the decrease shown for the last two years. The great flood in the spring of 1889 so injured the flouring mills here that they could not handle nearly so much as formerly until very late in the season. The California market was good that year and some 4000 tons of wheat, oats and potatoes that would otherwise have been floated down the river were shipped south via Yaquina. The decrease of last year was caused by the exceptionally dry season, boats not getting to work on the upper river till February, by which time a large share of what would have been carried by boat had been shipped by rail. Already this year upper river business is brisk and not a pound of wheat will go to San Francisco.

Without improving the navigability of the Willamette the river traffic is holding its own with ease as to volume, and its influence in modifying rail freight tariffs is still more important. If the river were made navigable at its lowest stage so that water transportation could be depended on, rain or no rain, the volume of river traffic would of course be greatly augmented and its influence on the railways would be more marked. This improvement is what we are all laboring for now—all except the Journal—and we expect to get it.

It may be confidently stated that the last shipment of wheat from the Willamette valley to San Francisco has been made. The Northwest is not so dependent on the Bay City for its foreign trade as it once was. There is now a line of steamers from Portland to the Orient and flour shipments are made by this line and by the Canadian line to much better advantage than to send through San Francisco. This stimulates flour manufacturing in the Northwest. There is not wheat enough produced in the Willamette valley to run all the flouring mills to their full capacity and the mills can afford to give a much better price than San Francisco can pay here, for they have as good a market for their flour as San Francisco has and can reach it as easily. The big Salem mill that has been lying idle a number of years, through litigation in which it was involved, has just started up this fall and it will require 1,250,000 bushels of wheat to run it the year. There is greater probability that eastern Oregon wheat shall be brought here for converting into flour than that Willamette valley wheat shall go to California to be ground.

The year is growing old. With prospective fair skies, however, we may yet enjoy pleasant autumn weather. The geese have flown, the small boy has quit his diurnal ablutions in public and the hearthstone is growing

cheerful in anticipation of coming frost. And in the language of Mr. Bill Nye,
Lo! the autumn leaves are falling,
Falling everywhere,
Falling in the atmosphere,
Also in the air.

The Oregon City ENTERPRISE complains because that city has no cow law. It says Oregon City has a population of 5,000, being larger than Eugene, McMinnville or The Dalles, all of which have cow laws, while the cows run at large in the Falls City and make havoc generally with shrubbery and deface streets and sidewalks. Clackamas, although adjoining Portland, must be one of the "cow counties."—Eugene State Journal.

Clackamas county is all right, and so is Oregon City for that matter. Its city council that is cowy.

It's rather hard on the surplus women of the East to have a western budger in the person of Mattie Mitchell has done. It's also a little rough on the surplus men of the West to have our incomparable girls go nosing around European capitals for husbands. It is barely possible, however, that our girls who are really incomparable are not so strongly attracted by a foreign accent, an empty title, and a bad character.

WHAT do the fruit growers of Clackamas think of the proposition to organize for united action against the pests?

Ho For the Desert!

Oh, ho for the wild, woolly West!
Ye tender, come forth and invest;
Come fly up the flume
Among the financially best.

Oh, ho for this woolly, wild land
Of the lava bed, desert, and sand,
Where the ox lies stark,
And the coyotes bark,
And the horse is too small for its brand!

The brakeman rules over the train,
The sage-bush is lord of the plain,
The prairie-log kneels
On the back of his heels,
Still patiently praying for rain.

So balmy and mild is the air
That the redskin needs only to wear
A cool tomahawk,
And a handy scalp-lock,
With a feather orwo in his hair.

Then ho for the desert so bleak,
In the heart of the woolly, wild West,
Where all things consume
With perennial boom—
Ye tender, come forth and invest.

—GEORGE E. DREYFUS, in Century.

The First Quarter Century.

WORTHY OF THE SUPPORT OF THE PEOPLE.
The Oregon City ENTERPRISE has entered upon its twenty-sixth volume. During its quarter of a century of existence the paper has passed through the many vicissitudes that strew the path of journalism in Oregon, but it has surmounted all difficulties and today is a newspaper creditable to the city in which it is published and worthy of the support of the people of Clackamas county. It is off-colored in politics, but energetically labors to advance the interest and prosperity of its town.—Wasco Sun.

VERY NEAR THE HEAD.

The Oregon City ENTERPRISE very near the head of the list of county newspapers in this state in excellence, entered upon its twenty-sixth volume last week. It gives a lot of interesting history connected with its publication and that of the pioneer press.—McMinnville Reporter.

IMPROVES WITH AGE.

The Oregon City ENTERPRISE is a quarter of a century old, having begun its twenty-sixth year last week. It has always been a live paper, and improves with age.—Portland Oregonian.

PRINTS THE NEWS.

The Oregon City ENTERPRISE has entered its twenty-sixth year. It is a good progressive paper and prints the news.—Pendleton East Oregonian.

Not a Small Town.

The Oswego Iron Worker has sent out two issues from its press. A good local paper for so small a town.—Oswego Correspondence Oregon City Enterprise.

We thank the author of the above for the compliment bestowed upon this paper, but take exception to the "so small a town." The ENTERPRISE is a paper of very large circulation and it is an error to state in its columns that Oswego, with almost half the population of Oregon City, is "so small a town."—Oswego Iron Worker.

PRESS OPINIONS.

Chicago News: It is hinted that some Chilean statesmen in case of war with this country will look to England for support. This does not speak well for the Chileans' perspicacity. England has courage, but she also sets high value on an unbroken skin. She will not meddle with Chili while Chili is being meddled with by this nation.

Pittsburgh Dispatch: Sir Morrell McKenzie, contributing to the discussion in London as to whether or not clergymen should smoke, says: "There would be nothing unseemly in the spectacle of an archbishop smoking a cigar, like Mr. Spurgeon, to the glory of God, in Piccadilly; but I should consider him a public nuisance if he insisted on poisoning the air with the acrid fumes of a penny pickwick." Is that what they call a toby over there?

San Francisco Call: Some of the oldest merchants and bankers in this country are of German birth; yet in Germany finance is almost an occult science. When the first Frederick William accumulated money for the wars he had in contemplation he kept the coin in kegs in his cellar; and to this day the old stocking is the favorite bank of deposits among the German working class. There are some 45,000,000 people in Germany, but there are only eighteen banks which are allowed to issue circulating notes. Their aggregate paper issues amount to \$329,000,000, their coin reserve to \$24,000,000 in round numbers and their total discounts to \$191,000,000. The figures indicate a sluggish commercial movement and a lack of confidence in the banks.

NEWS FROM BARLOW

PETITION BEING CIRCULATED FOR A NEW MAIL ROUTE.

First School in Barlow—The Railroad Meeting—Grand Opening—General Notes and Personal.

MAIL ROUTE—Postmaster Rands, of Oregon City, called at the postoffice here last week. He said he found that Molalla and Mackeburg need a daily mail service, and geographically speaking he thought Barlow the point where the mail should be distributed for those two places. If a route could be established on Tuesdays, Thursdays and Saturdays, it then would give them each a daily mail service with their present facilities. A petition was gotten up and it has already been circulated among the patrons of each office. A daily mail service is badly needed. Mr. Rands has done much for the postal service all through the county.

SCHOOL OPENS MONDAY—The first school at Barlow opens Monday the 10th instant. The directors have certainly done speedy work in bringing about an organization and opening the school on such a short time. Our newly organized district was made ten days ago and the directors elected and as the time had passed for receiving any money from the school fund it fell to our lot to either wait until March '92 or vote a special tax sufficient to run the school and buy seats for this winter. The directors voted a tax to sustain the school for the winter. The latest improved school desks have arrived and are now being put in their places for the opening on Monday. There are several applications to teach the school.

CROP OF WALNUTS LARGE—The walnut grove of Wm. Barlow's is a busy place. Quite a force of young people are engaged in picking up and shelling the nuts. There will be several hundred bushels of nuts of fine quality and larger size than ever grown heretofore. Large quantities are also being shipped away daily in the pod for planting purposes.

NEW SAWMILL—Another sawmill has started up on Koehler's place just one and a half miles from town. This will be much the handiest for people wanting lumber in and around Barlow.

WHEAT ON ADVANCE—The bulletin board in front of Barlow & Co's office shows quite a rise in wheat, 90 cents being the quotation on Wednesday last.

STILL THEY COME—A letter was received by Geo. Schnetiker stating that his son-in-law, John Myers of Denver, Col., had sold out and would leave for Barlow Thursday. This will make the third family that has come from Colorado and located here within the last five months.

HAS BOUGHT THE BARN.—E. Ramsey, of Portland, manager of the city stables in that city, has bought Barlow & Co's Feed & Livery stable, and will at once equip it with fine horses and vehicles. In the spring he will put on a Concord coach from this place to Wilhoit Springs via Molalla. Mr. Ramsey is well known in this county and is a thorough horseman. We bespeak for him a fine and prosperous business.

NO PLACE LIKE HOME—Mr. George Schnetiker has returned from California after an absence of a couple of weeks. He went there expecting to remain during the winter but the climate was so different and the changes so sudden he concluded to return to Oregon again, where the moisture was necessary to keep the physical machinery in proper motion.

RAILROAD MEETING.—On last Saturday there were not less than 150 people congregated at Zeek's hall, expecting to see a large delegation from Mackeburg, Marquam and Molalla present. As no one from those places appeared the people at this end, concluded that if the interior people that had no facilities took no more interest in the proposed road that all certainly could stand it, as we have the facilities at our door, but were willing and ready to help them out, provided they would show some interest themselves. So it was concluded to drop the matter until such time as the interior people would show themselves in dollars and cents. There was a private canvass made among the people here and it was estimated that the land and money subsidies would amount to about \$18,000. Now, if the Molalla and Marquam people want a railroad it certainly would be to their interest to raise as much at each place as is done here.

PERSONALS.

Mr. E. B. Ramsey, manager of the city stables of Portland, paid our town a visit this week.

Mr. George Sheppard came up last Saturday and spent a few days with his family.

Mr. Jay Green went to Astoria on a business trip Monday.

Miss Meier came up from Oregon City and will remain at home with her parents this winter.

Mrs. S. Jesse and D. Jesse, of Linkville, are visiting Mrs. W. W. Jesse, this winter.

Mr. Joseph Parrett and daughter, of Klickitat, Wash., came down and left his daughter with Mrs. W. Jesse to attend school this winter.

Mr. Polk Gribble, a Gribble Prairie farmer, was seen in town Tuesday.

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