Oregon City Enterprise.

SCHEDULES OF TIME

O. C. T. CO.'S STEAMERS.

WINTER SCHEDULE—IN EFFECT OCT. 5, 1891.

LEAVE OREGON CITY.		LEAVE PORTLAND
7:30 a. m.		*7:30 a. m.
*10:00 a. m.		10:00 a. m.
1:00 p. m.		*1:00 p. m.
*4:00 p. m.		3:30 p. m.

SUNDAY.

LV. OREGON CITY.	LV. PORTLAND.
8:30 a. m	10:00 a. m.
3:00 p. m.	4:30 p. m.

* Steamer Altona—It Makes no stop at way landings except Oswego.

SOUTHERN PACIFIC RAILWAY.

NORTH BOUND.	
Albany Local (way stations)	7:56 a. m.
California Express (through)	6:43 a. m.
Roseburg Local (way stations)	2:39 p. m.
SOUTH BOUND.	
Roseburg Local (way stations)	9:06 a. m
Albany Local (way stations)	6:06 p. m
California Express (through)	7:51 p. m

FRIDAY, NOVEMBER 6, 1891.

TRIAL SUBSCRIPTIONS.—The ENTERPRISE will be sent on trial for two months for twenty-five cents. Send in a trial subscription and if you do not get your money's worth the two bits will be refunded to you. The paper will be stopped promptly at the expiration of the trial period if it is not desired longer.

PUBLIC SQUARE AND THE SCHOOL.—The final act in the transfer to the school district for a public school house site of a part of the public square south of Seventh and east of Harrison street was made by the county court last week. An order was then made reciting that in accordance with a previous agreement of the court, the terms of which had been complied with, the property in question be conveyed to the school district. However, it was specified that a said conveyance to be conditioned that in case the said property should ever cease to be used for public school purposes, then, in that case, the title to the said property to revert to the said Clackamas county and be again dedicated to the public for use as a public square as heretofore." Now the only thing in the way of using the square for a school house site is the possibility that the statute under which the property is vacated by the city may be declared unconstitutional. James Winston, who is fighting to preserve the square for a public park, says he has no desire to harass the school district by delaying the trial of his cause. If possible it will be heard at the present term of court so that the supreme court may pass upon the constitutional question involved next spring. After that shall be determined the work of erecting the school house will begin at once or the ground relinquished.

EARLY DAILIES OF OREGON.—In noticing the death of Alonzo Leland, once an editor in Portland, the statement is sometimes made that he started the first daily newspaper in Portland, the Advertiser. This is a mistake. The News was the first daily in Portland, and it was started in April, 1859, by English & Co. It was really the enterprise of W. B. Taylor, of the "Co." who also started the first agricultural paper in Oregon, the Oregon Farmer, in 1858. The News was followed by the daily Advertiser in December, 1860, but it, like its little predecessor, soon went the way of all earthly things. On February 4, 1861, the first number of the Daily Oregonian was issued, and from that time until the present it has not once failed to make its regular morning visit to the public. Mr. Henry L. Pittock, who had then been connected with the Oregonian for eight years, originated the daily enterprise and under his careful management the paper has wonderfully prospered and grown to its present splendid proportions.—Salem Statesman.

SIDEWALK ABOMINATIONS.—Mr. Farr this week had a piece of new sidewalk built in front of his meat market on Main street. In accordance with instructions from the council committee on streets this piece of walk had to be laid at the city grade which happened to be fully six inches higher than the adjoining walk. So now that piece, which is scarcely twenty feet across, stands up like a scaffold and the unwary pedestrians who tumble over it are nearly as many as those who get across safely and decorously. Whatever may be the established street grade this new piece of walk should be lowered to a level with the walk on either side or the whole should be put up to the new piece. And this doctrine applies with equal force to several other pieces of walk on Main street. These cunningly devised deadfalls are abominations that ought not to be tolerated.

LOGGING ON THE YAMHILL—The wet weather this fall is enabling George Broughton to float down his logs that were hung up in the Yamhill river by the receding water last spring. A week ago last Saturday about 1,800,000 feet were released in the vicinity of McMinnville. Since then men have been engaged in rafting the logs down toward the mouth of the river and the rafts will be towed down the Willamette to Oregon City during the coming week. Mr. Broughton has between 4,000,000 and 5,000,000 feet of fir and cedar already cut in the woods about the headwaters of the Yamhill—nearly enough for a season's work.

LOWER COLUMBIA LUMBERING—D. C. Tedford of St. Helens, a lumberman of much experience in the Northwest, was in Oregon City last Tuesday. Mr. Tedford is of the opinion that the lumber mills on the river outside of Portland, labor under such disadvantages that they will decrease in number hereafter. In Portland there is a good market for all refuse and this counts very materially in the profits of the mills in close times. There is said to be scarcely a sawmill in regular operation on the river between Portland and Astoria. The small mills back in the hills will continue, for their work is such that the big city mills do not compete with them. A new feature is being introduced in the Northwest, too. A San Francisco firm is now buying large quantities of logs up the Cowlitz which, it is understood, are to be put in cigar-shaped rafts and towed down by sea as it is done with Nova Scotia timber for New York manufactories. A lot of 4,000,000 feet is now being brought down the Cowlitz for this purpose. This will tend to raise the price of logs in the Northwest for San Francisco needs both straight lumber and all subsidiary products and can afford to pay for them. The foreign market is opening up and the prospects are bright for an active lumber business next year.

IMPROVEMENTS AT CANBY—During a heavy wind a week or two ago the small unsubstantial building that had served for a railway station at Canby was blown down. The Southern Pacific promptly let the contract for the erection of a much larger station, to be 24x40 feet, and the work has been begun. Canby is rapidly growing in importance as a shipping point. It has tolerably good roads to the interior and storage room for produce. A ferry across the Willamette is to be established there which will give Canby people access to west side roads of Portland and Oregon City. The town has a live board of trade. This organization is doing much to increase the trade of the town by making it easy for interior people to draw their produce there. Many larger places do not manifest the enterprise of the town of Canby.

THE CHEMAWA SCHOOL.—At the Chemawa Indian training school just north of Salem, the roster of students contains the names of a larger number than during any previous time since the establishment of the school. The latest arrivals are from Bandon and Port Orford and there are now 240 attending the school. At the same time last year the attendance was but 125. The total enrollment last year reached 250. The new buildings are completed and ready for occupancy which adds quite a little to the school's ability to accommodate the youthful Indians.—Salem Statesman.

HORSES TO PASTURE—The Portland Construction company, which has had a large number of teams at work on the Northern Pacific filling trestles between Portland and the Columbia river, is sending its horses to pasture on the Linn county prairie near Scio. A band of seventy horses went through Oregon City on the way to winter fed ten days ago and last Monday forty more were driven through town. Most of the animals are in fair condition, though many have sore necks and shoulders.

A NEW BUSINESS ESTABLISHMENT.—Mr. J. W. Rich, who recently came to Oregon City from Ohio, has rented the northernmost store of the new Commercial Bank block and will occupy it about the twentieth of this month with a full stock of crockery and glassware. A specialty of the holiday goods for trade will be made this year. Mr. Rich is a wide-awake and experienced business man and Oregon City is fortunate in securing such citizens.

THE ROAD IMPROVEMENT COMMITTEE. The board of trade committee on roads to which the preliminary work of improving the Molalla and Marquam road was given is composed of H. E. Cross, D. C. Latourette, J. G. Pillsbury, C. O. T. Williams and Captain Apperson. It has a big job on its hands and it should enlist the services of other business men in pushing the work. But the committee must start things.

COMPANY F'S BALL—The third annual ball of Company F will occur one week fron next Thursday; that is, Thursday evening November 26. People who have attended the annual balls of this company heretofore know that the boys appreciate a good time and that they take every means to make the occasion enjoyable for all who attend.

Teachers' Examination.

Following is a list of applicants for certificates attending examination of teachers at the court house this week: Minnie Harrington, Amy Taylor, Helen Taylor, O. H. Byland, J. T. Lee, J. W. Chinn, Lewis Thomas, A. W. Lawrence, Myrtle Taylor, Bertha Summer, Annie Hecinbother, A. Coles, J. R. Marsh, H. A. Ball, J. L. Yoder, G. W. Strichlin, Seymour Linden, L. T. Anderson, Chas. Cone, Neal Stupp, J. A. Haylock, Jep. Waldron, Frank Austin, H. H. Hand, P. M. Wedell, Messrs. Starrett, Greentree, Robson, Fannie Drake, Annie Thomson, J. L. Roth, Edith Glasspool, Ina Thomas and Miss Beattie.

COUNTY COMMISSIONERS' COURT.

The Usual Amount of Road Business—Bills Allowed.

The regular November session of the county commissioners' court was held last week beginning Wednesday and ending Saturday. The first business transacted was the approval of the report of the viewers in the change of the Herrick road and the ordering of the opening of the road and the payment of the expense bill of $28.40.

The petition of Andrew Weise for a private road of public easement was granted. The county surveyor was ordered to survey the line and William Denboer, Albert Cook and August Buchanan appointed viewers and to meet at Damascus, November 24.

The petition for a new road from G avenue at its intersection with Second street, Oswego, to the north line of the county was granted, the county surveyor ordered to locate the route and J. S. Risley, W. A. Starkweather and Richard Scott appointed viewers to meet at Oswego November 23.

The petition of William Knight and others for a new road was granted and L. E. Bowers, Fred Peter and Eli Maddock appointed viewers and to meet at the Good bridge November 28. The grade of the road is not to exceed ten per cent.

The petition for a new road to be known is the Mink and Howard mill road was granted, John T. Evans, John R. Lewis and Chris. Hornshuh named as viewers, to meet at Mink post office November 21.

The petition of N. O. Walden and others for a county road was granted, Hiram Straight, C. C. Babcock and G. W. Church viewers, to meet at the place of beginning November 18.

The report of County Surveyor Sidney Smyth on the Oakley hill road was approved. Also his report on the graveling of the road from Oakley hill to Barlow station.

The resignation of George Schur as supervisor of road district No. 54 was accepted and J. J. Gibson appointed in his stead.

Action upon the communication of the Portland water commission in reference to a bridge across the Sandy was postponed.

The petition of Reuben Daniels and others for a resurvey of the Price Fuller road was granted, William Otty, George Gaffney and Alfred Clark viewers, to meet at August Konne's November 25.

The petition for a change in the road from Rock Creek bridge to Damascus was denied because of indefinite description of ending point of said road.

Enos Cahill was ordered paid $07.44 for improvements on the Oregon City and Apperson road.

The county surveyor's report on the improvement of the county road between Union Mills and Meadow Brook was approved and the contractors, Huntington Bros. & Currin were ordered paid $440 in full payment for the work.

The proposition of Henry Raupt to complete the township maps for Clackamas county to December 31, 1891, was accepted and Mr. Raupt was given the use of the grand jury room when not needed for court purposes while compiling the maps.

Fifteen dollars a month from October 18 was allowed Julius Wentland for the support of Oscar Striker.

C. Bair was allowed $16 and C. Moelenke $10.60 for services and mileage.

The clerk was ordered to advertise for bids for 100 cedar or redwood election booths, the bids to be opened Dec. 10.

The following bills were presented and ordered paid in full except as otherwise noted:

Coroner's fees $48.10, allowed	$43 20
John Doyance, lumber	8 00
Geo C Barnard & Co, records	45 25
Honeyman & DeHart & Co, road ex	8 75
Bellomy & Bush, table	3 25
W H Matoon, rd expense	15 35
E S Bramhall, lumber	13 27
Geo Broughton, lumber	7 50
Sidney Smyth, surveyor's fees	47 00
State vs Henson	25 55
" " R. L. Jones	49 50
" " Geo Young	40 85
" " Ed Bills	8 70
" " C. F. Dodge	10 90
" " Alonzo Flinn	45 16
" " C. F. Dodge	39 80
Oregon City water works	15 00
W H Smith, rd expense	15 00
Gladstone Sawmill Co., lumber	9 00
Caufield & Huntley	14 85
H H Johnson	675 95
W W H Samson, sheriff bill	64 00
A S Dreser, dep dist. atty	10 00
Dr. O. W. Yergan, medical fees	15 00
Oregon City ENTERPRISE, printing	44 75
J J Gard and W Livingston, rd exp	5 85
W T Whitlock, recorder	132 00
Edward Hughes, witness fees	2 60
California Insurance Co	110 00
Phœnix Insurance Co	110 00
German-American Insurance Co	110 00

The Last Call.

All parties indebted to Matoon & Story, will save themselves further trouble by calling and settling their accounts. Must have the money, it is honestly due and we have waited long and patiently.

BUSINESS LOCALS.

For fresh taffy go to Casler's.

Go to Bellomy—Busch for your tinware and notions. 5 and 10 ct. counters.

Casler will from this date have fresh taffy twice a week from Portland. Call and try it.

Tables, chairs, Bureaus, Bedsteads, etc., repaired at Bellomy—Busch's second hand store.

For bargains in sash, doors and mouldings, go to R. Finley, shop back of Pope's & Co's. hardware store.—

R. L. Holman has some special bargains in chairs and beadsteads; slightly damaged but good as new. tf

Remember our cigars are all thoroughly seasoned as we have an improved ventilated Edison cigar case. Charman & Co.

R. L. Holman, undertaker and embalmer, Oregon City bank building. Room at left of head of stairs over store building. tf

For 25 cents you can make your hens lay by buying a package of Egg Food. For sale by Charman & Co., City Drug Store.

Call and examine Hartman's fall and winter stock of clothing arriving this week. You will get a bargain in suits from $7.00 up.

My friend, are you up with the times? Let me tell you that the Park Place store takes the lead in low prices and best quality of goods.

J. W. O'Connell the popular clothing merchant has just received a large stock of men's youth's and boys clothing for the fall and winter trade, which he will sell at prices never heard of before in this city.

Lounges, mattresses, etc., can be bought cheaper at Holman's than any place in the city, because they are manufactured in his shop, and he gives his customers the commission others must pay to Portland dealers. tf