

OREGON CITY ENTERPRISE.

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COURTS.
Circuit court convenes first Monday in November and third Monday in April.
Probate court in session first Monday in each month.
Commissioners court meets first Wednesday after first Monday of each month.

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Capital, \$100,000
TRANSACTS A GENERAL BANKING BUSINESS.
Loans made. Bills discounted. Makes collections. Buys and sells exchange on all points in the United States, Europe and Hong Kong. Deposits received subject to check. Interest at usual rates allowed on time deposits. Bank open from 9 A. M. to 4 P. M. Saturday evenings from 3 to 7 P. M.
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Oldest Banking House in the City.
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Bellomy & Buseh, THE Housefurnishers

ARE NOW READY FOR THE SPRING TRADE.

Compare These Prices With Portland.

Chamber suits.....	\$8 00	Baby folding cribs.....	\$3 50
Parlor suits.....	26 00	Bedsteads.....	1 50
Center tables, large.....	1 75	Spring woven wire.....	2 00
Lounges, raw silk.....	3 90	Mattresses, excelsior.....	2 25
Bed lounges, raw silk.....	7 50	Mattresser, excelsior wool top.....	2 75
Carpet patent rocker.....	3 50	Mattresser, wool.....	3 00
Divans, oak, Upholstered in tapestry.....	8 00	Pillows, turkey down per pair.....	2 00
Extension tables, six ft.....	4 50	Pillows, goose, pure white.....	4 50
Dining chairs.....	65	Kitchen safes.....	3 50
Kitchen table.....	1 00	Kitchen cupboards, glass front.....	8 00
Kitchen chairs.....	45	Kitchen rockers.....	1 00
Hanging lamps.....	2 50	Cook stove, No. 7.....	7 00
Carpets, yer yard.....	20	Cook stove, No. 8.....	8 50
Full line of crockery.....		Set of utensils for above.....	5 65

Every Thing in Stock to Furnish a House.

Fresh Meat! Wholesome Meat! Tender Meat!

— AT THE —

Seventh Street Meat Market,

PETZOLD & CALE, Props.
Try our home cured hams, made from grain fed hogs. Our lard is of our own make and absolutely pure.

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OREGON CITY IRON WORKS,

New and Enlarged Shop with all appliances for
MACHINE WORK & CASTING.

All work executed in the best manner possible. Promptness guaranteed on all orders.
REPAIRING - A - SPECIALTY.

Prices the lowest to be had in Portland. Shop on Fourth Street, near Main, Oregon City, Oregon.

I. ROAKE & CO., Proprietors.

How you Can Save Money

When your children need a laxative or stomach and bowel regulator, buy
BABY'S FRUIT LAXATIVE.

Fifty doses for twenty-five cents. The season for colds and coughs is upon us. In order to be prepared for an emergency, get a bottle of
Baby's Pectoral Syrup,

The best in the market. Price 25 cents. For sale at the **CANBY PHARMACY,** Canby, Or.

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Patent Medicines of all Makes, Notions, Optical Goods Full Stock of Machine Oils, Best and Cheapest.
Fine selection of Perfumery and Toilet Soaps. And Leading Brands of Cigars.
PRESCRIPTIONS CAREFULLY FILLED.

Shively's Block, Oregon City, Or.

GEORGE BROUGHTON,

MANUFACTURER OF ALL KINDS OF
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FULL STOCK OF FLOORING, CEILING, RUSTIC AND FINISHING LUMBER, DIMENSION STUFF AND LATH.
Special Bills Cut to Order
Mill and Yard on the River, Foot of Main Street, OREGON CITY, OR.

THE LAST RITES.

Remains of President Carnot Laid To Rest.

ALL FRANCE MOURNS HIS DEATH.

Paris Thronged by the Multitudes Attending the Funeral—Anarchist Plot.

PARIS, July 1.—The remains of the late President Sadi Carnot, murdered chief magistrate of France, struck down by the hand of Cesarri Santo, the anarchist, at Lyons Sunday last, were deposited in the Pantheon by the side of the remains of his grandfather, Lazare Carnot, the "Organizer of Victory." The funeral was made the occasion for one of the most remarkable civic and military displays in the history of France. Crowds began to gather along the Champs Elysee, the Rue Rivoli and the streets on the Ile de la Cite from early yesterday evening. People camped all night, quiet and mournful, discussing the tragedy and cursing the assassin. At 3 o'clock this morning the streets along the route were already crowded, and by 6 o'clock the Place de la Concorde was black with people. The house-tops, windows and balconies, of every house along the line of march and every other point of vantage were occupied. Fabulous sums were paid for the use of houses, windows and balconies from which to view the funeral procession. All classes of people, young and old, rich and poor, crowded to the funeral from all parts of Paris and from every department in France. Incoming trains were crowded last night and this morning. Hotels are packed, and vehicles of all descriptions, stationed wherever the police would allow them to stand, were packed with people, who had furnished themselves with liquid and solid refreshments enough to last them for nearly a day.

At 9 this morning the whole route of the procession was packed in a manner never seen in this city. The mourning emblems displayed on all sides gave a mournful tone to everything and helped to increase the gloom which spread over the vast assemblage. The crowds at the palace and the Place de la Concorde watched with interest the arrival of the carriages containing the representatives of foreign nations and the high officials of the government, who were escorted by detachments of dragoons. Then came the cabinet ministers, who were respectfully saluted, which deeply impressed the solemnity of the occasion. There was an immense stir among the crowds when Casimir-Perier, the successor of the late president, drove up to the palace, for, contrary to precedent, the newly elected chief magistrate of France had determined to attend the funeral. The troops presented arms upon his arrival and he was received at the entrance of the palace by a number of high officials. Gen. Sausier then gave the signal for the funeral to commence. The general, surrounded by a brilliant staff of mounted officers, took his position in the courtyard in front of the magnificent catalogue, upon which the remains of the late president had been resting in state since Friday last, and the black casket with its elaborate silver mountings was removed under the superintendence of the priests, who had been gathered about the bier from early morning.

At exactly 1 A. M. the procession began its march towards the cathedral Notre Dame. A squadron of republican guards emerged from the grounds of the palace and proceeded slowly down the Avenue Marignol towards the Avenue. The band of the guards playing a funeral march. All the troops presented arms and the people uncovered their heads in spite of the blazing sun. Following the band of the guard republicans came four of the principal attendants of the Elysee, with tri-colored cockades in their hats bearing Casimir Perier's splendid wreath of roses and palms across two poles. Then came two carriages containing the priests, who were to escort the body to Notre Dame. After the clergy came a six-horse funeral car which had been used at the funeral of Presidents Thiers and MacMahon. The trappings of the car and horses were richly embroidered with silver, and angels with outstretched wings surmounted each corner. The casket was covered with the tri-color of France and was heavily draped with crepe. There were no flowers on the funeral car. As it passed those who had not previously doffed their hats did so, and many women fell upon their knees, while all good Catholics made the sign of the cross and offered a silent prayer for the repose of the soul of the murdered president.

The religious ceremony in the cathedral was concluded at 2 P. M. when the procession reformed and proceeded across the river to the Pantheon. There was a number of spontaneous outbursts

of cheering, especially when President Casimir-Perier was recognized, but out of respect for the dead these outbursts of enthusiasm were speedily hushed. The funeral car and its escort arrived at the Pantheon at 2:50 P. M., amid the booming of a salute of 101 guns, fired by a company of artillery stationed in the Jardin du Luxembourg. At brief intervals the massed bands played funeral marches as the procession was winding its way from the cathedral. At the Pantheon the casket was removed amid a trumpet salute and the roll of muffled drums. A number of funeral orations were delivered and then the casket containing the remains of the murdered president was lowered into the vault and all then dispersed.

About Uncle Sam's Mail.

PORTLAND, July 3.—The mail blockade which has prevailed to a greater or less extent since last Thursday was relieved last night by the arrival per Northern Pacific of three days' Eastern mail and by the shipment of over twenty sacks to San Francisco on the steamer Columbia, designed for California, Arizona and New Mexico. The accumulation here has not been as large as might have been expected for many persons, knowing of the almost complete stoppage of through mails, have postponed correspondence. For instance, the usual quantity of letter mail sent from this point daily on the California overland is two full sacks, whereas in the quantity which went out last night contained the aggregate which has piled up since Thursday, two sacks were enough to hold the letters. Each, however, carried many more letters than usual.

The train which arrived at this point last night from Tacoma brought three days' Eastern mail—the first since last Thursday. The route taken by this mail was over the Union Pacific to Spokane, thence over the Great Northern to Seattle, by steamboat to Tacoma, and from that place by train to Portland. It is not expected, however, that more than one day's similar mail remains at Spokane for transportation to Portland. The Union Pacific is now crippled by the strike, and it will be impossible for Eastern mail during its continuance to be carried by that route. Superintendent Valle, of the railway service, who has been making every possible effort to break the blockade is quite confident that other Eastern mail will come over the Great Northern. He notified the Washington authorities several days since that this route was open, and likely to remain open, and suggested that it be made use of at once. No doubt his suggestion has been acted upon, and it may be expected in a few days that the East will be heard from over this transcontinental line—provided, of course communication is maintained between Portland and Seattle. For several days past Portland mail has been forwarded for the East via Tacoma, Seattle, Spokane and St. Paul.

It is expected that the steamer state of California, which leaves San Francisco for this port today, will bring much of the delayed mail heaped up at that point. The local officials here have no advice on the subject, but they are confident Superintendent Flint will do everything in his power to expedite the service. Mails for Washington and British Columbia points leave as usual on the Tacoma local train.

The Strike in the East.

CHICAGO, July 1.—Today's developments in the great Pullman-American Railway Union strike have been prolific in sensationalism, the principal theater of action being in Chicago and adjoining suburbs. Wild rumors were rife, and when it was announced more orders had been issued for the Second regiment to proceed at once to Blue Island, 18 miles out, extra editions of all evening papers with warlike headlines were eagerly scanned by thousands of people. This report proved later to be unfounded. The first serious clash occurred today, when 200 deputy United States marshals were surrounded at Blue Island by 2000 strikers, who openly defied the federal authority. Weapons were drawn on both sides, and Deputy Marshal Logan was badly cut with a knife, but when a bloody conflict seemed imminent, the deputies retired to their barracks to await reinforcements, leaving the strikers masters of the situation. During the battle United States Marshal Arnold was pulled off a car platform and kicked and rolled over in the dirt by the strikers.

May Order a General Strike.
CHICAGO, July 2.—President Debs received today the following dispatches from General Master Workman Sovereign, of the Knights of Labor:
"Have I left anything undone? I am willing to call a general strike."

The latest in visiting cards at the ENTERPRISE OFFICE. Prices to suit you.

KRUSE'S HEADACHE CAPSULES—Warranted.

RAILROAD STRIKE.

Most Roads West of Chicago Completely Blocked.

ASSUMING SERIOUS CONDITIONS.

Fruit and Perishable Freight Spoiling—Passengers Delayed—No Mails Received.

PORTLAND, June 30.—An undoubted evidence of the strike in this city was given last evening just before 5 o'clock, when Fireman Jack Stapleton, who was on engine No. 408, attached to the Northern Pacific passenger train scheduled to leave at that hour, coolly discarded his blouse and overalls and putting on his coat and hat climbed down out of the cab to the platform. The last sack of mail was being thrown into the mail-car and the signal "all aboard" was momentarily expected, but it was never given.

About 5:30 a passenger train made up with Pullmans was hauled in on the Southern Pacific track, and as the two trains stood alongside each other hundreds of people walked around them, climbed over them and kept their eyes on the cabs of the engine. When 6:15 came the time for the Southern Pacific to leave, the crowd rivited its attention on the engine, and as the time passed the engine stood motionless as though rivited to the track. The strike was on in full force in Portland, and the attempts demonstrated conclusively that no Pullman cars will be hauled out from the Union depot, unless a non-union crew can be secured or the strike declared off. The officials searched the town for a Northern Pacific fireman who would go out with the train last night, but if any such fireman was in town he evaded the vigilance of the officers.

At 6:55 the engines were uncoupled from both trains and sent to the round-houses, leaving the trains standing on the track as made up ready to start. No tickets had been sold to passengers all applicants being told to pay their fare to the conductor in case the train started. The passengers who were still waiting to see if the train would not pull out, had to abandon all hopes and leave; the baggage was unloaded and stored in the station, and mail wagons were sent down from the postoffice to return the mail to the office.

A peculiar phase of the strike as it appears here, lies in the fact that all men employed and paid by the Pullman company are working, while those employed by the railroad companies to handle Pullmans have struck. The Pullman employes, however are unable to do anything toward the moving of Pullmans and it is hinted that they are working under orders from the union, drawing salaries from the Pullman company and rendering services that are of no value to this company unless they can move their cars.

One prolific source of public annoyance and of serious detriment to the industrial and commercial interests of this section, caused by the strike and consequent tieup, is the question of mails. To all intents and purposes the effects are as paralyzing to the business and reading community as at any time during the great floods which have so recently subsided. While the present situation remains unchanged, Oregon is almost entirely cut off from the East. The only source of relief so far as eastern mail is concerned must come if it comes at all, from the Union Pacific, which, in its present crippled condition, cannot afford much comfort or hold out much hope.

During the heavy floods which recently prevailed, eastern mail coming via the Union Pacific was transferred at Ogden and brought to Portland via the Southern Pacific. Now that the California express has been tied up, that source of supply has been cut off. The same annoyance and hardship prevails with reference to sending mails away. No mail can be sent East or even to California, while the present strike is on.

So far as the local trains are concerned there is no difficulty and likely there will be none. The strike of course, applies only to trains to which Pullman cars are attached. The Roseburg local is running regularly now, carrying mails, passengers and express. Trains are also running between Portland and Corvallis and all way stations, and the narrow gauge system is being operated as usual.

May Send Mail by Steamers.

SAN FRANCISCO, July 3.—Superintendent Flint, of the railway mail service, says that unless the situation changes he will, tomorrow, endeavor to get the mail through to Los Angeles and Portland by the Pacific Coast steamers. He complains that the steamer people take advantage of the situation and demand exorbitant prices for carrying the mails. They want \$1000 for the round trip to Los Angeles.