

Oregon City Enterprise.

FRIDAY, JANUARY 29, 1902.

Society Directory.

OREGON CITY BOARD OF TRADE. Meets at Court House on second Monday in each month. Visitors welcome.

CANBY BOARD OF TRADE. Meets at Knights Hall, Canby, on first and third Friday of each month. Visitors welcome.

MULTNOMAH LODGE, NO. 1, A. F. & A. M. Holds its regular communications on first and third Saturdays of each month at 7:30 p. m.

OREGON LODGE, NO. 2, I. O. O. F. Meets every Thursday evening at 7:30 o'clock p. m. in the Odd Fellows Hall.

FALLS ENCAMPMENT, NO. 4, I. O. O. F. Meets first and third Tuesdays of each month, at Odd Fellows hall.

OSWEGO LODGE, NO. 35, I. O. O. F. Meets at Odd Fellows hall, Oswego, every Saturday evening.

MEADE POST, NO. 2, O. A. U. W. DEPARTMENT OF OREGON. Meets first Monday of each month, at K. of P. Hall, Oregon City.

GEN. CROOK POST, NO. 22, G. A. R. DEPARTMENT OF OREGON. Meets in school house at Needy on first Saturday in each month at 2 o'clock p. m.

TEMPLE NO. 1, OREGON CITY PATRIARCHAL CHURCH. Meets second and fourth Tuesday evenings at 7:30 at Knights of Pythias hall.

ANDRES HOFER LODGE, NO. 8, SONS OF HERMANN. Meets every Sunday at 2 o'clock p. m. at Trembly's Hall.

TUALITH GRANGE, NO. 111, P. of H. Meets last Saturday of each month at their hall in Wilsonville.

WARNER GRANGE, NO. 117, P. of H. Meets fourth Saturday of each month at their hall in New Era.

BUTTE CREEK GRANGE, NO. 82, P. of H. Meets at their hall in Marquam, second Saturday in each month at 10 a. m.

MOLALLA GRANGE, NO. 40, P. of H. Meets at their hall at Wright's bridge on the second Saturday of each month at 10 a. m.

GAVEL LODGE, NO. 30, A. O. U. W. Meets every Thursday evening at Knight's hall, Canby.

CLACKAMAS LODGE, NO. 57, A. O. U. W. Meets first and third Monday in each month, at straight hall.

FALLS CITY LODGE OF A. O. U. W. Meets every second and fourth Friday evening of each month in Odd Fellows building.

ACHILLES LODGE, NO. 38, K. of P. Meets every Friday night at the K. of P. hall, Visiting Knights invited.

ST. JOHN'S BRANCH, NO. 847, C. K. of A. Meets every Tuesday evening at their hall corner Main and Tenth Streets, Oregon City.

NEW ERA W. C. T. U. Meets first Saturday in each month at their hall in New Era.

CANBY LODGE, NO. 364, I. O. G. T. Meets every Saturday evening at Knight's hall Canby.

MEADE RELIEF CORPS, NO. 18, DEPARTMENT OF OREGON. Meets every Friday night at the K. of P. hall.

CATARACT HOSE CO. No. 2. Meets second Tuesday of each month at Cataraact Engine house.

SONS OF VETERANS. E. D. Baker Camp, No. 18, meets every first and third Thursday evening of each month.

F COMPANY, FIRST REGIMENT, O. S. G. Army, Third and Main. Regular drill first Monday.

Sunday Services. FIRST CONGREGATIONAL CHURCH—REV. O. W. LUCAS, Pastor.

FIRST BAPTIST CHURCH—REV. GILMAN PARKER, Pastor.

ST. JOHN'S CHURCH, CATHOLIC—REV. A. HILLBRAND, Pastor.

METHODIST EPISCOPAL CHURCH—REV. EDW. GIFFENS, Pastor.

FIRST PRESBYTERIAN CHURCH—REV. G. W. GIBNEY, Pastor.

EVANGELICAL CHURCH—Reverend AUGUST ERNST, of the Evangelical Association.

UNITED BRETHREN CHURCH—REV. R. MILLER, Pastor.

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THE COUNTY ROAD.

THE MATTER IS PLACED IN THE HANDS OF THE COURT.

Two Reports Presented by the Board of Trade Committee—Some Discussion of the Matter.

At the special meeting of the board of trade Monday evening there was a larger attendance than at any meeting for several months.

To THE HONORABLE BOARD OF TRADE OF OREGON CITY:

Gentlemen—We, a part of the committee heretofore authorized to examine and locate a new county road to Molalla and Marquam from Oregon City beg leave to submit the following report:

The entire committee acting together employed the services of Sidney Smyth, county surveyor and civil engineer, to make a suitable and careful examination of the different proposed routes and make a report thereupon.

Such examination was made as we are informed and believe with great care, and the first report made by such engineer is hereto attached.

We would also call attention to a supplementary report made by such engineer and entered in the minutes of the December meeting.

[This was a summary of Mr. Smyth's verbal report expressing his preference for the modified Highland route.]

No matter what route is selected by the board or the county court, we cannot too strongly recommend a thorough investigation and survey before any definite location is made.

The committee has raised a fund, by private subscription to prosecute the work committed to it, amounting to about \$75 and has expended about \$75.

Besides the proposed new road to Molalla we would recommend that the board use its influence to locate and improve other county roads reaching out from Oregon City like the spokes in a wheel and tapping the various sections of the county.

Respectively submitted, H. E. CROSS, D. C. LATOURETTE, of the Com.

Oregon City, Or., Dec 14, 1902. H. E. Cross, Esq.,

Dear Sir—I herein respectfully submit my report on several different routes examined by me for a wagon road between Oregon City and Molalla.

The first route started, beginning at the city limits and ran southerly along the present county road to the northerly line of Partlow's land, then westerly along said line to a depression leading into White's canyon, thence down said canyon to Beaver creek, across Beaver creek, thence inclining southwesterly to a branch of Beaver creek, thence up said branch in a southeasterly direction to the high land about one-fourth mile east of Mat Finley's, and in a county road running east and west, thence easterly on said county road to the westerly part of Blacksmith Jones's ranch, thence in a southerly direction through Jagger's, Howard's and Worsham's ranches being about one-half mile west of present Molalla road taking advantage of a depression west of Spangler hill, thence southerly to top of hill at Milk creek, thence down said hill to present road near Mulino.

The chief difficulties in the way are 1st Beaver creek canyon 300 feet deep, and the hill west of Spangler's hill, the grade in no instance need exceed 7 per cent.

The second route started at the point one-fourth mile east of Mat Finley's in the first route, thence southwesterly down a depression to a branch, thence southerly across branch and over a ridge to another branch, thence southerly up said branch. I did not trace said route to Milk Creek as there were so many ups and downs I thought it might be deferred until further routes had been investigated.

The grades in this case might be kept under 7 per cent except in one place, where it would require at least 10 per cent grade.

The third route looked over was from city limits southerly over Apperson road to southwest corner of S. N. Vance claim, thence southeasterly along southwest claim line about one-half mile to a small branch leading into Beaver creek, thence down along said branch to Beaver creek, thence across Beaver creek on present road and then southerly along said road to near school house, thence easterly and southerly along edge of hill to near Enos Cahills, thence southerly for the remainder of the distance on the first route. Grades in this case need not exceed 7 per cent.

The fourth route examined was via present Highland road as far as the foot of Edwards's hill, thence westerly along lane leading to Graham's school house about one-fourth mile, thence southerly to the Jetha May place, thence in a southerly direction down canyon to Buckner creek, thence southerly along Buckner creek to its junction with Milk creek, thence southerly across Milk creek to present Molalla road near granite hall. There are no hills on this road that will exceed 3 per cent except from May place to Buckner creek.

This route possesses the best requirements for 3 main thoroughfares, as it is accessible at all points except in canyon from May's place to Milk creek. I have also examined the old road now traveled and think it too expensive to undertake to make a first-class road out of it. The disadvantages are many without many radical changes.

Respectively submitted, SIDNEY SMYTH.

To THE BOARD OF TRADE OF OREGON CITY:

We the undersigned, members of your committee on roads and highways, dissenting from the report of the chairman of this committee, in the matter of selecting a route for a wagon road leading from Oregon City to Molalla, with a view to asking the county court to cause a county road to be located thereon, and to open the same at the earliest practicable time, would respectfully submit the following

REPORT.

Pursuant to instructions received from this board of trade, your committee, after having been informed that a sum of money had been subscribed to begin the preliminary examination of the country intervening between Oregon City and Molalla, employed Sidney Smyth, civil engineer, to make such

preliminary examination, and report to this committee.

Thereupon said Sidney Smyth made a cursory examination of two routes, one of which has come to be known as the "Western route," and the other as the "Modified Highland route."

In his verbal report to this committee he favored strongly the latter. There being a disagreement in the committee as to the adoption of this report, and it being recognized by a part of this committee that the county court must figure as an important factor in this matter if success is to crown the effort, we took the ground that a careful survey should be made of both routes, and the maps, profiles, and field notes of both, be submitted to said county court to enable it intelligently to choose between the routes proposed.

On learning that the expense of making such survey would much exceed the amount of the fund subscribed for that purpose it was suggested that the members of the county court, one of whom is an experienced engineer, might be prevailed upon to go over and examine both routes, and if they should be able to do so from such examination to indicate the route on which they would deem it best to expend the public money on making a good wagon road, servicable at all seasons of the year to the Molalla people in marketing their produce.

This suggestion having been communicated to the members of the court, was acted on by them during the January term 1902 with the result, as we are reliably informed, and verily believe, that the majority of the court have conceived a decided preference for the "Western route."

In view of these premises we would submit the following as our own conclusions in the matter and recommend their adoption by this board of trade:

1st. The Molalla country, including Milk creek, Soda Springs, Needy and Marquam, is a large and fertile portion of this county, the development of which is an object well worthy the earnest effort of this board of trade; it is unprovided with convenient transportation facilities, either by river or rail, and its situation is such that if provided with a good wagon road to Oregon City it would contribute to the prosperity of both Oregon City and said section of country.

2nd. The Highland country including Beaver Creek and Canyon Creek, is also an important portion of our county, the development of which it is to our interest to further, and in our opinion is sufficient consequence to justify the building a trunk-line road, so located as best to accommodate that section of the county.

The magnitude of the interests involved would fully justify the necessary expense to lay out and construct a good permanent wagon road, on the most direct route, which admits of suitable grades to permit the hauling of heavy loads to and from market, to each of these sections; and we favor the building of such trunk-line road at as early a day as practicable, considering the financial condition of our county, into said district.

3rd. It is only by the earnest co-operation of the people specially interested, with the county court, that the accomplishment of any substantially good results in the way of building these trunk-line roads can be secured.

The county court being the legally constituted agent of the people, having full authority over the county roads, will be held responsible by them for whatever error may be committed in the matter, whether by yielding to the importunity of a multitude or by acting on their own deliberate judgment after investigation.

It appears to be proper then that this board should cheerfully acquiesce in the court's choice of routes, and that it render to the court every assistance in its power to secure the speedy completion of the Molalla road on the route to be selected by the court, after full investigation.

4th. The work of directing the preliminary survey could be better done by the court or some member thereof, than by this committee, and we would therefore submit the subjoined resolution and recommend its adoption by the board of trade. Therefore, be it

Resolved, That this board will accept the judgment of the court in this matter, after full investigation, as final, and hereby instruct the committee heretofore appointed in this matter to suspend from their investigations of the different routes, and to turn over all money subscribed for a survey of said routes, not already expended, to the county judge to assist in the further survey of said routes.

J. T. APPERSON, C. O. T. WILLIAMS, J. G. PILSBURY.

E. E. Charman moved to adopt the majority report and several debated the question. C. O. T. Williams said the committee had contemplated making a complete survey of the different routes but it was found that the expense would be so great that the board had no available funds to meet it and hence the report of the majority as made.

D. C. Latourette recited the steps taken in the effort to get a good road to Molalla and said the adoption of the majority report amounted to throwing the whole thing upon the county court without any service having been performed by the board. He was of the opinion that the committee should be continued in charge of the matter to work in conjunction with the court and thought the different views as to routes might be harmonized. He did not think the county judge or anybody else could act intelligently as to the location of the road until there should be accurate data on which to base judgment. He did not believe the board should give up the matter in this condition and he should vote against the motion.

J. W. O'Connell asked Mr. Latourette if he thought the committee could be harmonized and if he thought it could be brought to an agreement with the county court as to the choice of routes, both of which were answered in the affirmative.

H. H. Johnson asked Mr. Latourette if he thought the court would not act fairly in the matter. Mr. Latourette said he thought the court would try to be fair but the judgment of several would be better.

C. O. T. Williams said that one ob-

ject of the report of the majority of the committee with the accompanying resolution was to allay the feeling that had arisen in the matter between the court and a part of the committee. The committee had done a great deal of work and the matter was in such shape now that it might be turned over to the court to advantage. The county court was the responsible body and it had made a personal examination of the routes so as to avoid the expense of surveying that would otherwise be necessary. He thought the court in better position to handle the matter now.

Mr. Johnson stated that the grade of Seventh street was thirteen per cent and the modified Highland route contemplated using that street. County Surveyor Smyth was asked a number of questions about the road. He thought the Apperson bill, which the western route would use, could be reduced to an eight per cent grade. He said it was his judgment, however, that the modified Highland route to the Molalla was the best one that could be chosen.

The question on the adoption of the majority report was put and almost unanimously carried, only Mr. Latourette voting no.

The names of G. W. Rich and George Warner were proposed for membership and accepted and the board adjourned.

District School Teacher Wanted. The Board of Directors of school district No. 102, are authorized to hire a teacher for the winter session. He must be a man, sound in body and intellect, not afraid to use the rod. Wages \$10 per month and board around.

ORADIAN BILLINGS, Esq. DEACON WAYBACK, ICHABOD BLOWCOACH, Director.

Roll of Honor. The following is a list of those pupils who have been present every day and perfect in deportment at Clarke's, District No. 32, for the month ending January 22: Nora Jewell, Edna Jewell, Amanda Tinnerstet, Annie Tinnerstet, Belle Evans, Vina Gard, Emma Klein-smith, Georgia Grace, Cora Ringo, Hattie Ringo, John Gard, Harry Gard, Mahlon Moran, Cecil Casper, Willie Clarke, Henry Kleinsmith, Willie Mueller, Frank Mueller and John Mueller.

GEORGE H. DESS, Teacher.

East Lyne at Shively's Theater. Annie Firmin and John Jack, aided by the Falls City Dramatic Club, will present this great and celebrated play on Thursday evening, February 4th. This will be the most important dramatic production ever made in Oregon City. The famous career of this charming actress has been marked by her admitted excellence in emotional roles and the dual characters of Lady Isabel and Madame Vine, have been noted among her greatest successes. Lovers of fine acting have a treat in store for them. John Jack is known as a particular favorite through the United States and particularly in the northwest and under his stage tuition and management our local talent will appear to great advantage; in fact he promises to give a uniform and correct performance of this noble play. As true popular prices 50, and 25 cents, will prevail we doubt not every seat will be filled. Should the patronage warrant it other notable productions will be given during the season. The box plan is now open at the postoffice. Secure your seats.

With a bottle of Ayer's Cherry Pectoral in the house, you have an effective remedy for all sudden attacks of throat and lung troubles. An hour's delay may lead to serious consequences. No household should be without this wonderful medicine.

Miss Saunders, of Milwaukie, was found insane Thursday and taken to the asylum.

For the next few months you can get upholstering at greatly reduced rates at Holman & Warner's. Call and you will learn why we are doing the work for so little money.

J. H. Way obtained bail Thursday afternoon and was released from jail.

Assignee's Notice. Notice is hereby given that J. P. Logan has made an assignment to the undersigned for the benefit of his creditors.

All persons having claims against the said J. P. Logan will present them to me, properly verified, at my office in Oregon City, Oregon, and all persons indebted to the said J. P. Logan, are notified to pay the same at once.

T. F. RYAN, Assignee of Estate of J. P. Logan, Insolvent Debtor. Dated the 14th day of December, 1901.

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