

Oregon City Enterprise.

SCHEDULES OF TIME

SOUTHERN PACIFIC RAILWAY

NORTH BOUND.
California Express (through) 8:00 a. m.
" " " " (way stations) 8:30 p. m.

SOUTH BOUND.
Roseburg Local (way stations) 9:27 a. m.
California Express (through) 6:00 p. m.

POSTAL SCHEDULE.

BY SOUTHERN PACIFIC RAILROAD.
Mail closes going North, 3:00 p. m.
Mail closes going South, 9:00 a. m. and 3:30 p. m.
Mail distributed from North 7:30 p. m., 10:15 a. m.,
Mail distributed from South 9:30 a. m., 3:40 p. m.

BY EAST SIDE ELECTRIC LINE.
Mail closes for Portland and distributing
points, 12:00, and 4:45 p. m.
Mail closes for Milwaukie only, 8:45 a. m.
4:45 p. m.
Mail arrives from Portland, 11:00 a. m. and
4:15 p. m.

SIDE ROUTES.

Oregon City to Ely, Carus, Mullino, Liberal and
Molalla leaves at 12 m. and arrives at 12 m.
daily.

Oregon City to Beaver Creek, Mink, Clark,
Meadow Brook, Union Mills, and Colton, leaves
at 8 a. m. Monday, Wednesday and Friday,
and returns on following days at 4:35 p. m.
Oregon City to Viola, Logan and Medland
leaves Oregon City Monday, Wednesday and
Friday at 1:00 p. m., leaving Viola same days
at 7:00 a. m.

Oregon City to Willamette, Clifton and
Wilsonville, arrives at 10:30 a. m. and leaves at
11:30 a. m. daily.

General delivery window is open on trucks
from 10 to 11 a. m. All letters dropped into the
box as the door is promptly set off Sunday,
as on other days.

All Eastern mail that is delayed on hills to
arrive on 9:30 a. m., 8 p. m. will come on 12
o'clock or 4:15 electric car.

WILLAMETTE FALLS R.Y.

CARS LEAVE

SUSPENSION BRIDGE	WILLAMETTE FALLS
6:50 a. m.	6:50 a. m.
8:00 "	7:00 "
9:00 "	8:10 "
10:00 "	9:25 "
11:00 "	1:05 p. m.
12:15 "	2:15 "
2:15 p. m.	4:50 "
4:00 "	5:55 "
5:40 "	6:55 "
6:10 "	7:30 "
7:15 "	8:45 "
9:10 "	

Sunday cars leave every hour until 9 o'clock
p. m. In effect on and after January 14, 1898.
C. A. MILLER, TRF.

FRIDAY, JANUARY 14, 1898.

SOME NEW LIGHTS.—The present city council is alive to the needs of the city and shows a disposition to keep things running in such a manner as will benefit all the people. A few days ago the council, in company with Charles Miller, of the Electric company, looked over the suburbs of the city with a view to extending the electric light service and decided to place an arc light on the corner of Monroe and Fourteenth streets and an incandescent light on Tenth and J. Q. Adams streets; also two incandescent on the street leading to Elyville. These new lights will be a very great convenience to the residents at that part of the city.

FOR A BASEBALL LEAGUE.—A movement is on foot at Portland to organize a baseball league in Oregon on practically the same basis as that under which the old Northwest league was managed a few years ago. The towns represented, if the scheme succeeds, will be Portland, Oregon City, Salem, Eugene, Albany, and perhaps one or two others within easy reach of those already mentioned. It is most time for baseball to take on new life again, and the plan proposed could probably be made to succeed at this time. Baseball contains all the necessary features for the development of muscle, is a healthy and amusing sport without the brutality that is practiced in the game of football. For the purpose of placating the latter sport if for no other reason the attempt to organize a baseball league ought to succeed.

SHOULD ELECT DELEGATES.—The Republican State League of Oregon will be held in Portland on Tuesday, February 1st, to which every duly organized republican club in the state is entitled to representation, and it is to be hoped every club in Clackamas county will be represented at the coming meeting. At the biennial meeting held in Portland nearly two years ago there were 1176 delegates present. It is now more than a year since the republicans of Oregon have assembled together for any discussion upon public questions, and for this reason the meeting should have a large attendance so that an interchange of views may be had. Besides outlining the work for the coming campaign the regular election of officers will take place as well as the election of delegates to the National League. The secretary has made arrangements with the transportation companies for a reduction in rates to nearly all points in the state for delegates. The Oregon Railway & Navigation company has made a rate of one and one-fifth fare, good for four days, and the Southern Pacific company a rate of one and one-third fare and good for three days; for round trip in each case. These rates are made upon the certificate plan. When the ticket for Portland is purchased at the local ticket office, the purchaser should ask the agent for a certificate. This certificate must be countersigned by the secretary of the league at the convention and then entitles the holder to purchase a return ticket for one-fifth or one-third fare as the case may be. Blank credential forms may be had by applying to H. L. Wells, secretary, box 348, Portland.

A PLAIN TRUTH.—The Oregonian truthfully says "what a town is worth is judged largely by the advertisements in its newspapers," and cites the fact that Portland advertises less in its own newspapers than such towns as Topeka, Kan., and Sacramento, Cal. The newspapers

of Los Angeles carry four times as many advertisements as those of Portland, and those of Seattle three times as many. As a result Seattle is getting the bulk of the Alaska trade as well as having a steady growth all the while. This same comparison can with the same effect be shown to exist within this state. Pendleton with a population of 4,000 and Eugene with less than that amount, each support two daily papers, while Oregon City claiming a population of nearly 6,000 offers no inducement to even one daily. Roseburg with 2,500 has a daily, Astoria has three dailies and The Dalles has two, Baker City has two dailies, and so on. Yet Oregon City with a population larger than any one of these mentioned except Astoria offers no inducement, while her natural facilities for a large city are great. These facilities will not develop without assistance. They must be brought to the attention of the outside world, and there is but one channel through which this can be done and that is through the columns of the newspapers. A town and the business of a town is measured by the business men whose advertisements appear from week to week in the local publications. By far too many men regard a dollar paid to a newspaper as a contribution without returns, but the man who has made a study of newspaper advertising for years tells a different story. From practical experience they have learned that their greatest profit comes from the money spent in advertising, and continue from year to year. If it were not profitable these people would not spend money in that way. Our business men complain that business is dull here, notwithstanding the natural manufacturing advantages of the town. This complaint is not heard in other towns of the state with a corresponding population. If Oregon City would attain and maintain its commercial standing among the cities of the country it must be done through its newspapers and these newspapers cannot do this unless backed up by the business interests of the city. Again we say "what a town is worth is judged largely by the advertisements in its newspapers."

THEODORE DURRANT HANGED.

Paid the Penalty Decried by a Jury of His Countrymen.

William Henry Theodore Durrant was executed at San Quentin last Friday for the murder of Blanche Lemont some two years ago in San Francisco. The crime and proceedings during the trial have already been narrated in the newspapers, and the final end has come and gone. Let us close the scene by giving the prisoner's last words as he uttered them on the gallows and then draw the curtain.

"I desire to say that although I am an innocent man, innocent of every crime that has been charged against me, I bear no animosity toward those who have persecuted me, not even the press of San Francisco, which hounded me to the grave. If any man thinks I am going to spring a sensation, I am not, except it is the sensation that I am an innocent man brought to the grave by my persecutors, but I forgive them all. They will get their justice from the great God who is master of us all, and there I also expect to get the justice that is the justice of an innocent man. Whether or not the perpetrators of the crime of which I am charged are discovered, it will make no difference to me now, but I say this day will be a shame to the great state of California. I forgive everybody who has persecuted me, an innocent man whose hands have never been stained with blood, and I go to meet my God with forgiveness for all men."

Bladder Troubles.

The bladder was created for one purpose, namely, a receptacle for the urine, and as such it is not liable to any form of disease except by one of two ways. The first way is from imperfect action of the kidneys. The second way is from careless local treatment of other diseases.

SAMPLES SENT FREE.

Unhealthy urine from unhealthy kidneys is the chief cause of bladder troubles. It is comforting to know that Dr. Kilmer's Swamp-Root fulfills every wish in quickly curing bladder and urinary troubles. It corrects frequent calls, inability to hold urine and scalding or stinging pain in passing it, or bad effects following use of liquor, wine or beer, and overcomes that unpleasant necessity of being compelled to get up many times during the night to urinate. The mild and extraordinary effect of Dr. Kilmer's Swamp-Root is soon realized. It stands highest for its wonderful cures of the most distressing cases. If you need medicine you should have the best. At druggists fifty cents and one dollar. You may have a sample bottle and pamphlet, both sent free by mail. Mention the Oregon City Enterprise and send your address to Dr. Kilmer & Co., Binghamton, N. Y. The proprietors of this paper guarantee the genuineness of this offer.

Altona Time Table.

O. C. T. Co's. Steamer Altona leaves Portland for Salem and way landings daily at 6:45 a. m. Leaves Oregon City for Salem at 8 a. m. Returning to Portland about 3 p. m.

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

ALMOST SECOND NATURE.

Cyclists Unconsciously Follow the Rules of the Road When Walking.

You can tell a bicycle rider by his walk. Not because of a peculiarity of gait, but for the reason that he unconsciously follows the rules of the road that he has learned while riding a bicycle.

On the sidewalks of the crowded streets of New York and Brooklyn a gentleman whose acquaintance among bicycle riders is quite extensive has, as a matter of curiosity, watched his cycling friends walking to and from business. Almost without exception they pass to the right when meeting other pedestrians and to the left when passing them from behind. When turning a corner, the pedestrian who has learned to cycle hugs the wall closely if going to the right and is almost sure to make a long turn if bound to the left.

If all pedestrians would observe the rules of the road on the sidewalks as well as the experienced cyclists observe them on the highways, there would be fewer toes trampled upon and fewer persons nudged in the ribs by protruding and sharp elbows.

There is nothing more annoying to the participants and nothing more laughable to the spectator than to see two persons dancing up and down and taking a series of side steps because both started to pass each other in the wrong direction.

The bicycle is unconsciously teaching people how best to keep out of each other's way. Any one who does not think the result is sure to be beneficial ought to attempt to stem a crowd coming from a theater or crossing the bridge at rush hours. There will be no polish left on the rash individual's shoes, there will be mud stains on his garments, and a feeling of deep, bitter resentment against all mankind in his bosom.—New York Journal.

BEEES IN BATTLE.

The Contest as Viewed by a Spectator at a Safe Distance.

The movements of the combatants are so rapid in battle that it is difficult to follow them through all of their evolutions, but the plan of battle seems to be very simple, says The Chautauquan. Two bees from the hive are sent to kill one intruder, and the latter always tries to force an entrance, even at the risk of its life. Once inside, it makes room for others of its companions to enter and then, gathering up its abdomen in as small a space as possible, it assumes the defensive. Two of the hive bees pounce upon it and collaring it fiercely they seek to find a vulnerable point between the rings of its body to sting it to death. The attacking bee just as determinedly struggles to cover every unprotected spot. If sufficient time can be gained and the attacking swarm is large enough to force an entrance the badly mauled bees that have not been stung to death will suddenly assume the offensive and pursue the tactics of their enemies. The contortions and evolutions of the various fighters are interesting to the observer.

Should the battle go against the attacking body, the balance of the swarm flies away to seek safety, and the dead carcasses of their companions are thrown contemptuously out of the hive.

But in the event of an opposite termination of the struggle the poor inhabitants are slaughtered. When their fate has been practically decided, many of them turn traitors to their cause, and in order to save their own lives they join the forces of the attacking party and display great vigor in killing their former companions. But there is honest patriotism even among bees. In every hive there are some who fight to the last and prolong the struggle for hours.

Winter Coats.

In coat shapes for the winter both semiloose and fitted shapes are favored. The collars are still the familiar high standing bands finished with braided or braid edged tabs, crenelated strips of velvet, fur bordered points and other fancy shapes formed and decorated to conform to the rest of the garment. Most of the sleeves are very small coat shapes, or else very much reduced mutton leg styles, finished either with a flare at the wrists or turned back with a deep machine stitched cuff. The greatest novelty in wraps, aside from the widely popular Russian model, is the garment closely fitted back and front, the jacket slightly pointed, and reaching only a trifle below the waist line on the sides.

Over the very close coat sleeves fall loose open circular bell sleeves, which are silk lined and decorated in various ways to match the jacket trimmings. These little garments are designed to accompany a calling or church costume or for other occasions for which a small wrap is requisite. A few of these wraps fasten on the left side and are trimmed across the front with two rows of rather large buttons, giving the jacket a double breasted effect. These wraps are made of various materials, including velvet, brocade, repped silk in heavy cordings or fine cloth, with a handsome trimming of braiding or passementerie in conjunction with fur.—New York Post.

Aluminum Wire.

Aluminum wire is made of various sizes and used for a variety of purposes. Among its newer uses is the manufacture of door and window screens. When exposed to the weather, such screens do not rust. Aluminum wire is used in the manufacture of hairpins. In a few cases in this city aluminum wire has been sold to be put up on roofs for use as clotheslines. The wire sold for this purpose was No. 6 gauge, which costs 60 cents a pound, and 1,000 feet of which weighs 24 pounds.

Aluminum pigs sell now at about 42 cents a pound, which is about half the price of a year ago. The sale of manufactured articles of aluminum is all the time increasing and things in great variety are made from it.—New York Sun

House of Gold.

Not in America, not even in the Klondike, but in the far-off east, at Rangun, the capital of Burma, is situated the famous golden pagoda of a Buddhist temple the whole of the exterior of which is one mass of shimmering gold. This generous coating of the metal is the result of years and years of votive offerings to Buddha, for devotees from all parts of the world come to Rangun and bring packets of gold leaf, which they place on the pagoda. During the last century, Tshewbyo-Yen, the king of Burma, gave his (literal) weight in gold to the walls of the pagoda, an offering worth £9,000.—New York Journal.

Nervy.

The Philadelphia Record tells a story of a nervy man who boldly drove a wagon up to a commission merchant's store and transferred 50 baskets of produce from the sidewalk to his rattle-trap vehicle, after which he drove away without paying for them. Meanwhile the commission man stood on the front sidewalk and watched the operation, thinking that the produce was being delivered to a party to whom it had been sold. Two days later the huckster returned with the 50 empty baskets and sold them to their owner at 5 cents apiece.

An Expert Opinion.

Wegary Watkins—Some of em says that all this here what is called genius is no gift at all, but just bein able to do hard work.

Hungry Giggins—But ain't bein able to do hard work a sort of gift? It ain't natural. Indianapolis Journal.

Going East?

IF YOU ARE,
DO NOT FORGET

Three Important Points

FIRST—Go via St. Paul because the lines to that point will afford you the very best service.

SECOND—See that the coupon beyond St. Paul reads via the Wisconsin Central because that line makes close connections with all the trans-continental lines entering the Union Depot there, and its service is first-class in every particular.

THIRD—For information, call on your neighbor and friend—the nearest ticket agent—and ask for a ticket reading via the Wisconsin Central lines, or address

JAS. C. POPE, or GEO. S. BATTY,
Gen. Pass. Agt., General Agent,
Milwaukee, Wis. 248 Stark St.,
Portland, Or.

O. R. & N.

Depot Sixth and J. Street
TWO TRAINS DAILY
For All Points East

"FAST MAIL ROUTE."

Leaves for the East via Walla Walla and Spokane, daily at 2:45 p. m. Arrives at 11:45 a. m.
Leaves for the East via Huntington and Pendleton, daily at 9 p. m. Arrives at 7:20 a. m.

THROUGH FIRST-CLASS AND TOURIST SLEEPERS.

OCEAN AND RIVER SCHEDULES.

OCEAN DIVISION—Steamships sail from Astworth dock 8 p. m. For San Francisco: State of California sails Sept. 19, 29; Columbia Sept. 24.

COLUMBIA RIVER DIVISION

PORTLAND AND ASTORIA

Steamer R. R. Thompson leaves Portland daily except Sunday at 8 p. m., and at 10 p. m. on Saturday; returning, leaves Astoria daily except Sunday at 6:45 a. m.

Willamette River Route.

Ash Street Wharf.

Steamer Ruth, for Salem and way points, leaves Portland Mondays, Wednesdays and Fridays at 6 a. m. Returning leaves Salem for Portland and way points Tuesdays, Thursdays and Saturdays at 7:15 a. m. Steamer Gypsy for Salem and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 6 a. m. Returning, leaves Salem for Portland and way points Mondays, Wednesdays and Fridays at 7:15 a. m.

YAMHILL RIVER ROUTE.

Steamer Modoc, for Dayton and way points, leaves Portland Tuesdays, Thursdays and Saturdays at 7 a. m. Returning, leaves Dayton for Portland and way points Mondays, Wednesdays and Fridays at 7 a. m.

Snake River Route—Steamer leaves Riparia daily except Saturday at 1:45 a. m., on arrival of train from Portland. Leaves Lewiston, returning, daily except Friday at 6:00 a. m., arriving at Riparia at 6 p. m.

W. H. HURLBURT,
Gen. Pass. Agent.

KLONDIKE SUPPLIES

If you are going to Klondike or even thinking about it, we invite you to call and inspect our immense stock. We have an entire floor, 100x75 feet, devoted exclusively to Klondike supplies, where you will find

Blankets, Mackinaws, Fur Caps,

Gloves, Underwear, Shoes, Tents, Sweaters, Rubber Goods, Etc., Groceries and Provisions

of all kinds at lowest prices. We pack and deliver everything free of charge at the wharf either in Portland, Tacoma or Seattle.

MOYER CLOTHING CO.

BEN SELLING, Manager. 3rd and Oak Sts. Portland.

\$1.00 — THE — \$1.00

WEEKLY INTER OCEAN.

The Greatest Republican Paper of the West.

It is the most stalwart and unswerving Republican published today and can always be relied upon for fair and honest reports of all political affairs.

The Weekly Inter Ocean Supplies All of the News and the Best of Current Literature.

It is Morally Clean, and as a Family Paper is Without a Peer.

Its Literary Columns are equal to those of the best magazines.

Its Youth's Department is the finest of its kind.

It brings to the family the news of the entire world and gives the best and ablest discussions of all questions of the day. The Inter Ocean gives twelve pages of reading matter each week and being published in Chicago is better adapted to the needs of the people west of the Alleghany Mountains than any other paper.

\$1.00 PRICE ONE DOLLAR PER YEAR \$1.00

The Daily and Sunday Editions of The Inter Ocean are the best of their kind. . . .

Price of Daily by mail, \$4.00 per year
Price of Sunday by mail, \$2.00 per year
Daily and Sunday by mail, \$6.00 per year

Address THE INTER OCEAN, Chicago.

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