Oregon City Enterprise.

Published Every Friday.

CHAS. MESERVE,

PUBLISHER AND PROPRIETOR.

SUBSCRIPTION RATES.

One year,	$1 50
Six months,	75
Trial subscription two months,	25

Subscriptions payable in advance.
Advertising rates given on application.

Entered at the Post Office in Oregon City, Or., as second class matter.

FRIDAY, JUNE 22, 1894.

AGENTS FOR THE ENTERPRISE.

Oswego,	G. W. Prosser
Canby,	Geo. Knight
Clackamas,	A. Mather
Milwaukie,	Gary & Wissinger
Union Mills,	G. J. Trullinger
Aims,	E. S. Bramhall
Meadow Brook,	Chas Holman
New Era,	W. S. Newberry
Wilsonville,	Henry Miley
Park Place,	Hamilton & Washburn
Barlow,	Mrs. G. A. Sheppard
Gladstone,	T. M. Cross
Stafford,	J. Q. Gage.
Mulino,	C. T. Howard
Carus,	R. M. Cooper
Molalla,	Annie Stubbs.
Marquam,	E. M. Hartman
Eutlevlle	B. Jennings
Aurora,	F. Giesy
Orville,	L. J Perdue
Eagle Creek,	H. Wilbern
Sunnyside,	John Welsh
Damascus,	J. C. Elliott
Sandy,	F. Gotzsch
Salmon,	Mrs. W. M. McIntyre
Currinsville,	Geo. J. Currin
Cherryville,	Mrs. M. J. Hammer
Marmot,	Adolph Aschoff

☞ The way to build up Oregon City is to give Oregon City people your patronage.

SMELTING WITHOUT FUEL

According to the Chicago Tribune, United States Consul Mason reports from Frankfort, Germany, that a new process has been discovered there for the smelting and casting of metals. It is effected by electric heat under the influence of rarefied air, and is performed at a reduction of fifty per cent. in the cost of casting iron, steel and other metals, besides the saving of time and an important gain in the character of the product, the castings being free from oxidation and blowholes. Mr. Mason describes the apparatus as an airtight furnace which is lined with glazed firebrick and has its hearth connected with molds which the fused metal flows in obedience to the laws of gravitation. The firebrick lining forms an effective insulation, and the electric current is sent through the charge directly without the use of any fuel or the employment of carbon electrodes. The fused metals is nearly free and pure from corbon, seemingly to be melted away from that refactory element. The continued exhaustion of the air and the produced gasses increases the fluidity of the molten metal, preventing oxidization and blistering, and premitting the production of castings which are dense within, smooth outside, and possessing the highest mechanical qualities. In a small experimental furnace one and one-half tons of pig iron was smelted in fifteen minutes by a current of 30,000 amperes and fifty volts or about 2000 horsepower.

The most remarkable thing about this process appears to be that no fuel is required. Using the language of the unphilosophical man who regards electricity as a material fluid, one may say "the electricity is pumped in" upon the cold metal, warms it up to its work and effects the separation without the aid of other heat than that given by the current, though that may be obtained from a water fall. So the possibilities of the new process must be immense if it is all that is claimed for it. The new treatment must be especially valuable for the production of pig iron and steel in such mountainous districts as have plenty of water and ore but no coal handy. With water-power the cost would be very low, and it is stated that even if steam be used to develope the electricity there will be an economy of thirty to fifty per cent in the fuel used as compared with that necessary in ordinary methods of reduction. The cost of pig iron, with ore at $2.40 per ton is placed at not to exceed $8 per ton, but it is not clear from the report what labor basis is employed in arriving at this result.

Here is room for a further great cheapening in the cost of producing iron and steel in the United States. The plants now in existance will be able to make a great saving by the aid of the new process, in addition to turning out a superior article. But the fact that fuel can be dispensed with must give a further advantage to location where water power is available on a large scale, if so situated that ore can be transported to them cheaply. And in this respect it would seem that the region around the falls of Niagara will offer such great inducements that it may become the great center iron and steel industries in this country. The water-power there is enormous, measured in the millions of horsepower, and the facilities for cheap transportation of ore from the Lake Superior region are the best possible. So it is not idle to suppose that the business of iron production will be revolutionized both as to character and location in the United States and other parts of the world by the most recent applications of electricity to the reduction of ores without the use of heat derived from fuel.

INTERESTING REPORTS.

The Oregonian of Sunday contains the following compilation of statistics relative to the business of Portland and vicinity. It says:

Some idea of the magnitude of Portland s commercial interests may be gained from the anuual report of the chamber of commerce for 1893, which has just been issued and is ready for distribution. The report is in book form and contains about 250 pages, filled with interesting information. It includes the president's address, reports of other officers and committees, statements of the exports and imports of Portland for 1893, as compared with other years, and matter relating to the city's financial standing and its various industries.

The report shows that the grain and salmon fleet numbered 75 vessels, with a registered tonnage of 114,179. In only two previous years was the number of vessels and in only one was the registered tonnage surpassed. In 1892, 85 vessels with a tonnage of 114,335 left the port; in 1891, 103 vessels, with a tonnage of 136,130; in 1890, 53 vessels, with a tonnage of 74,701; in 1889, 69 vessels, with a tonnage of 82,844. The decrease of tonnage in 1893 from 1892 was only 130.

The total export of flour to Europe was 261,262 barrels; of wheat, 3,390,063, the total value of which was $4,542,779. The exports in other years were:

	Flour. Barrels.	Wheat. Centals.	Value.
1892	296,384	3,260,069	$5,743,675
1891	297,656	3,954,828	7,174,906
1890	329,863	1,862,906	3,531,567
1889	411,289	1,716,639	3,865,935
1888	552,015	3,886,828	6,128,475

As the statement shows, the shipment of wheat has increased steadily, while the shipment of flour has shown a decrease.

The total shipment of flour to Europe was 261,262 barrels, the value of which was $769,900; of wheat, 3,390,063 centals, value $3,542,879; of flour to British Columbia, 21,773 barrels, value $68,897; wheat, 40 centals, value $45; flour to China and Japan, 112,926 barrels, value $357,089; flour to San Francisco, 97,634 barrels, value $319,075; wheat, 660,792 centals, value $650,877; flour to other domestic ports, 88,147 barrels, value $285,278; wheat, 73,303 cental, value $73,612. The total value of these shipments was $6,097,652.

The value of shipments of Oregon and Washington products, consisting of flour, wheat, salmon, lumber and other commodities from Portland to foreign countries during 1893 was $4,849,272. The value of products shipped coastwise was $3,014,499, and of those shipped eastward by rail, $3,979,000, making a grand total of $11,842,711.

The total value of the shipment of salmon was $2,039,645. The direct foreign shipment fell off considerably, the value being only $63,330, which is the lowest ever recorded. In 1892 the value was $469,045, and in 1882, $2,064,953. The deficiency is accounted for by the fact that the cannerymen have been paying more attention to shipment to domestic coastwise and domestic by rail. The former has shown a large increase, the value of the shipments in 1893 being $601,315, as compared with $469,440 in 1892. The domestic shipment by rail was below the average., the value being $1,375,000.

The receipts of sundry articles of produce in Portland during 1893 were as follows: Flour, valley, 348,211 barrels; Eastern, 169,215; wheat, valley, 782,855 centals; Eastern, 3,793,678; oats, valley, 387,614 centals; Eastern, 39,789; barley, valley, 3742; Eastern, 149,812; flaxseed, valley, 4763 pounds; Eastern, 1,015,240; hops, valley, 2,924,872 Eastern, 28,320; wool, valley, 784,290 pounds; Eastern, 5,637,850; hides, valley, 447,329 pounds; Eastern, 3,791,075; potatoes, valley, 162,374 sacks; Eastern, 9384; green fruit, 183,745 boxes and 4,227,620 pounds; bran, 34,224 centals; other millstuffs, 127,393 centals; Oregon butter, 14,627 packages; Oregon Eggs, 41,327 packages.

The report shows that there are 762 business houses in Portland having no specified capital; 24 having more than $1,000,000 capital; 2 with from $750,000 to $1,000,000 capital; 7 with from $500,000 to $750,000; 23 with from $300,000 to $500,000; 9 with from $200,000 to $300,000; 27 with from $125,000 to $200,000; 35 with from $75,000 to $125,000; 48 with from $40,000 to $75,000; 70 with from $20,000 to $40,000, and 937 with under $20,000.

The approximate quantity of unsold United States lands in the several land districts in the state is as follows: Roseburg district, surveyed, 1,643,303 acres; unsurveyed, 5,290,036, exclusive of military and Indian reservations; Oregon City district, surveyed 439,430 acres: unsurveyed, 1,554,258; The Dalles District, surveyed, 4,110,615 acres; unsurveyed, 1,321,200, including 950,000 acres in road grants and Indian reservation: La Grande district, surveyed, 4,733,985 acres; unsurveyed, 1,409,233; Harney district, surveyed, 5,657,993 acres; unsurveyed, 1,989 971; total surveyed, 16,584,426 acres; total unsurveyed, 11,564,993.

NO MORE SUBSIDIES.

Reports from Washington state that the Nicaragua canal project is before congress in the shape of a bill introduced by Mr. Morgan and now in the committee on Foreign Relations which will probably favorably report it. The act provides that the capital stock of the company shall consist of one million shares of one hundred dollars each and no more. The act is to authorize the issuance by the United States Company of bonds amounting to $70,000,000, said bonds to be indorsed by the United States, net more than $30,000,000 to be used before July, 1897, and the power being conferred on the president of the United States to suspend the issuance of the bonds at any time. The act provides that the government shall be secured by a first mortgage on all the property of the country.

Surely this country has had enough trouble with government endorsed bonds without permitting the thing to occur again. Once in a life is enough and with the cases of the Central and Union Pacific fresh in mind it ought not to be repeated to the tune of $30,000,000 even in behalf of as worthy an undertaking as the Nicaragua canal. The United States is reported as having just begun suit against owners of the Central Pacific to recover on bonds similarly indorsed, and the same reports give the total amount of such endorsed bonds together with the unpaid interest of the last thirty years as being something over $100,000,000.

While the Pacific slope ought to be extremely anxious for the building of this canal it can ill afford to urge its building by private or corporate parties at the expense of the government, for such would it ultimately amount to. The true policy of the government in connection with this matter is to control the canal. It can either permit or assist, not financially, citizens of this country in building under the protection of the government, or if it is to put any money or its equivalent in credit into the scheme then it should own absolutely. Let its building be encouraged but the government must not endorse the bonds.

TIME TO PAUSE.

The ENTERPRISE has been criticized for stating that the populist teachings were socialistic in their nature and lead to anarchy. That such is the case requires no words from the ENTERPRISE to prove, inasmuch as the populist agitators themselves furnish the best and most ample proof of the truth of the statement. A few evenings since Mrs. Mary Hobert, who passes among the simon pure populists as the greatest teacher of finance of the age, is said to have stated to a meeting of industrials upon the plaza of Portland that they should inscribe upon their bannners, "Bread or blood." The speaker went on to say that the state and people at the recent election had refused to indorse the populist theories of government or to elect their ticket and that the only thing left for them to do was to take their own by force. In explanation of this she averred that the fine residences and business blocks of Portland did not belong to the reputed owners but to the crowd before her, who had a perfect right to go and take them. The writer repeatedly heard Spies, Parson, Fielding and other of the Chicago anarchists talking such stuff as this prior to the Hay-Market massacre. It has but one object, and that to stir up strife and bitterness against the government and organized society. It means destruction of life and property if it means anything.

How any home loving or law abiding American citizen can sanction any such teachings or support or associate with a person who utters such treasonable and lawless statements is a mistery. Yet to this does populism trend. Disguise its objects little or much the ultimate conclusion is the overthrow of organized society, the home and individual ownership of all property.

The heat of the campaign is over and in the light of such utterances as these, those of our citizens who love country and home and respect the laws which govern them may well pause before determining to continue with a party which will, if successful, ultimately overthrow the institutions which have made civilization and developed and built up this great country. It is a good time to pause and look into the future.

OVER and over again must the statement made and reiterated by the populists be contradicted. They assert that nearly all the farms in the United states are mortgaged. This is merely an assumption on their part and is not true. Like most of their statements it will not bear the light of investigation. The United States census of 1890, which is as good authority as the "I say so" of the average populist, shows that about two-thirds of the farms in the United States are owned by occupants and about one third are occupied by renters. Of the farms occupied by the owners about seventy per cent are free from mortgage. About forty-seven per cent, therefore, of the farms in the twenty-two states and territories reported on are occupied by the owners and are not mortgaged. In cities and towns only twenty-six per cent of the families own homes free of incumbrance and less than thirty-seven per cent altogether own homes of their own. In cities of over 100,000 inhabitants, more than seventy-five per cent of the families rent, and only sixteen per cent own homes free of incumbrance.

WILL there be any advance in the price of wheat is a question that appeals to every citizen. The Toledo (Ohio) Blade says that the low price of wheat shows no feature of possible improvement. It is offered to Europe, by other countries than this, at prices which render competition impossible. On last Friday, Argentine wheat was offered in London, including cost, insurance and freight, at 54 cents. The world's stock of this cereal does not decrease enough to materially improve the outlook for holders. The new crop is near at hand, and there is nothing on which to base the hope of a rise. On the contrary, 50-cent wheat in Chicago is confidently predicted.

THE Louisville, Kentucky, Courier-Journal says: "Somebody will make a neat sum on sugar when the new tariff goes into effect. The importations of free sugar, exclusive of beet sugar, are larger than were ever known before. In the four months ending March 31, the amount imported was 277,000,000 in excess of the importations for the corresponding period last year, and they are still heavy. All this comes in free, and most of it has been imported by the Sugar Trust, the largest dealer in sugar in this country. The profits when the tax goes on will be something big. No wonder the sugar trust certificates are high up in price on Wall street."

AN Expensive Luxury: The Philadelphia Inquirer is trying to count up the cost of one year of democracy. The loss in the volume of trade in ten months is placed at $10,150,053,553, or twice the cost of the civil war, and these figures are from "Bradstreet." Other items are given, but this one seems to be enough for the present.

For Coast Campers.

The Tillamook Headlight furnishes the following information to campers who may wish to visit the coast, either at Nestucca, Netarts or other places in that country. It says of the Wilson river toll road which starts from Gales creek near Forest Grove: The grades are easy, the road is in good condition, and there are good accommodations for man and beast at various places en route. The distance is sixty miles from Forest Grove to Tillamook City. The road runs through fine scenery all the way, beautiful falls are seen on every side, and the finest timber in Oregon is on this route. There is fine fishing, hunting, all along this road and it is a campers paradise. Hundreds of campers came this way last year, and the number will be more than double this year. Daily stages pass over this road.

Over the North Yamhill or Trask river road the distance from North Yamhill to Tillamook is forty-five miles, and the route has been a popular one for many years. Mr. Crowson, the new proprietor of the toll road, has built many new culverts and bridges, changed the grades so they are easier, and generally improved the road. At the toll gate he keeps a good hotel and feed stable and Trask postoffice. Daily mail stage each way pass this place. There are other good stopping places on the road. There are fine camping grounds all along.

The route via Sheridan is also an excellent route, there are no steep grades, and there is excellent fishing coming down either Three Rivers or Little Nestucca. There is little timber on this road and it passes through the picturesque Grand Rond Indian reservation. The road forks at Dolph, one branch going down the Little Nestucca to Oretown, and the other down Three Rivers, and the Big Nestucca to Woods.

In its advice as to the route to take it says: If you are going to Nehalem or Netarts beaches, take either the Wilson river or Trask river roads, however some come to Netarts by way of Sheridan and Nestucca. If you wish to go to Barnegat beach on the sand spit, come to Tillamook, and take one of the boats that run from here to Barnegat.

If you wish to go to Little Nestucca beach, near Oretown, come via Sheridan and down the Little Nestucca. Those who wish to go to Woods or to Sand Lake beach. should come down Three Rivers.

The ENTERPRISE man knows nothing of the Wilson river route only that it is reported very picturesque with good camping and fishing, and but few steep grades. Of the other two routes, those who wish to make the trip easily and comfortably, with the least amount of heavy climbing should take the Sheridan route. It is not as picturesque but it has no steep hills like the Trask road which is terrific in grades. The Sheridan route while longer can be made as quick and much more easily.

Tried To Stop Them.

According to the Oregonian Judge Stearns on Monday denied the application of U. S. Grant Marquam against the Milwaukee Ferry Company, C. F. Harlow and F. C. Harlow, r., for an order restraining the defendants from operating a ferry between Riverview cemetery on the west side of the Willamette, and Sellwood on the east side. The plaintiff alleged that he was the owner of a franchise to maintain and operate a ferry on that route, and was the exclusive owner of all the aprons, approaches and the landings. Nevertheless, so he asserted, the defendants, who have no right, title or interest in the franchise, have been operating a ferry on the route, using the plaintiff's aprons, etc., and collecting ferriage. The plaintiff thought that his franchise had been injured by such acts, and asked that the defendants be required to make an accounting of the sum collected for ferriage and that he be given judgment for the same; also judgment for $1000 damages and the costs and disbursements of the suit.

The application was denied on the ground that the defendants operated the ferry for the accommodation of the residents of Riverview and Sellwood, which is allowable under the law. Mr. Marquam operated a ferry on his franchise until about eight month ago, when he retired temporarily from the business, leaving the people without ferry communication. The Milwaukie ferry was brought down from Milwaukie by the defendants and placed upon the route for the accommodation of the people. Judge Stearns held that under the law, when a ferry is not being operated on a franchise by the owner of such franchise, any other person may place a ferry on the route temporarily for hire for the accommodation of the public. The injunction was therefore denied until a further showing is made.

Blank note, receipt and order books at the ENTERPRISE office.