

# Oregon City Enterprise.

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CHAS. MESERVE,  
PUBLISHER AND PROPRIETOR.

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FRIDAY, MARCH 5, 1897.

### AGENTS FOR THE ENTERPRISE.

Beaver Creek, Dr. T. B. Thomas	Dr. T. B. Thomas
Dunby, Geo. Knight	Geo. Knight
Clackamas, Oscar Wisinger	Oscar Wisinger
Milwaukie, G. J. Trullinger	G. J. Trullinger
Union Mills, Chas. Holman	Chas. Holman
Meadow Brook, W. S. Newberry	W. S. Newberry
New Era, Henry Miley	Henry Miley
Wilsonville, F. L. Russell	F. L. Russell
Park Place, T. M. Cross	T. M. Cross
Gladstone, C. T. Howard	C. T. Howard
Sturford, R. M. Cooper	R. M. Cooper
Darius, Annie Stubbs	Annie Stubbs
Molalla, E. M. Hartman	E. M. Hartman
Marquam, B. Jennings	B. Jennings
Butteville, H. A. Snyder	H. A. Snyder
Astoria, L. J. Perdue	L. J. Perdue
Oreville, H. Wilbern	H. Wilbern
Eagle Creek, J. C. Elliott	J. C. Elliott
Danvers, F. Gutsch	F. Gutsch
Sandy, Mrs. W. M. McIntyre	Mrs. W. M. McIntyre
Simon, Geo. J. Curran	Geo. J. Curran
Cornville, Mrs. M. J. Hammer	Mrs. M. J. Hammer
Cherryville, Adolph Aschoff	Adolph Aschoff
Marmot, Adolph Aschoff	Adolph Aschoff

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

### CLOSE OF THE HOLD-UP.

Simon has at last yielded to the inevitable and has given up the fight for the control of the legislature. Tuesday when he called his senate together he only had six members present. Bate, Holt, Mackay, Mitchell and himself, the other members having gone home disgusted with his obstruction tactics. The farce was too plain to be longer kept up so the ramp senate adjourned sine die. The Davis Simon house in order to make a show that they are not controlled by Simon is still making a pretense of organization, but it has been given out that they will give up to-day (Friday) and go home. All that is left of the house is the twenty-six members composed of the Simon-Bourne-U'Ren contingent and this week they have been trying to make it appear that they were willing that the legislature should be organized, but they have fooled the republicans too many times and not receiving any definite assurance that these members would not flee outside the bar the moment the republicans appeared on the floor, as they have done each day since the convening of the legislature, the latter declined to stay in Salem any longer.

Now that the legislature has fallen to pieces without electing a senator the question arises, must Oregon have but one senator for the next two years. Senator Mitchell's time expired March 4 and as the legislature was not in session on that date the governor is empowered by the constitution of the United States to appoint a person to fill the vacancy until the next session of the legislature. By refusing to call a special session Governor Lord may make it possible for his appointee to hold the senatorial honors for two years until the next regular session of the legislature is held or he may decline to appoint and call a special session to elect a senator. As the governor has senatorial aspirations himself and as there are no appropriations to carry on the state government, it is possible that he may call a special session with the expectation that he may be able to secure the senatorship.

### THE PEOPLE FOOT THE BILL.

The failure of the legislature to organize and make the necessary appropriations to meet the various expenses of the state will make the hold-up a costly thing to the taxpayers of the state. The state expenditures average about half a million dollars a year and to raise this sum the state board made their levy the first of the year and this vast sum of money will soon be paid into the state treasury by the various counties on making their tax collections. As the constitution prohibits the state treasurer from paying out any funds in his hands except by an appropriation made by the legislature this money will be idle in his hands, or he can quietly loan it out and add \$50,000 or \$75,000 to his salary for the year. As this same levy will have to be made again next year there will be over \$1,000,000 in the state treasury when the legislature meets two years hence.

To meet the current expenses of the state warrants will have to be issued. As state warrants draw eight per cent interest this alone will add one-eighth of the total expense of the state. Yet this is not all the additional burden that will be put upon the people for the expenses will be further increased by reason of payments being made in warrants instead of cash, for merchants and others in these bids for supplies for the various institutions will add to their prices to cover the discount that they will have to give in order to get their warrants cashed by the brokers.

It thus means that the rule or ruin policy of Simon and the populists will cost the taxpayers of Oregon over \$150,000 in hard cash during the next two years, a sum that would build a good many miles of road, or greatly help out the school fund. But there will be a day of reckoning for those fellows.

The city council of Astoria recently passed an ordinance making it a misdemeanor to spit on the streets. The ordinance provides for a fine of not less than \$2 nor more than \$10 or imprisonment to exceed five days. It also makes it mandatory upon the police to enforce the ordinance. The rapid spread of consumption, catarrh, and kindred diseases among Americans is at last arousing

people to the necessity of doing something to stop the spread of these diseases. It has been proven by repeated experiments, that, from the matter expectorated upon our streets and hallways, diseases of the lungs and head can be communicated to other people as readily as can the virus of small-pox or measles. That Oregon City should have such an ordinance as has been passed by Astoria and many other cities in this country, is made painfully apparent by the appearance of our streets during a dry time and of the stairways and hallways of our public buildings when the janitor is not on duty at all times with a mop and a broom.

The cause of good roads is moving along in Oregon, Gilliam county having adopted the cash system and will begin their road work this spring on the plan carried out in this county. The progressive element in several counties is agitating the road question and it is probable that other counties will soon adopt the system of road work that has worked so well in Clackamas and Multnomah counties. With the present almost perfect road laws which Oregon has, it is but a question of time until they will be put into effect in all our counties and the state given a system of roads not excelled by any of the older states.

The board of trade is of late displaying considerable activity and is preparing for a big work this summer in advancing the interests of Oregon City. Already Secretary Plisbury has received more letters of inquiry from the East in the two months that have gone by of this year than has been received by the board in any previous period for the same time of year. The regular meeting of the board will take place next Monday and our business men should bear it in mind and be present.

Simon risked his all on the hold-up he brought onto the legislature and having lost, he will now be a political wreck until such time as he can regain a foothold in state politics. Simon may be beaten, but he is never crushed and he will bob up again serenely so soon as the voters forget this little episode which will be not so many years off.

### THE TAIL CAN'T WAG THE DOG.

Of the hold-up at Salem, the Astoria Budget has the following to say:

"It is a pretty safe prediction that the tail which is trying to wag the dog—the Simon and Bourne houses now in embryonic development in Salem—will never secure enough members to make a quorum in either house and organize the legislature. They have reached high-water mark, and may as well come home and let themselves down as easy as they can. Fighting majorities is a hard game at all times. They can be beaten when disorganized and without a general, but when they are in charge of such a man as Senator Mitchell, backed by the united anti-Simon factions all over the state, the battle becomes a hard and long one. Simon has found it so at this session, and the appearances indicate that he will come out of the fray with less results than he did in the Portland primaries, where his delegation secured only half a vote.

"We can expect war from the Oregonian from this time on. It has thrown down the gauntlet to all the republicans of the state who dare support Mitchell or his friends in any way. Already it has made venomous attacks on Brownell, of Clackamas. It does not hesitate to charge him with party perfidy and populist ideas. It has berated him like a dog, said he was devoid of all honor, and entitled to no respect either as a republican or as a citizen. And why? Simply because as chairman of the joint convention at Salem, he refused to accede to the wishes and commands of those who were not supporting Mitchell for senator. Had he vacated his chair and walked out of the joint convention, he would have been lauded in the Oregonian as having the patriotism of a Lincoln and the qualities of a redeeming angel. But he told the truth, exposed the conspirators, including the governor and Mr. Scott, and now he must suffer the damage that loyalty to a friend and antagonism to an enraged enemy merits. Had he succumbed when the "limit" was thrown off, the situation at Salem might have been different.

"The republican factions are now in a fight that will give them and endless amount of trouble for years to come. The men who are at war with each other in the party will not quit till they are totally whipped or the party is smashed into pieces. Simon and Scott want both Mitchell and McBride out of the senate, and whether Mitchell is returned or not another fierce battle will be waged four years hence. There is no way to mend differences between these antagonists.

"As was said above, there is little hope of any change being made at Salem. All the methods of persuasion, coercion and "dough" have been exhausted. The bridges have been burned. The minority vote must submit to the vote of the majority. The tail is too weak to wag the dog."

### For Young Men and Young Women

There is nothing that will arouse the ire of a young man or woman so quick as to have inferior laundry work put off on them. They may dress ever so well, but if their shirt front or shirt waist is mussed their neat appearance is spoiled. The Troy laundry makes a specialty of ladies' and gentlemen's fine work. There can be no better work than is done at the Troy. Leave your orders at Farnsworth's arber shop.

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56 Warren St., New York City.

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Ely's Cream Balm is the acknowledged cure for catarrh and contains no mercury nor any injurious drug. Price, 50 cents.

## HORSELESS WAGONS.

HOW THEY WILL AFFECT THE COUNTRY ROADS.

The Motor Carriage Is Coming, and Along With It Must Appear the Hard, Smooth Highway—Great Benefits That Will Accrue to the Nation.

The horseless carriage or motor vehicle, as it is variously called, is already an established fact, says the San Francisco Chronicle. Throughout France and all of southern Europe it is already in successful operation, and its advantages are so manifest that it is only a question of a short time when this country, always so quick to adopt inventions of practical merit, will have introduced it and have it in active operation in its remotest country districts. At present the cost of these vehicles is slightly in advance of a high grade carriage of similar finish, and no really cheap carts or buggies are shown. But when the cost of keeping a horse, with all the ails and uncertainties attending reliance upon that noble but somewhat uncertain ani-



A STATEN ISLAND ROAD.  
[From Good Roads.]

mal, is considered and the cost and wear and tear of harness, the economy is so substantial and so manifest that no one but a rich man could afford to longer maintain his stable and buy fodder instead of five gallon cans of coal oil or gasoline.

Not only passengers, but freight as well, will soon seize upon this convenient means of transportation. Raising produce will be a very different occupation when the farmer, instead of crowding a ton or so of grain or fruit or potatoes into a clumsy wagon and dragging it over rough roads by means of a pair or more of toll-worn horses, can place it in a light vehicle, seat himself on comfortable cushions and bowl over the road at the rate of 10 or 20 miles an hour.

But that road! Aye, there will be the rub. In the present state of country roads, and even the main highways all over the country, the race is not by any means to the swift, and comfort and safety are often only to be assured by a snail-like pace and the careful easing into chuck holes and out again, while the wheels that travel our byways are so thumped and rattled over stones and jagged rocks that even steel tires soon wear away and must be replaced. It may be positively asserted that nine-tenths of the benefits to be derived from the introduction of motor vehicles will be lost to the people at large through the condition of American roads and the utter impossibility of using them thereon. Conversely, the whole country would be benefited and enriched by placing these roads in good condition.

For the first time in the history of the world conditions are now approaching which make road construction not only a simple but a permanent matter. The hoofs of horses wear away the hardest and toughest pavements, and even the deep pressure of the narrow tires of heavy trucks and wagons cuts deeply into the best macadamized pavements to dust, while the mere tread of human feet will wear away stone blocks and convert thick planks to splinters. The soft roll of the pneumatic tire will scarcely leave an impression on the soft path through the woodland, but, on the contrary, exert merely a gentle pressure, acting as a roller, to compress and harden the earth, making more compact the surface which it passes over. When a road is once properly rounded and drained, it might be used by the pneumatic tire for 100 years and be all the better at the end of a century of use. A simple top dressing of macadam, or, better still, a thin coating of asphalt in its natural state, mixed with sand or gravel, would make an ideal road for the new wheels to travel and one which would endure to the end of time.

The motor is approaching so swiftly that the country has no time to lose in making ready for its reception. Every dollar that can be spared from the country's revenues should be applied in this direction, for no other measure would so conduce to the nation's welfare and profit. The United States produces within her borders almost every material of value. It has minerals in inexhaustible quantity and variety. It has oil, coal, wood, for fuel. It can raise its own wool and to spare, its own cotton, its own ramie, its own flax. It produces grain for the consumption of the world, and its supplies of fruit and vegetables, if properly distributed, would make its people the best fed and most comfortable of the nations. All that is needed is to provide for cheap and proper distribution. To effect this it will not be enough to make a highway from ocean to ocean, as has already been proposed, but equal pains must be taken with every crossroad and country lane, with wagon track that penetrates mountain canyons or climbs to the heights where the earth yields up its hidden mineral resources to the industrious miner.

The institution of road improvement on a wide scale throughout the land would have a direct beneficial effect upon the country, promoting internal commerce and aiding every producer within its borders. It would have a no less beneficial effect upon the people at large through the great market for labor which it would create and the enormous sums which it would place in circulation in the hands of the common people.



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## The Marketing Point

OF CLACKAMAS COUNTY

The factory towns of the East are noted for affording the best market to the neighboring farmers and gardeners in proportion to the population of any of the towns in that section. The reason for this is that the people of these towns have a fixed income upon which they can always depend, and, as a consequence, they are liberal buyers, paying cash for all their purchases.

As the Great Manufacturing Center of the Pacific Coast

## OREGON CITY

Is Coming to be One of the Best Marketing Towns in the State

This is proven every day by the number of farmers, who are to be seen on its streets selling their produce, who, until just the last few years, sought the markets of other towns. The system of macadamized roads that is being built into all parts of Clackamas county, will enable all the people of this county to share in the profitable market that Oregon City affords. If, as it is sure to do, the demands of Oregon City increase in the next five years as it has in the past five years, this city will rank next to Portland as a market place for

THE PRODUCE

of the Farmer