Oregon City Enterprise.

Published Every Friday.

CHAS. MESERVE,

PUBLISHER AND PROPRIETOR.

SUBSCRIPTION RATES.

One year,	$2 00
Six months,	1 00
Trial subscription two months,	25

A discount of 50 cents on all subscriptions for one year, 25 cents for six months, if paid in advance.

Advertising rates given on application.

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

FRIDAY, MAY 17, 1895.

AGENTS FOR THE ENTERPRISE.

Beaver Creek,	Dr. T. B. Thomas
Canby,	Geo. Knight
Clackamas,	A. Mather
Milwaukie,	Oscar & Wissinger
Union Mills,	G. J. Trullinger
Meadow Brook,	Chas Holman
New Era,	W. S. Newberry
Wilsonville,	Henry Miley
Park Place,	F. L. Russell
Gladstone,	T. M. Cross
Stafford,	J. Q. Gage.
Mulino,	C. T. Howard
Carus,	R. M. Cooper
Molalla,	Annie Stubbs.
Marquam,	E. M. Hartman
Suttevlle	B. Jennings
Aurora,	Ed Muecke
Orville,	L. J. Perdue
Eagle Creek,	H. Wilbern
Damascus,	J. C. Elliott
Sandy,	F. Gottsch
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.

OUR URGENT NEEDS.

The fact was pretty well aired at the Board of Trade meeting Monday night, that Oregon City must have more and better hotel accommodations. It is virtually becoming a great convention city, and within the next few weeks the State Grange, the G. A. R. Encampment, and the great Chautauqua assembly will all be with us, and next year it is almost certain that the State Endeavor convention will be held in this city, with a number of other societies to hear from. Under present conditions it will tax the capacity of our hotels and boarding houses, aided by the private dwellings that will be thrown open to accommodate the immense throng. There is no question but what they can be comfortably entertained; but it requires extraordinary arrangements and labor to do all this properly. A large and well equipped hotel would do away with any misgivings on that score, and this Oregon City must have by another year. Necessity begets new enterprises, and when the vast crowds of people gather around our city at these state conventions during the coming summer, the people of Oregon City will awake to the stern and pressing need of such accommodations. A building that would have cost $20,000 to construct a few years ago, could now, on account of the lower prices of material and labor, be built for $13,000 or $14,000. One Oregon City property owner offers to take $7,000 stock in a hotel building to cost $13,000, and he claims that a substantial 3-story brick hotel building can be constructed for that sum.

While a large and approved hotel building with modern improvements is one of our urgent needs, it is also of the utmost importance that the roads leading into Oregon City should not be lost sight of. The most prosperous farming communities in Western Oregon are naturally tributary to this city. Geographically this is their trade center, and their interests are identical with the county seat, but they cannot be expected to come here unless they can travel over good passable roads.

THE following on planting trees along public highways is taken from a communication sent to this paper by Albert A. Pope, of the Massachusetts Road Commission: Careful consideration has been given to the plan of planting shade trees along the highways. With this end in view, experts have been consulted concerning the best varieties for the purpose, and the wayside trees have been examined, so as to determine the species well adapted to the climate and soil of Massachusetts. As the estimated expense of procuring and planting these trees is not less than one-half a million dollars, the Commission has rightly made this question secondary to road building, but in the meantime they are collecting such data as will enable them to work with profit on the adornment of the roads after the construction is well in hand. The American and English elms have the advantage of fairly rapid growth, with shade high above ground, and the leaves falling from them give but little obstruction to the gutters. They have the disadvantage of being subject to the attacks of insects, so that the cost of protecting them from these pests would be considerable. Maples grow well and are beautiful, though they often shade the road too much. It is the custom in parts of Europe to plant the roadsides with trees which yield profitable crops. In France and Germany, for example, cherry trees abound. In these countries the yield of the wayside trees belongs to the neighboring land owners, but in some cases to the community, and their product is well guarded by law. There will be more or less experimenting on the part of the Commission before they decide upon the species to be planted. The law provides for the beginning of this work in the spring of 1895, and from that time it will be carried on slowly, so as to give us the benefit of experience.

THERE is not the least doubt but that the annual session of the Willamette Valley Chautauqua association at Gladstone Park in July, will be the grandest affair of the kind ever known in Oregon. Never before has there been such an aggregation of talent at one gathering in Oregon. Many of the lecturers are of national reputation, and they are worth going to Chicago to hear. Never before has there been an opportunity of seeing and hearing so many distinguished people, and obtaining a world of knowledge at a mere minimum of expense. It is already exceeding the plans and ideas of its founders. The annual convention of the State Teachers' association at the same time and place will add to the zest and interest of the occasion. The press of the state has kindly given the assembly the most favorable notices to assist in making the affair an overwhelming success. The Daily Oregonian has been especially considerate in the matter, and its kindly offices are appreciated.

GREAT preparations are being made by the National League of Republican Clubs for the convention to be held at Cleveland in June. It has been decided to introduce an innovation at this convention in the shape of one open session at which free discussion of all political questions will be permitted. This, it is believed, will furnish an opportunity for a lively fight over the silver question. Information has been received that a special train will be sent from Chicago, a boatload of republicans will come from Duluth, and Denver will send a trainload of silver boomers. There will be a special train from Pittsburg, one from Iowa with the celebrated Iowa state band, and from Louisville, Nashville and Cincinnati, one from Philadelphia, one from Indiana, and another from New York. A special boat will be run from Buffalo. Invitations to address the convention have already been accepted by Ex-Senator Warner Miller, of New York; Hon. J. S. Clarkson, of Iowa; Mrs. J. Ellen Foster, of Washington; Governor McKinley, of Ohio; Hon. John M. Thurston, of Nebraska; ex Governor Foraker, of Ohio; Hon. A. B. Cummins, of Des Moines, and Senator Burrows of Michigan.

JAPAN has exemplified her valor, diplomacy and good sense of government in a way that is admired by the governments of the world. But in the face of all this there is the demand from the combined European powers of Russia, Germany and France, that Japan must make further concessions to China. Japan appears to be between the devil and the deep sea in this matter, and her situation would appear to be worse than it was before she entered upon the war which resulted so gloriously for her, as far as the actual fighting was concerned. Just what the outcome may be no one can predict. But the Japanese have their fighting clothes on; they are individually as proud and high-spirited as any people on earth, and if pushed too hard the Japanese government may throw down the gauntlet to the three leading military powers of the world and gallantly enter on the unequal but not necessarily hopeless fight.

FISH COMMISSIONER MCGUIRE seems inclined to persecute H. E. Cross, as though he had some personal spite against him, and it makes no matter what efforts are used in constructing fish ladders and providing a way for fish to get up the Clackamas, the fish commissioner continues to give vent to his spite through the newspapers, and never gets tired of harping on the Cross dam. There would be less sawdust thrown in the Willamette river to the detriment of the fish industry, if the fish commissioner looked after some other parties one-half as close as he does Mr. Cross. Possibly if some of the McGuire family owned the Gladstone dam it would be different. It has been at Milwaukee.

THE state grange assembles in this city next week, and the convention will be composed of representative men from every part of the great state of Oregon. It will be made up of many people who have made Oregon what it is; men who represent the agricultural interests of the state on whom our prosperity depends. These representatives of the farming interests should be thrice welcomed to Oregon City and every courtesy shown them. We should show them that their efforts to improve their condition is appreciated, and our citizens should take pride in letting them know that we are glad to have them with us.

BICYCLING is almost becoming a national sport, and it will be gratifying to those who contemplate purchasing bicycles that there is a probability of a great reduction in price. It is announced that the Studebaker wagon company have begun the manufacture of bicycles, and in a short time will put 1000 of their wheels on the market at the minimum price of $25 per bicycle. If they can be profitably manufactured at this price, it is evident that manufacturers have been reaping a bountiful harvest, as the demand for this class of manufactured goods has been rapidly increasing.

THE so-called state railroad commissioners are making a desperate effort to hold on to their job. Immediately after the O. C. & E. railroad accident at Chitwood, the managers of that road immediately gave out the information that they would make the needed improvements on the line, notwithstanding the road is in litigation in the courts. The so-called railroad commission, to make a show of authority, several days after gave orders to have the needed repairs made on this road. This commission hangs on to the public treasury like yellow jackets in a recently emptied sugar barrel.

THE census figures concerning the insurance business show that the amount of fire and marine insurance carried by the American people in 1890 was $120,067,235,826, and that for this protection the policy-holders paid $1,156,450,512, or 96c on every $100. In the payment of losses, the amount returned to the insured was 56c on every dollar of premiums paid. The volume of insurance is now much larger, of course, but the relative facts are probably about the same.

THE enterprising citizens of Barlow and vicinity have made a move in the right direction, and will have a creamery in successful operation within a few days. This is a move worthy of emulation, and there is no reason why there should not be several creameries in Clackamas county. This section should not only manufacture butter and cheese for home consumption, but should be prepared to supply the ready markets of other sections.

IT is now expected that an immense trade will spring up between Portland and China, as the first of the three vessels of the O. R. & Co.'s fleet has sailed from Hong Kong to Portland with a general cargo. Between the three vessels Portland will have a monthly service, and it will add much to the commercial importance and trade of Portland and Oregon, in general.

SPIRIT OF THE PRESS.

Mrs. A. S. Dunniway has ideas of her own on finance, and the Ashland Tidings expresses itself and quotes her in this manner: Few if any women in Oregon are better known than Mrs. Abigal Scott Dunniway. Mrs. Dunniway is a sister of H. W. Scott, the Oregonian editor, and not only has strong views upon the question of equal rights for the sexes but has an opinion of her own upon the question of the national finances. Mrs. Dunniway says: "It seems to me that these United States have no more right to submit to the domination of the rest of the world in the management of our currency than we have to bow ourselves out of national existence at the behest of British guns. I believe the demonetization of the home product of our silver mines by the act of 1873 was a blunder that was worse than a crime; but I do not believe the unlimited free coinage of silver at any ratio will prove the cure-all for which we are grasping. We, as a nation, can no more reasonably engage to coin all the world's silver than we can contract to buy all the world's potatoes. But we can, and it is my sincere belief that we must, coin all the products of our own mines, both gold and silver, beginning with silver again at the old ratio of 16 to 1. I believe that the seigniorage or "toll" for such coinage would go so far to relieve our depleted national exchequer that the Cleveland administration might get through with its remaining two years of financial floundering without borrowing any more millions or hundreds of millions for our great grandchildren to wrestle with in despair."

Good roads are beginning to receive the earnest practical attention they deserve, and the Newberg Graphic introduces the following by way of variety: In the agitation of the question of good roads, the argument in favor of improved highways has been pretty much the same until a correspondent writing to a Grant county paper was heard from last week. He says: "Keen politicians from your town will remember what extreme care it has required to steer a case of election whisky with safety over those same roads. This is all wrong. I don't mean that it is all wrong that those who want the offices should steer the whisky, but that they should have to do this under such disadvantages. Why sir, with good roads the voters of the vicinity might have distributed amongst them just three times the amount of whisky it took to put things through in good shape last election."

LETTER FROM UTAH.

TO THE EDITOR:—As a great many people in the vicinity of Oregon City and Oswego have heretofore been greatly interested in the proposed iron works which they knew were not to be erected at Ogden by our old friend and fellow-worker, Capt. Evens, I surmise that any information regarding the enterprise may be of interest to them.

Mr. Evens has concluded all arrangements necessary for a complete blast furnace and foundry plant, and one which is in reality a larger and better and more complete plant than that at Oswego. We had a great many people here who were just as certain of the failure of the enterprise as were some of the people in your vicinity, but they are now rapidly changing their minds.

The furnace machinery will arrive in Ogden the latter part of this week, and work will begin as soon as the ground on which the site is located is sufficiently dry. We had some very heavy heavy rains here during last week and the site being located on a comparatively low piece of ground necessitates considerable draining. Following the furnace machinery, as soon as the excavations are completed, will come the foundry supplies, and the plant will be pushed to completion as rapidly as possible. The work on some of the excavations has been completed for some time and materials for building contracted for. There is nothing to interfere with the matter now except the weather.

The platting of the townsite is rapidly going forward, and the site will be one of the finest in the Western country. It lies on the side of a hill and has the finest and most picturesque view of the great Salt Lake, the valley of the same name and the Wasatch range of mountains, that there is to be had in this section of the country. The new town will be but seven miles from Ogden and in some respects similar to Oswego, but Oswego does not nestle in the mountains as do the beautifully located Utah cities. Neither have you an elevation of 4500 feet and the most popular health resorts with hot springs, heavily charged with mineral, such as will insure a healthy existence in this section of the universe.

Ed Dupuis has now under construction a brick hotel, which will be 100 feet square and three stories high. There will be 100 rooms, besides the dining, bar and billiard rooms, and the place will be a better and larger house than the Oswego House. Ed expects to make some of the "needful" on this investment. There is also a large store ready to start and both will be finished about the same time.

The capacity of the furnace purchased is 150 tons per day, and the company has contracts and orders sufficient to run them for two years to come. The market is here for all they can make and they will control it.

Everything here is in full bloom now. We have had our last rain until June, and the air is redolent with the odors of a thousand different flowers, fruits and shrubs. The parks have on their holiday dress, and everything is attired in the earlier summer costumes of their species. Taken altogether the man who sees Utah at the present time would quickly satisfy himself that this is the garden spot of the world.

The mountains here are loaded down with minerals of all kinds. They are heavily wooded in parts, and there is more snow and water round and about them than will irrigate twice the amount of tillable land in this valley. Here in Ogden you have in a two hours' ride both summer and winter. The mountain peaks are snow covered the year round, and the most pleasant resorts are to be found in their shady recesses or in the numerous canyons which surround the city. Well, enough of this! A man can only know and appreciate a country by spending a few week or months and enjoying himself there.

This much, however, do you remember: The iron industry has one more plank to list; the blast furnace and foundry of Ogden are building, and A. Evens, Jr., formerly of Oswego, is the promoter of the enterprise and the president of the company which is organized to carry on the work.

I must not forget to mention Mr. Webb in connection with this enterprise. He has been one of the hardest of workers, and we all rejoice at his success. He now holds the office of superintendent, and he is making things hum as usual. W.

OGDEN, Utah, May 10, 1895.

Dr. J. H. McLean's strengthening cordial and blood purifier, by its vitalizing properties, will brighten pale cheeks add transform a pale, haggard dispirited woman into one of sparkling health and beauty. For sale by C. G. Huntley, druggist.

For physical ailments, especially those incident to declining years, there is no remedy that produces such satisfactory results as Dr. J. H. McLean's Liver and Kidney Balm, its genial and invigorating effect on liver and kidneys is remarkable. For sale by C. G. Huntley, druggist.

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

Oregon City Enterprise

$1.50 Per Year in Advance.