

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. J. Sias; Clackamas, A. Mather; Milwaukie, G. J. Trullinger; Union Mills, Oscar W. Sinsinger; Meadow Brook, Chas. Holman; New Bra, W. S. Newberry; Parkplace, R. O. Holmes; Stafford, J. Q. Gage; Mulino, C. T. Howard; Carus, R. M. Coover; Madras, Annie Strubbs; Marquam, J. C. Marquam; Butteville, R. Jennings; Aurora, Henry A. Snyder; Eagle Creek, H. Wilborn; Damascus, C. F. Elliott; Bend, F. Gotsch; Crainville, Geo. J. Currin; Marat, Adolph Aschoff.

Our Illinois they have an original way of doing things, as is shown by the following plank recently adopted by the populist party of that state.

If the farmers of the Willamette valley were to bestow as much care and attention to fruit as do the growers of other localities in this state, we could boast of as good fruit as is raised in the Hood River valley or in California.

Over in Crook county petitions are being circulated and generally signed by business men and farmers praying the county court to fix a bounty of five cents on rabbit scalps.

This fact that the time for holding the annual city election is rapidly approaching seems to be given very little concern by the people of our city.

CASTORIA. The Kind You Have Always Bought. Signature of Dr. J. C. King.

According to the estimate of live stock agents of the railroad lines, there are about 4,500,000 sheep in the state of Oregon. During the past year 500,000 head of sheep have been shipped out of the state.

The annual volume on the mineral resources of the United States for 1901, prepared by Dr. David T. Day, of the geological survey, has been sent to press and will be issued soon.

The gross receipts of the 893 postoffices in Oregon in the fiscal year ended June 30, amounted to \$993,057, or an expenditure per capita of \$1.58.

Tax future of Rainier, down in Columbia county, is no longer in a doubtful state. It was arranged to have a genuine prize man fight down there last Saturday night.

Startling, But True. "If every one knew what a grand medicine Dr. King's New Life Pills is," writes D. H. Turner, Dempseytown, Pa.

Hats and pants at cost at G. W. Grace's store, head of Seventh street.

A LAW was passed at the last session of the legislature changing the time for taking the school census from March to June, and there is a freely expressed opinion throughout the state that the change has caused a direct loss to districts, as a rule.

The governor has put an everlasting quietus on the special session agitation, and "to a fellow up a tree" it looks as if the reasons for doing so were more of a personal nature than otherwise.

Before you listen to the complaints of your children about the fiendishness of the school teacher, and get all worked up and excited over it, it is better to reflect a little.

The happy and timely termination of the difficulties which have so long involved the title of property in South Oregon City addition is a matter for congratulation.

Cured of Piles After Forty Years. Mr. C. Haney, of Geneva, Ohio, had the piles for forty years. Doctors and dollars could do him no lasting good.

For a Bad Cold. If you have a bad cold you need a good reliable medicine like Chamberlain's Cough Remedy to loosen and relieve it.

ORDINANCE NO.

An ordinance authorizing the Oregon City and Suburban Railway Company, its successors and assigns, to construct, maintain and operate a railway, telephone and telegraph line on Washington, Fourteenth, Center, Twelfth and Water Streets of Oregon City.

Section 1. That there be, and is, hereby granted unto the Oregon City and Suburban Railway Company, its successors and assigns, the right and privilege to lay down steel railway tracks; to erect poles and appurtenances, and stretch wires thereon for the purpose of transmitting electric current and power, and to maintain and operate lines within the City of Oregon City upon the following named streets.

Section 2. The said railway shall extend on said track, with all necessary turn-outs and turn-tables, and shall be laid, graded and located under the direction and subject to the approval of the City Council.

Section 3. The cars to be used upon said railway for the carriage of passengers shall be of approved construction for the safety, comfort and convenience of passengers.

Section 4. The Oregon City and Suburban Railway Company, its successors and assigns, shall have the right and authority to transmit messages and power, and to transport passengers, freight, express and mails over the said lines, and to collect tolls therefor.

Section 5. Whenever the City Council shall order the improving or repairing of any part of the aforesaid streets over which said railway may be built, the said railway company, its successors and assigns, shall pay, at the call of said City Council, for all such improvement or repair, as shall be made between the rails of its tracks, and for its proportionate share of the building or repairing of any bridge or elevated roadway which may be built on or over any part of said streets.

Section 6. The cost of said railway shall be annually in advance to the City as a license fee, the sum of \$200.00 per annum, for a period of five years, said license to be paid on July 1st, of each year.

Section 7. The cost of said railway shall be annually in advance to the City as a license fee, the sum of \$200.00 per annum, for a period of five years, said license to be paid on July 1st, of each year.

Section 8. The construction work on said railway shall begin within one year from the final passage of this ordinance, and shall be prosecuted with reasonable diligence, and said railway shall be in operation throughout its entire length in said city on or before the 1st day of January, 1903.

Section 9. The said City hereby reserves the right to grant a franchise for hydraulic conduits or viaducts under said railway tracks along said streets, provided that said tracks or track or tracks shall be taken up and replaced in as good order as found without expense to said railway company, and provided further that not more than one block shall be taken up at one time.

Section 10. Nothing in this ordinance nor any privilege granted hereby shall be construed to prevent the municipal authorities from grading, paving, resurfacing, planking, macadamizing, or any improving or repairing any of the streets over which the privilege of constructing a railway is granted by this ordinance, or upon which any railway may be constructed under its provisions; but all such work shall be done so as to offer as little obstruction as possible to the passage of cars; and the owners of said railway shall have the privilege of raising or shifting the rails on said streets so as to avoid as much as possible the liability of obstruction during the progress of street repairing, improving or altering.

Section 11. The rate of speed of running cars on said railway shall not exceed seven miles per hour, and any violation of this restriction shall subject the owner or owners of said railway or any employee of said Railway Company guilty of such violation, to a fine of not less than five dollars nor more than twenty dollars for each offense, upon conviction thereof before the City Recorder or Mayor of said City.

Section 12. It is expressly understood and agreed that the city confers by this ordinance no right of greater authority, rights or privileges than it possesses or has a lawful right to confer over or upon said streets of any part thereof, and the said Railway Company, its successors and assigns, shall save harmless and preserve said City from any and all liability by reason of the claims of persons or companies conflicting with the construction or maintenance of said railway on any portion of said streets.

Section 13. The said Railway Company, its successors and assigns, shall within thirty days after the approval of this ordinance, file in the office of the Recorder of Oregon City, its written acceptance of the rights and privileges hereby granted, and the restrictions and conditions herein contained, and shall at the same time deposit with said Recorder five hundred dollars in cash, or in lieu thereof a bond in the amount of \$500.00, to be approved by the City Recorder, upon the condition that said company shall commence said work within the prescribed time and continue the same until the road is fully constructed within the specified time, when the said cash or bond shall be returned to said Railway Company.

Section 14. The City Council hereby expressly reserves to the municipal corporation of Oregon City the right and power to grant to any company or corporation, and to any companies or corporations, that may apply for the same at any time in the future, a franchise or franchises granting to such companies or corporations full and equal track, right of way and trackage privileges, and full and equal rights to use the track and right of way of said Oregon City and Suburban Railway Company within the city limits of Oregon City at any and all times in the future whenever any such company or corporation shall apply for the same, upon the tender and pay-

ment of an equitable proportion of the cost of construction and maintenance of said railway within the city limits of Oregon City. And further, that in case of failure or refusal of the companies and parties interested at any time to agree on the amount to be paid and the time and manner of making any payment or payments by said company or corporation seeking the right to use said railway and to obtain said trackage privileges and rights with the true owners and users of said railway of the said Oregon City and Suburban Railway Company, then and in that case either party to such controversy may apply to the Circuit Court of the State of Oregon for the County of Clackamas for the enforcement of its franchise rights and the Court may determine the amount and proportion to be paid by the parties to such controversy, for cost and maintenance of said railway, track and right of way, by whom and to whom such payments shall be made and the times of making the same and this franchise is hereby granted to the said Oregon City and Suburban Railway Company upon these express conditions, in addition to and besides the other conditions of this ordinance.

The Oregon City and Suburban Railway Company, however, shall have the right of way over its said tracks and the running of its cars on schedules time shall not be interfered with. Section 15. If the said Railway Company, its successors and assigns, shall fail to keep and perform any or all of the terms, provisions, restrictions or conditions of this ordinance, the City Council, after thirty days' notice to said company and failure or neglect on the part of said company, its successors and assigns, to keep, perform and fulfill all such terms, provisions, restrictions and conditions, may, by a majority vote of said Council, declare the rights and privileges herein granted forfeited, and such vote under said circumstances shall be an absolute forfeiture of the rights and privileges conferred hereby.

Read first time and ordered published at a special meeting of the City Council of Oregon City, Oregon, held November 12, 1902.

BRUCE C. CURRY, Recorder.

SUMMONS.

In the Circuit Court of the State of Oregon, for Clackamas county.

Willamette Miller Plaintiff, vs. John W. Miller Defendant.

To John W. Miller, the above named defendant: In the name of the State of Oregon, You are hereby required to appear and answer the complaint filed against you in the above entitled suit, on or before the 27th day of October, 1902, that being the last day prescribed in the order of publication of this summons, and if you fail to so appear and answer said complaint, the plaintiff will apply to the court for the relief therein prayed, to wit: a divorce from the bonds of marriage existing between you and the plaintiff.

This summons is published for six consecutive weeks by order of Hon. Thos. F. Ryan, judge of the county court of the state of Oregon, for Clackamas county, made on the 8th day of September, the first publication being on the 12th day of September, 1902.

S. R. HARRINGTON, Attorney for Plaintiff.

Notice of Final Settlement.

Notice is hereby given that the undersigned administrator of the estate of Mary L. Ballard, deceased, has filed his final report in said matter in the County Court of Clackamas County, Oregon, and the said court has fixed Monday, the 15th day of December, 1902, at 10 o'clock, A. M., as the day and time for hearing objections to said report and for the final settlement of said estate.

C. K. BALLARD, Administrator of said estate, Nov. 6, 1902.

The Best Remedy For Croup.

[From the Atchison, Kan., Daily Globe] This is the season when the woman who knows the best remedies for croup is in demand in every neighborhood. One of the most terrible things in the world is to be awakened in the middle of the night by a whoop by one of the children. The croup remedies are almost as sure to be lost, in case of croup, as a revolver is sure to be lost in case of burglars. There used to be an old-fashioned remedy for croup, known as hive syrup and told, but some modern mothers say that Chamberlain's Cough Remedy is better, and does not cost so much. It causes the patient to "throw up the phlegm" quicker, and gives relief in a shorter time. Give this remedy as soon as the croupy cough appears and it will prevent the attack. It never fails and is pleasant and safe to take. For sale by Geo. A. Harding.

Individuals Money to Loan. At 6 and 7 per cent. Call on or write Jno. W. LODGE, Oregon City Oregon Stevens' building.

Women as Well as Men Are Made Miserable by Kidney Trouble.

Kidney trouble preys upon the mind, discourages and lessens ambition; beauty, vigor and cheerfulness soon disappear when the kidneys are out of order or diseased.

Women as well as men are made miserable with kidney and bladder trouble, and both need the same great remedy. The mild and the immediate effect of Swamp-Root is soon realized. It is sold by druggists, in fifty-cent and one dollar sizes. You may have a sample bottle by mail free, also pamphlet telling all about it.

The Red Front COURT HOUSE BLOCK OREGON CITY, OREGON. GROCERIES: Good Green Coffee, per lb., 10c; Good Roast, 12 1/2c; Ar m & Hammer Soda 8 lbs., 25c; Washing Powder per lb., 05c; Good Laundry Soap 20 bars, 70c; Liquid Shoe Dressing, Bottle 08c; Bluing per box, 05c; per bottle, 05c; Sewing Machine Oil, bottle, 05c; Battle Axe Tobacco, 2 plugs, 75c. MACKINTOSHES: Misses Mackintoshes with detachable collar, \$1.50; Womens' Mackintoshes from 2.50; Mens' Mackintoshes from 1.50; Boys' Mackintoshes from 1.25. DRESS TRIMMINGS: We have the most complete line of Dress Trimmings—Laces—Applique Braids and Fancy Buttons in Oregon City and carry an assortment equal to any in Portland. For Trimmings in all colors, Children's Cloaks per yard, 10c up. SHOES: We carry the J. B. Lewis Mens Reister and Bradley and Metcalf Shoes, which always give satisfaction and we will sell them at prices to suit. We Trade For Farm Produce and Shingles. THE RED FRONT G. T. HOWARD, PROP.