

Oregon City Enterprise. City and County Official Paper

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L. L. PORTER, PROPRIETOR.

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AGENTS FOR THE ENTERPRISE.

- Beaver Creek.....Dr. T. B. Thomas Canby.....E. I. Sias Clackamas.....A. Mather

THERE has been considerable said concerning the cost of running the county especially by Mr. Cross and the Courier-Herald. The cost of running the county exclusive of the money used on roads and highways is used as a basis for ascertaining the part of the state tax that each county shall pay.

If the county board would make an order that the bulk of the county road fund should go on the roads of the district where raised, it would meet the approval of the majority of the taxpayers as well as save the Board from the annoyance of many petitions of money each month.

The Courier-Herald has much to say last week about the cost of running the county offices in Clackamas County as compared with other counties but forgot to say that the cost of the county supplies and printing in Clackamas County is ninth in the state although this county is third in population.

The Courier-Herald tries to show that the expense of the clerk's office and sheriff's is exceptionally low but it does not show the whole expense of either

office. The expense of copying the rolls and collecting the tax levying on the property etc amounting to about \$1100 is left out of the Courier Herald's statement of the cost of running the above offices. When the cost of running an office is given, give it all.

MEER'S TO CROSS.

How dear to our hearts is the word independent When a nice fat office is presented to view I will select from the list the one that best suits us.

Politics will soon be ripe in Oregon and the great exposition booked for Portland in 1905 will please go away back and sit down until again called to the front—Lincoln County Leader.

SENATOR MITCHELL FOR IT.

Declares in Favor of Initiative and Referendum.

The following letter from Senator Mitchell is self-explanatory: "Washington, Feb. 26.—Hon. W. S. U'Ren, Secretary Direct Legislation League, Oregon City, Or.—Dear Sir: I beg to acknowledge receipt of yours of February 17, just received, in which you state that the Portland Board of Trade has referred to its committee on legislation a request from the Direct Legislation League of Oregon for their endorsement and approval of the proposed amendment to the constitution of the State of Oregon, providing for the initiative and referendum.

"I think you know without any expression from me that I not only am now but have been for years heartily in favor of this proposed amendment, and I have no hesitation in expressing myself at all proper times and in all proper ways in its favor. I believe a large portion of the people of Oregon favor the amendment; so let us try it.

"JOHN H. MITCHELL."

WILL GOVERNMENT BUY LOCKS? Oregon City Canal To Be Investigated, With Several Ends In View.

WASHINGTON, March 11.—The rivers and harbors bill, as presented by the House committee, authorizes the Secretary of War to ascertain through a board of engineers whether the acquisition of the present canal and locks at Willamette Falls, or the construction of a canal and locks by the Government and their operation for the exclusive benefit of the navigation of the Willamette River would be with drawing the waters of this river from its customary channels, materially injure the manufacturing enterprises now in operation or contemplated at the falls; also to ascertain through the Department of Justice, whether the Portland General Electric Company, by view of its ownership of property at Willamette Falls, has legal right against the United States for the full, free and continued use of the waters of the Willamette for the use of the manufacturing enterprises now located on its property; whether the water is needed for navigation, and if so, what method would be necessary on the part of the Government to acquire title to such water for navigation purposes, and the measure of damages it must pay the company.

Brownell at Molalla.

State Senator George C. Brownell addressed a large crowd at Molalla, Saturday afternoon on the political issues of the day, bearing particularly on the subject in relation to county affairs. The Maccabee quartet from this city furnished music for the meeting, which was an enthusiastic one. Senator Brownell will make a political speech at Clackamas next Saturday evening.

A Horrible Outbreak

"Of large sores on my little daughter's head developed into a case of scald head" writes C. D. Isbill, of Morgantown, Tenn., but Bucklen's Arnica Salve completely cured her. It's a guaranteed cure for Eczema, Tetter, Salt Rheum, Pimples, Sores, Ulcers and Piles. Only 25 cents at Geo. A. Harding's.

COMMISSIONERS REFUSE PETITION

Will Not Sanction the Opening of the Lawton Hill Road.

The Board of County Commissioners Wednesday denied the petition of a number of farmers living in the vicinity of Mount Pleasant for the opening of the Lawton Hill Road. At the regular session of the Board last week a petition was presented stating that a meeting of farmers was held February 24, at which George Lazelle presided and W. B. Lawton was secretary, and the following resolutions were passed: "Resolved, That the county court be requested to contribute toward the opening of the Lawton Hill road, which runs from the south end of Oregon City, south to Upper Canemah, the full amount of the road tax of Canemah road district now being collected, said tax, together with the private subscriptions already pledged, being sufficient, in the opinion of the meeting, to fully open said road to public travel."

The Board postponed the matter until Wednesday, when a remonstrance, with over 40 signatures of prominent property owners of the section attached, was presented to the Board, with the request that no new roads be opened and no more money be applied to the Lawton Hill road until the present roads in Canemah road district shall have been put into a good state of repair. The remonstrators further requested that sufficient amount of the road fund be applied to the river road, but no action was taken on this request. Chairman Morton was in favor of granting the petition to open the Lawton Hill road but Commissioners Lewellen and Killin strongly opposed it. The former made a forcible speech against the granting of the petition which would necessitate a larger debt upon the county and he did not propose to consent to running the county one cent deeper in debt than it was at present.

The Board of Commissioners adjourned late Wednesday afternoon until the first Wednesday in April. Just prior to adjournment an order was made directing the Oregon City & Southern Railroad Company to conform to the terms of the franchise granted them February 11, 1901, by laying their track and road bed along the westerly side of Main street in Canemah, within 30 days. The track has been laid in such a way that it runs across the county road where Main street intersects with first street and is dangerous to travel.

An Author Speaks.

The late Charles Dudley Warner—author, editor and traveler—while bathing in Great Salt Lake remarked to a friend, that in all his travels he never before saw such a glorious combination of salt sea bathing, blue sunlit skies, pure mountain air and pretty women and happy children. The only transcontinental line passing directly through Salt Lake City is the Rio Grande System. It is also the "Scenic Line of the World." No European trip of equal length can compare with it in grandeur of scenery or wealth of novel interest. All Agents sell through tickets to the East by way of the Rio Grande Lines. Send for pamphlets to J. D. Mansfield, General Agent, 124 Third Street, Portland; or Geo. W. Heintz, Asst. General Passenger Agent, Salt Lake City.

REAL ESTATE TRANSFERS.

Furnished Every Week by the Clackamas Abstract & Trust Company.

- J D Hart to Waverly Association lots 8 and 9 in blk 22 Cambridge 300 C H Johnson to V. Johnson nw of sec 9, t 1 s, r 4 e 200 J M Cunningham to E F Riley, lots 7 and 8, in blk 7 Parkplace 1 A P Barlow to D O Freeman lots 1 and 2 in blk 2, Barlows 150 G W Church to O P Andrews, lots 3, blk 130, Oregon City 1000 J B Bridges to M Bridges nw of sec 25, t 4 s, r 5 e 425 H Arndt to M Bridges ne of sec 25, t 4 s, r 5 e 300 H Koehler to H Krafft e 1/2 of sec 24, t 4 s, r 1 w 5500 C A Bartlemay to R Zeek, 40 acres in claim No. 20 t 2 e, r 3 e 700 T C Pettit, to J M Ackerson 50 acres in section 18, t 2 s, r 4 e 600 C W Scramlin to A W Riggs 18 acs in sec 34, t 4 s, r 1 e 150 F Thomas to R Thomas e 1/2 of ne of sec 1, t 2 s, r 4 e 1000 R Thomas to Anne Thomas n 1/2 of ne of sec 12, t 2 s, r 4 e 400 F Olsen to Wm H Thompson 1/4 acres in Whitlock D L C 150 Wm G Hill to S C Wicklund w 1/2 of 10 acres in tract K Clackamas Riverside 600 Wm O Mack to R P Watters s 1/2 of sec 11, t 4 s, r 1 e 400 J A Thayer to E Minns lot 6, blk 99 Oregon City 325 M Ekstrand to A L Russell lots 1 and 27, blk 1 Edgewood 150

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KIRCHER GIVES FIGURES.

Shows That Two Years Earnings of Himself and Family Were \$284.59.

STONE, Oregon, March 10, 1902. (To The Editor) Please allow me space for a few remarks in reply to F. N. King's article of March 2, 1902. In his article he asks "who attacked him? Surely no names were mentioned." That is the shield he intended to hide behind. I will say to Mr. King, that if a venomous reptile makes a pass at me, it is not necessary for it to strike in order to determine its intention. Again in his last article he says: "circumstances only were referred to." Now who did he mean when he said in his first article "In the improvement of a road where the work covered the whole term of the supervisor, enough was paid him and his family to purchase a farm of 80 acres". Now I consider that a direct insult to myself and family, and a cowardly act in itself. Mr. King must not think that he can publish such articles broad cast to the public unnoticed.

In regard to Mr King's poll tax I will state that according to the road laws of Oregon, he is liable to poll tax. Why the court exempted him I am not prepared to state. In my opinion it was a grave mistake, as it will have a tendency to lessen our poll tax one-half.

I herewith submit a statement of money expended and earned by me in district No 12, Logan, Oregon, for the benefit of Mr. King and others who might be misinformed:

Report of road district No. 12, covering a period of about two years, beginning April 1, 1900 up to March 1, 1902: Total expenditures \$6,798.06. Total earnings of myself and family, \$284.59. During this period of time donated to road district about 3000 yards of gravel (average price paid by county for gravel, 5 cents per yard) or equal to \$150; donated in labor to Logan road improvement, \$50. Net earnings of myself, two men and team in two years, \$284.59. W. P. KIRCHER.

FULL TICKET IS NOMINATED.

(Continued from page 1.)

Grout, Oregon City; H. E. Nickels, Oregon City; C. E. Spence, Clackamas; A. N. Reynolds, Macksburg; Antler Weinder, Beaver Creek; Henry Heurich, Ely; William Shannon, Beaver Creek; Charles Criswell, Oregon City; Henry Shannon, Beaver Creek; Fred H. Stroeder, Oregon City.

HOT SHOT FOR HARVEY CROSS.

(Continued from page 1.)

were built last year, and there is no country in this state that is developing faster than Sandy and vicinity, all on account of good roads. (See bridge fund.)

The Damascus country has a continuous permanent plank road clear into Portland, which was completed last year within a few hundred yards of the village of Damascus. (Bridges Dr.)

Have the people of Viona and vicinity forgotten their terrible experience with the Vossburg hill and vicinity when it was not safe to life or limb in summer or winter to drive over this road? Have you forgotten last winter the Barret place for nearly one half mile would mire a saddle blanket. When I went out there and had out a side track for you to get your mail over? What is it today? Over 1 1/2 miles of as fine road as any state affords, all planked, charged up to bridges, yes, the bridge fund.

There was built on the West Side nearly a mile of crushed rock. (No charge to bridges.) Nearly one mile of crushed rock was built on the Molalla road to repair worn out plank. The southern part of the county made more road than has been built in three years, including the notorious Everhart hill, which has baffled the skill of road builders for 40 years. It has been a menace to improvement for a life time to many people. No Court, or man, or set of men, dared to attack it with a standing grade of nearly 25 per cent. What is the case today? Your humble servant was sent out there by the county board with power to act in the premises. A skillful engineer was procured. The result is a beautiful eight per cent grade from top to bottom planked lumber, every foot charged up to the bridge fund of Clackamas County, to give boncome to such men as Cross and their like to down and discourage a Republican board of commissioners.

I hope the people of the county will give us one kind thought in all our troubles. Gen. Grant said "War Is Hell." He ought to have been county commissioner once.

I started in, when elected, to try to build a permanent modern road into the center of every locality in the county by the time my four years had expired, and so far, the common people have stood by me in good shape by money and volunteer work. The work is nobly going on. The county treasurer has issued a call for the payment of road warrants up to the 1st of June last year. The 1st of June 1902, will find us not very far behind. I will say in conclusion, if I accomplish the building of these roads I will have reached the summit of my hopes, and this improvement will live in the minds and hearts of the people when such tax dodgers as H. E. Cross will be forgotten.

JOHN LEWELLEN.



The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Watson and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are only experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

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In going over the famous "Shasta Route" of the Southern Pacific Co., the traveler ever finds something new to excite his imagination and interest. Starting at Portland, one traverses the whole length of the Willamette Valley, the gem of the Northwest. Mt. Hood, Mt. Jefferson and the Three Sisters and other snow-capped peaks are kept in sight for hours. The beautiful valleys of the Umpqua and Rogue Rivers, with their orchards of pines, peaches, apples, and other fruits, are a delight in themselves. The crossing of the great mountain barrier between Oregon and California reveals the grandest mountain scenery in the United States. The wonderful turnings, twistings, and doublings of the railroad bring into view a grand array of towering mountains and profound gorges into which we gaze from dizzy heights, forest clad mountain slopes stretching up to the line of perpetual snow, and the foaming mountain streams dashing fiercely down deep canyons, now and then stopping for a short rest in some quiet pool. After a day's enjoyment of old Mt. Shasta, the finest peak on the continent, we drop rapidly down the canyon of the Sacramento to the broad plains of the Sacramento Valley in California, and thence through vineyards and orchards to San Francisco.

For maps and descriptive literature, address R. B. MILLER, G. P. A., S. P. Co., Portland, Oregon.

The Latest Years. A Pittsburg drummer tells this new yarn: I always carry a bottle of Kemp's Balsam in my grip. I take cold easily and a few doses of the Balsam always makes me a well man. Everywhere I go I speak a good word for Kemp. I take hold of my customers—I take hold of my young men, and tell them confidentially what I do when I take cold. At druggists, 25c and 50c.

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