

Oregon City Enterprise

TOLD IN SIDEHEADS.

MAY CLAIM HALF THE PENALTY.—The law against killing China pheasants during the close season is quite plain regarding the penalty for such an offence. Moreover, half of the fine, above the costs, goes to the informant, no matter who that person be so long as he is not a game warden or a deputy game warden.

HILLSBORO ELECTRIC LINE.—The Portland Hillsboro Electric Railroad Company has finished the surveys for its road as far as Hillsboro. The cross cut surveys are also complete. The engineer is now putting the figures on paper and making estimates. This work will be completed in two weeks, when it will be turned over to the builders. A lot of contracts for right of way in Washington county have been signed and the agent will make an effort to have all others executed by the time the builders get the construction estimates.

THE ANNOTATED CODE.—The state printing office is fast finishing up the work of printing Bellinger's Code of the State of Oregon, authorized by the last legislature. It is the first edition of the Oregon code ever printed in Oregon, this job having been previously let by contract. Hill's Code was printed in 1892 by the Bancroft-Whitney Company, of San Francisco, it being the last. The present edition will contain 1000 copies of about 2300 pages. The present work was begun in May last and is expected to be completed this month.

MANY BRIDGES BURNED.—Clackamas county sustained considerable loss by reason of the late fires by having a number of bridges destroyed. Chairman Lewellen, of the board of county commissioners, says the number burned is about ten, so far reported, none of them, however, being very large or expensive. Mr. Lewellen says the cost of replacing the most expensive one will not exceed \$300, but the total expense of replacing and repairing will aggregate a good many hundred dollars. The county this year has been very unfortunate in the loss of bridges. The one over Tsalatin, destroyed by fire a short time since, will cost considerable to replace.

SCALP BOUNTY LAW.—From many parts of the state is coming the report that the scalp bounty law is receiving a "setting down on." Over in Malheur county the other day the county court dealt a "below-the-belt" blow to the law when it made an order as indicated by the following clipping from the Malheur Gazette: "The county court, at its last session, made an order instructing the clerk to issue no more warrants for coyote scalps. The county has issued warrants to the amount of about \$6,000 since the state quit paying her part of the scalp bounty. The court, therefore, concluded to issue no more warrants until the state could pay her part."

GOOD YEAR FOR STOCK.—Cattle and stockmen in Western Oregon report one of the very best years ever known in the history of the industry. The cattle on the ranges and those coming in for shipment are in remarkably fine condition. There is and has been an abundance of feed on the range all the season, and the water supply has been remarkably good. On many of the glades and prairies in the higher altitudes there has been feed and water during the present summer where the same often dry up during the same period. Prices, too, are good, and those who own the cattle grazing upon the thousands of hills of this favored Western Oregon are indeed a prosperous and contented lot of people.

How We Grow.—As a city grows, pride in beautifying the homes and making the city attractive to visitors naturally keeps pace with the widening influence of the city. Oregon City is forging ahead this year in a very creditable manner and perhaps more rapidly than ever. Many new and creditable buildings are being put up, others being remodeled and improved, new walks laid, streets improved, water facilities increased and numerous other improvements launched that are giving to the city by the falls a merited reputation for enterprise and progressiveness. There are many things yet to be done in the way of advancing the city's interests, but they will come with time.

KIAMATH LAKE RAILROAD.—Construction of the Klamath Lake railroad is progressing in a way quite satisfactory to the promoters of the enterprise. Four hundred men, including 50 Chinese, are now working at grading and track laying. Tracks were laid across the steel bridge over the Klamath river on the line of the road last week, a distance of ten and three-quarters miles, from the starting point at Laird, on the S. P. Co.'s railroad. Last Friday the track layers and steel gang were moved from Laird, from which they have heretofore operated, to Fall Creek. Two trains are engaged in the building operations, a ballast train and a construction train. The contractors are still hampered somewhat in their work owing to the great scarcity of labor.

AN EXPENSIVE LESSON.—Estimates of the losses by recent forest fires in Willamette valley are placed at \$1,500,000, the heaviest loser being Clackamas county, which lost a round million dollars, says the Eugene Register. A number of people were burned to death, some are missing and many were injured. Many farms were swept of crops and houses and the agricultural losses are heavy. No such fire has ever before visited this state. The experience of the past ten days has taught Oregon a lesson that will not soon be forgotten. Next year the mountain districts will probably be amply provided with forest rangers. The losses suffered this season would pay the expenses for years of all the forest rangers necessary to keep fires out of the timber.

A GREAT PEACH CROP.—The present season bids fair to reach the high water mark in the quantity of peaches shipped from Ashland of any in the history of the industry. Last week the Ashland Fruit Association finished loading its twenty-sixth straight car of fruit. This of course does not include the many partial car shipments, which, if totaled up, would at least bring the entire number thus far in the season to 35 cars. The prices on the last car were 35, 37 1/2 and 40 cts. per box f. o. b. Ashland. In consideration of the fact that there has been a full crop in all peach producing districts the above prices are quite satisfactory. The Muirs, one of the most luscious varieties of the Ashland peach belt, is now being harvested. The Association settled in full with the growers for the blackberry crop handled by it, and the returns showed that every crate had been sold for 60 cts.

FAVORS FARMERS' CONGRESS.—B. G. Leedy, master of the State Grange, is very much in favor of the congress of farmers as proposed by Evening Star Grange, No. 27, Patrons of Husbandry. While at the State Fair, Mr. Leedy expressed himself as pleased that the movement had been started, and said that he would do all he could to make it a success. Mr. Welch also talked with other prominent Grangers, and they all expressed themselves in favor of the contemplated gathering. It will take about a month to get responses to the circular letters that have been sent out, and it is hoped that every Grange receiving the invitations will act promptly in the appointment of a conference committee. No definite steps can be taken until these responses have been received. As soon thereafter as possible a general committee meeting will be held.

MANY HORSES DYING.—Mart Miller, a well-known farmer who resides at Knox Butte, was in Albany Friday, says the Herald. He says that a number of horses have died recently in that locality from a disease which the veterinary surgeons pronounce catarrhal fever. John Lennox has lost five head of fine horses from the disease. Mrs. M. Chambers 4, Mr. Miller 8, and Smith Cox 5. Others have lost several head of horses from the same disease. Owners of horses in that locality are much exercised and puzzled as to what to do. Thus far veterinary surgeons have been unable to find a remedy and the disease is in most cases fatal. The horses are attacked with fever, followed by weakness and paralysis. About 75 horses near Knox Butte and Millersburg have died from the disease. Here is an opportunity for the scientists in the live stock department of the Oregon Agricultural College to do some practical good.

WORK TO START AT ONCE.—Mr. Stuart, of the condensed milk factory, came in this morning to look after the starting of work on the new plant, says the Forest Grove Times. The plans will be completed by the architect and bids will be called for at once. If bids are satisfactory contracts will be let, or if not deemed best that way, they will go ahead and build, themselves. As showing the scale on which the plant is to be built, Mr. Stuart says it will take nearly 600,000 feet of lumber for all the buildings. The machinery has been bought in the East and it will begin to arrive about the first of November, so it is desired to have the building advanced so it can be housed when it comes. Mr. Haines and Mr. Stuart have driven out to consult mill men and others today to see about how much material they can furnish and how fast it can be supplied.

SCARCITY OF HELP RESPONSIBLE.—The scarcity of labor is felt not only by the farmers and orchardists, but enters into all sorts of industrial enterprises. The Western Union Telegraph Company had large plans laid for extending their lines all along the coast during the present summer, but have not been able to secure sufficient men to do the work. The wire for stringing the lines between Ashland and Glendale has been on hand for many weeks past. There does not seem to be any probability of obtaining help to have the proposed new lines in use before the snow flies in the mountains this fall. The telegraph company is badly in need of the increased facilities to transact its rapidly growing business. The extraordinary business revival of the past few years has caused a marvelous increase of telegraphing while the growth of the northwest coast trade is also in a large measure responsible for the condition.

SCARCITY OF HELP RESPONSIBLE.—The Oregon Water Power & Railway Company has

brought suit in the circuit court against Matilda Hillyard, James M. Hillyard and John Doe Hillyard to have a strip of land condemned for their right of way purposes in the construction of the company's new road near Springwater. The railway company is now engaged in securing a right of way for a railroad from Portland to near section 20 in township 3 south, range 4 east, in this county. The defendant, Matilda Hillyard, is the owner of certain lands which are necessary to be condemned for right of way purposes for the company in order to construct their road, and both the plaintiff and defendant being unable to agree upon the compensation for the right of way, asks judgment for the land and the damages sustained. A similar case has been brought by the company against William Kesterson, Sarah Kesterson, A. B. Chamberlain and the Hillyards.

OREGON AND WASHINGTON. The attention of those who kick at paying out a little to advertise Oregon so that it will be in a position to hold its own with Washington is called to the following from a Washington paper, which we predict will never prove true: "Washington is now more densely populated than Oregon, having 77 people to Oregon's 44 to the square mile. It is sometimes said that advertising a state increases the city faster than a rural population. The comparative figures for Oregon and Washington show that Washington's rural population is 37 to the square mile, Oregon's 24. Oregon has two congressmen, Washington three, Oregon was made a state in 1859, Washington in 1889, thirty years after. In ten years more Washington will be so far ahead of Oregon in population and business that further comparison with the wealthy old moss-back will be unnecessary. Portland will grow—as the pawnbroker grows; Seattle, Tacoma and Spokane will attend to the commerce and leading industries of the Northwest."

EXPERIMENTING WITH HOPS.—The Oregon Experiment Station at Corvallis is conducting an investigation of hops and hop-drying which promises to give some interesting and in all probability highly valuable results. While the investigations have not yet been carried far enough to warrant a formal announcement of what has been done, it has been found already that the popular opinion of the location and development of lupuline is wrong. The common method of drying hops carries off much of the lupuline, as it becomes quite volatile if the temperature to which it is exposed rises above 110 degrees. The station has constructed apparatus by which it expects to be able to ascertain how much of the lupuline is carried off in the air when hops are dried in the ordinary way. It is also experimenting with various methods of drying hops by which this loss may be reduced without increasing the cost of drying. It is hoped that as a result of these experiments, Oregon hop growers may be supplied with information which will enable them to give their product an even better reputation than the Oregon hops now enjoy.

OREGON HISTORICAL SOCIETY.—The constitutional convention of 1857 will be the principle subject of discussion in the papers to be presented at the annual meeting of the Oregon Historical Society, which will be held in Portland December 20. The proceedings and discussions of the convention will be considered at length and an effort will be made to secure short papers by all the surviving members of Oregon's only constitutional convention, to be read, if possible, by their authors. A letter from the historian, Herbert Howe Bancroft, was read, in which he expressed a strong preference for the Pacific coast as the permanent location for his library. The assistant secretary was authorized to secure copies of all medals ever struck off by order of the National government. The board took steps to co-operate with the board of directors of the Lewis and Clark Fair Association towards securing a Lewis and Clark memorial building and providing an historical exhibit commensurate with the importance of the anniversary to be celebrated. Charles E. Ladd, treasurer of the society, and also a member of the executive committee of the board of the Lewis and Clark Fair, indicated how the society could aid the Fair Association in building up the historical side of the exposition.

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