

# OREGON CITY ENTERPRISE.

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**W. B. UREN,**  
ATTORNEY AT LAW.  
Office opposite Huntley's Drug Store,  
Oregon City, Oregon.

**C. SCHUEBEL,**  
Deutscher Advokat.  
ATTORNEY AT LAW.  
Office over McKittick's Shoe Store, near  
the Bank of Oregon City.

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Capital, \$100,000  
TRANSACTS A GENERAL BANKING BUSINESS.  
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the Bank of Oregon City.  
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VICE PRESIDENT, GEO. A. HARDING.  
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Red Line Cough Cure CURES coughs and colds at 25c. and 50c. per bottle.

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## THE BIG BLUFF ROAD

Pros and Cons of the Thoroughfare Discussed by Citizens.

### ROBERTS' IN THE FREE STATE.

French Has Turned the Boer Lines, Seized Modder River Crossing and is Being Heavily Reinforced.

The question of the advisability of constructing a road leading from the Southern portion of the city up on the bluff back of Canemah, is again commanding public attention. In order that the public may know some of the pros and cons of the road, we herewith append interviews with several business men of this city, and invite further brief comment on the subject:

**CHARLES ALBRIGHT.**  
"I think the road a good thing for the city generally. It will open up a section of the country that will trade in Oregon City instead of going elsewhere. The more good roads we have in all direction of the town, the better for us all. The road is a very direct line in the center of the county and will be well traveled and popular. It is not an expensive road. There is now \$2,000 ready to construct the road as soon as we can get the county interested. There is \$1,000 from the city and \$1,000 from private subscription, and about \$1,500 more would complete the road to the top of the hill."

**A. S. DRESSER.**  
"I formerly believed in the value of the road, but after an examination of the situation, I am satisfied that it will not add any value to the property at the south end of Main street, for the reason that most of the farmers already drive to that end of town to put up their horses. I am convinced that it will not depend upon the road that comes into Main street as to where people will trade, but upon the merchant who offers the inducements for trading specially with him. I think the road will cost too much for the city and the county to build at this time, and I believe that the policy of both the city and the county should be, to build first one good road leading into the country from the city that can be used at any time of the year. After we have solved the problem of how to build one good road that will stand the traffic, then it will be time enough to discuss the advisability of constructing another road leading from another part of the city in the same general direction."

**GEO. LAZELL.**  
"Don't know about the cost of it, but if it can be built for \$3,000 we ought to have it, as it is a practical scheme. It is not a selfish motive that prompts me, because it will open up the entire southern portion of the county. It will evade high grades that we cannot otherwise overcome. I heartily endorse it. I am now unloading potatoes hauled from Canemah, and every trip I make each way it is a loss of one hour's drive to come by way of Mt. Pleasant road. My neighbors are for it and will help pay for it."

**GEO. C. BROWNELL.**  
"My objections to this road are these: First—I question the authority of the county court to use money belonging to the county road fund to construct a road which has its beginning inside the limits of Oregon City. Second—I doubt with the present financial condition of the farmers of this county and the taxpayers generally as to the expediency of spending the amount of money that will be required to construct this road at this time. The largest outlay, as I am informed, would be inside the limits of Oregon City. The cost it is stated by those who know, would range from ten to twenty-eight thousand dollars to construct this road. I am convinced that the people generally living in the country precincts, who have to travel over pretty bad roads to get their produce to market, would seriously object to having their tax money, at the present time when they need roads so much in the country, diverted to the building and construction of a road which really does not benefit the general public and which at this time will strike all conservative people as being impracticable. I endorse quite fully the general ideas in relation to road building as expressed by Mr. Harvey E. Cross. Take the road money and build one good thoroughfare through the county; next year take the money and build another, and in four or five years we would have good roads through the general and central points of the county. I am opposed to the policy of taking a few hundred dollars and scattering it on this piece of road and that piece of road when in the end you have practically nothing to show for the expenditure of the people's money. When times are better and the burdens of the people have become easier to carry, then perhaps it might be well to construct this road, but certainly not at this time. What should always be the moving power behind the ex-

penditure of the people's money is to have it expended where it will give the most benefit to the people themselves."

**GEO. A. HARDING.**

"In justice to the property owners of this end of the city, who have borne the great bulk of the expense of improving Main street, if the city council can see its way clear to open up a road at the southern end of the city, it ought to be done in order to make another inlet and outlet to the city. We now have but one, and the proposed road would be a great convenience to farmers in the southern portion of the county. I do not think it will be too expensive for the benefits that the whole city would derive from it."

**C. G. HUNTLEY.**

"My opinion is it is not at all feasible. We have no surplus road fund. The work on other streets that are a necessity will absorb all the money we will be able to raise for road purposes this year."

**E. G. GAUFIELD.**

"I am always decidedly in favor of good roads in any direction, and think that efforts with that end in view by our citizens will accomplish more for Oregon City than any thing else that can be done. This particular piece of road leading from Main street at Third, to the top of the high bluff back of Canemah, I have always considered an impracticable undertaking, costing the city and county an immense sum of money without any benefit to the city at large commensurate with the outlay. We need an outlet from the south end of the city and the present council should take measures as soon as possible to repeal the act of the last council in giving away to a private individual the only road we have leading from that end of town, for a railroad, practically condemning it as a county road. The action was taken by the last council in a hurry and I do not believe that it expresses the sentiment of the people of Oregon City, or that it was legal."

**E. E. CHAMMAN.**

"Most everyone knows how I feel about roads in general, particularly the road in the south end of Oregon City. All roads built in the south end of the county will bring trade and commerce to Oregon City, and it is a well known fact that about \$5.00 has been expended in the north part of this county to \$1.00 in the south part on roads. Now why not all pull together, laying politics and selfish motives aside, and build this proposed road from Third street in Oregon City to Lawton hill, connecting with the New Era road on a 6 per cent grade which is only 1 per cent greater than the grade of the suspension bridge. This would be a great convenience for everybody, living in the south end of the county, as it would be a saving of at least two hours time on the road, which means money to most everybody and I know that the people of New Era, Marquam, Macksburg, Needy, Aurora, Canby and Barlow feel isolated from Oregon City. This road would stimulate the business and commercial interest of the entire county, it would pay for itself in 5 years in increased taxable property, and while the land is practically unoccupied, I consider that one of the best reasons to go ahead with the project, as it will save expensive litigation. My motto is, "give us good roads with easy grades."

General Roberts, with the bulk of the British army operating against the Boers, has succeeded in entering the Free State and has made the first step in his advance toward Bloemfontein. General French has turned the Boer line, and with some 20,000 men, has seized a crossing of the Modder river, to the east of Jacobsdal, thus placing himself between Cronje's army and the capital of the Orange Free State. Reinforcements are being hurried up to him. The main Boer army in that section has not yet been encountered, but a great battle is imminent.

As shown by the dispatches of Lord Roberts to the war office, the forward movement began Monday, when Colonel Hannay set out with a brigade of mounted infantry from Ramah, on the Riet, eight miles from Jacobsdal, the Boer supply base.

Monday General French, with the cavalry division, seized the crossing of the Riet river at Dekil's drift, south of Jacobsdal, and 18 miles east of Honey Nest kloof. He skirmished with the Boers and cleared the way for 20,000 infantry, who followed across.

Tuesday, with his three cavalry brigades and the horse artillery, General French rode to the Modder river, a distance of 25 miles, and took three fords with high ground beyond the river, and five Boer camps. He had a few casualties in brushes with the Boer horse.

**Acker's Dyspepsia Tablets are Sold on a positive guarantee. Cures heart burn, raising of the food, distress after eating or any form of dyspepsia. One little tablet gives immediate relief. 25 cts. and 50 cts. Geo. A. Harding, agent.**

## BOARD OF COMMISSIONERS

February, 1900, Term—Present, S. F. Marks, Chairman; J. E. Morton and R. Scott, Commissioners.

Be it remembered that a regular session of the board of county commissioners for the county of Clackamas, state of Oregon, begun and held in the court house in said county and state on Wednesday, the 7th day of February, 1900, (the same being the regular time fixed by said board for holding a regular session of said board for the transaction of county business. Present, Commissioners S. F. Marks, J. E. Morton, R. Scott; Elmer Dixon, clerk; J. J. Cooke, sheriff.

When the following proceedings were had, to-wit:

In the matter of the reports of road supervisors for the month of January, 1900. The board having examined said reports and being fully satisfied, it is ordered that they be, and the same are hereby approved, and the expense accounts of the several districts are hereby allowed and ordered paid, and the clerk is instructed to draw warrants on the road fund and on the general fund for the several amounts and in favor of the persons named in said road reports:

|  |          |
|--|----------|
| Road district No. 1.                   |          |
| John Pollock, road fund.....           | \$3 75   |
| C. H. Conwell.....                     | 10 50    |
| O. Mathewson, general fund.....        | 7 50     |
| W. Hugh.....                           | 75       |
| Total.....                             | \$22 50  |
| Road district No. 2.                   |          |
| John Bennett, general fund.....        | \$7 50   |
| E. J. Davis.....                       | 4 50     |
| Wm. Hubbard, road fund.....            | 1 50     |
| Ed. Hubbard.....                       | 3 00     |
| John Becker.....                       | 3 00     |
| Fred Becker.....                       | 1 50     |
| Kennedy Higginson.....                 | 3 00     |
| Frank Robinson.....                    | 2 62     |
| Frank Griffith.....                    | 3 00     |
| A. W. Hanson.....                      | 3 00     |
| Harry Reed.....                        | 6 00     |
| A. Conklin.....                        | 6 00     |
| A. C. Davis.....                       | 6 00     |
| Henry Kanna.....                       | 6 00     |
| S. B. Miltard.....                     | 6 00     |
| James Reed.....                        | 4 50     |
| J. P. Davis.....                       | 3 00     |
| Perry Hunter.....                      | 12 00    |
| A. Hunter.....                         | 6 00     |
| P. J. Davis.....                       | 5 00     |
| Total.....                             | \$93 12  |
| Road district No. 3.                   |          |
| A. W. Cook, road fund.....             | \$10 00  |
| J. W. Helleary, general fund.....      | 15 90    |
| Total.....                             | \$25 90  |
| Road district No. 9.                   |          |
| Herman Lewis, road fund.....           | \$2 25   |
| Road district No. 13.                  |          |
| James Walker, general fund.....        | \$3 00   |
| W. C. Ward, road fund.....             | 6 00     |
| F. Walker.....                         | 1 50     |
| G. Hayden.....                         | 3 00     |
| F. Mattoon.....                        | 2 25     |
| A. J. Randolph.....                    | 4 50     |
| T. C. Jubb.....                        | 1 50     |
| E. Miller.....                         | 3 00     |
| H. Mattoon.....                        | 3 00     |
| W. M. Stone.....                       | 6 75     |
| W. H. Mattoon.....                     | 12 00    |
| Total.....                             | \$46 50  |
| Road district No. 14.                  |          |
| A. Manix, road fund.....               | \$8 50   |
| R. H. Taber.....                       | 9 00     |
| G. Surghman.....                       | 6 45     |
| S. Thomas.....                         | 5 25     |
| Walter Kider.....                      | 3 00     |
| A. T. Howard.....                      | 1 50     |
| Total.....                             | \$33 70  |
| Road district No. 15.                  |          |
| R. H. Taber.....                       | \$1 00   |
| Edward Schmitt.....                    | 75       |
| Thomas Lindsley.....                   | 75       |
| F. W. Hacher.....                      | 1 10     |
| Total.....                             | \$3 50   |
| Road district No. 16.                  |          |
| R. H. Taber, road fund.....            | \$13 50  |
| S. Thomas.....                         | 8 62     |
| Geo. McCormick.....                    | 2 25     |
| A. N. Gregory.....                     | 8 62     |
| G. Burghman.....                       | 9 37     |
| Walter Rider.....                      | 7 50     |
| M. Huiras.....                         | 2 70     |
| J. Briggs.....                         | 3 05     |
| C. Bannan.....                         | 1 20     |
| A. F. Breuner.....                     | 3 05     |
| A. Breuner.....                        | 3 50     |
| Total.....                             | \$63 18  |
| Road district No. 17.                  |          |
| Carlton & Rosekrans, general fund..... | \$24 75  |
| Adam Knight, road fund.....            | 6 00     |
| Harry Gillmore.....                    | 9 00     |
| Andy Knight.....                       | 7 50     |
| Wm. Tice.....                          | 3 00     |
| D. R. Dimeck.....                      | 7 50     |
| Oris Morris.....                       | 10 50    |
| Adkins Bros.....                       | 55 50    |
| Edwin Selly.....                       | 38 75    |
| Total.....                             | \$162 00 |
| Road district No. 18.                  |          |
| Wilson & Cooke, general fund.....      | \$3 00   |
| H. Hornslub, road fund.....            | 22 00    |
| F. Ballard.....                        | 13 50    |
| C. May.....                            | 8 25     |
| Eph. Jones.....                        | 8 62     |
| J. Kalbfleisch.....                    | 8 25     |
| H. Williams.....                       | 6 03     |
| M. Thomas.....                         | 3 03     |
| A. P. Jones.....                       | 1 50     |
| Knock Cooper.....                      | 1 00     |
| T. Lewis.....                          | 4 50     |
| Total.....                             | \$79 06  |
| Road district No. 19.                  |          |
| A. Newkirciner, road fund.....         | \$16 50  |
| P. Sager.....                          | 6 00     |
| C. Smith.....                          | 7 50     |
| Geo. Rogers.....                       | 7 50     |
| J. L. Gard.....                        | 13 50    |
| A. Myers.....                          | 2 25     |
| F. G. Newkirciner.....                 | 27 00    |
| Total.....                             | \$80 25  |
| Road district No. 20.                  |          |

(continued on page five.)