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FRIDAY, JULY 29, 1904.

**REPUBLICAN TICKET.**

For President:  
**THEODORE ROOSEVELT**  
Of New York.

For Vice President:  
**CHARLES W. FAIRBANKS**  
Of Indiana.

Presidential Electors:  
J. N. Hart, of Polk.  
G. B. Dimick, of Clackamas.  
A. C. Hough, of Josephine.  
J. A. Fee, of Umatilla.

**GRAIN TRAFFIC OF THE WEST.**

The rapidity with which grain traffic and commercial conditions change is illustrated the present grain situation. Ten years ago the managements of roads east of Chicago laughed at the suggestion that the time would ever come when the seaboard ports and the seaboard lines would have to fight for a fair proportion of the export traffic in grain and grain products. Today the eastern roads are fighting a desperate battle to secure and retain one-half of the grain tonnage originating west of the Mississippi river. As the center of production moves farther and farther west the struggle for this tonnage is bound to grow sharper, and the time has apparently already come when the eastern roads must relinquish their supremacy in the grain traffic.

At present various routes are available for grain and flour which is consumed abroad. Within 500 miles of the largest wheat producing area in the United States are the Gulf Ports, whose bid for the traffic is growing stronger each year. In competition with these ports are the South Atlantic ports—Savannah, Charleston and Newport News—to which the natural gateway is St. Louis. In equally strong competition are the north and middle Atlantic ports of Portland, Boston, New York, Baltimore and Philadelphia, to which the natural gateway is Chicago. Through the Duluth, St. Paul and Chicago gateways also the Canadian port of Montreal is each year securing more of the grain from the West and Northwest. Last year total of 21,000,000 bushels of grain, an increase of over 4,000,000 during an off year for exports.

Montreal is peculiarly favored by easy water routes from the grain fields, as the Gulf ports are favored by proximity to them. Island the Chicago, St. Louis, St. Paul and Peoria gateways are contending for the lion's share of the grain traffic which is rapidly being diverted to the South. A few years ago the Gulf ports were not sufficiently developed and were unprovided with facilities to handle and export a sufficiently large quantity of grain to menace eastern supremacy. Today the Gulf ports have splendid facilities, they have the ships and the expense of handling the grain is not so great as it is in New York and other seaboard ports.

To add to the middle the Atlantic ports are quarrelling over the question of differentials to be allowed over New York. Grain interests in the latter city are contending for an abolition of the differential rates in favor of other ports, which are as eagerly contending for their retention. In this turmoil the traffic men of each group of railroads leading to the various gateways are battling for a preservation of or an increase in the revenue derived from the grain traffic. Add to this the fluctuating ocean rates which are caused by a demand for tonnage today and a lack of it tomorrow, and the grain situation apparently presents one of the most hopeless puzzles of the entire transportation problem.—Chicago Record Herald.

It will take better testimony than that of Drs. Tillman and Bryan to convince the voters of the country that the Democratic party has regained its sanity.

November 8 is among the things that the Democrats view with alarm.

The Republican party seeks to convince the people. The Democratic party seeks to scare them.

The music of the telegraph instrument on election night is the Democracy's annual elegy of grief.

One of the peculiarities noticeable in insane asylums is that every inmate always insists that he is "sane."

The country will not be slow in making its choice between Roosevelt and a Record and Parker and a Promise.

The Democratic plank on the Philippine question is an expression of regret that the American policy there has not been met by disaster.

The Republican party tells of the things it has done. The Democrats tell us what they will do. If they get into power and don't go insane again.

The Republican motto, according to Speaker Cannon, is "We Move On." The best the Democrats can do is to inscribe their banners with "Safe, Sane and Sacred."

Having admitted that they were insane in 1896 and in 1900, the Democrats practically join in the chorus of rejoicing that their candidate was not successful in those years.

The Democrats demand a prosecution of the unlawful trusts, and show how to do it by pointing to the trail already blazed by a Republican Attorney General under a Republican administration.

Having denounced the adoption of the gold standard as the crime of the century the Democratic party now comes in and asks the privilege of being adjudged guilty as an accessory after the fact.

Mr. Beauchamp stated an absolute fact when he said that if the membership of the average church was possessed of more genuine religious sentiment, there would be less need of giving ice cream socials to maintain that religious organization.

The Republican platform for 1904 was the logical result of a consistent record of fifty years of enlightened thought. The Democrats were all at sea until Dave Hill told them what they might believe this year.

With good, honest labor plentiful at \$2 per day, a foolhardy man leaped from the suspension bridge into the Willamette river in this city Sunday afternoon. From the large assembly that had gathered the fellow managed to collect \$7 for his trouble.

The Democratic party has entered a plea of "guilty" to the charge of having been unsafe and insane for at least eight years. It is not altogether satisfied with its present symptoms, but is more hopeful since it has taken the Republican gold cure.

The two entertaining features of the elocutionary entertainment that was rendered at the Chautauqua last Wednesday night were the vocal numbers by Miss Johnson, the Chautauqua soloist of Chicago, and the instrumental selections by Miss Veda Williams, Oregon City's gifted musician.

The reported fining of a local saloon man for permitting minors to loiter about his place of business, will doubtless have a helpful moral effect. Of late certain saloon men in this city have become careless in this regard and it has not been an uncommon sight to see youngsters enter these resorts. Minors are prohibited by city ordinance from visiting these places and the practice should be stopped at once.

Secretary Cross, of the Chautauqua association, was quite justified in suppressing some betting that was observed to be carried on by some of the spectators at one of the base ball games last week. It is probably impossible to put a stop to gambling, but persons engaging in this practice should have some regard for others if not for themselves and not seek to establish betting quarters at a Chautauqua meeting.

Just why Mrs. Harriett Saunderson, of Seattle, was engaged for this year's Chautauqua is not plain to the average Chautauquan. Last year Mrs. Saunderson did not prove anything extraordinary as an attraction while her entertaining powers were limited. She showed no appreciable improvement this year. It may be that we do not possess the true idea of histrionic talent and we may lack the proper conception of aesthetics—the science of the beautiful in nature and art, that which treats of the expression and embodiment of beauty by art—but it does seem that an equally capable entertainer might be secured nearer at home who would prove decidedly more interesting.

**A STRANGE SPEECH TO CHEER.**

Captain Richmond P. Hobson, in addressing the Democratic National Convention, made these observations:

"When we face the great internal problems, with combinations effecting vast numbers of working men and corporations aggregating great quantities of capital, their interests seeming apparently to conflict, when local peace is sometimes affected, it is of the utmost importance that our public servants should legislate wisely and justly, so that no lawful person or combination of persons may be interfered with. Aye, there should be neither intimidation nor menace from labor, nor bribery or undue influence from capital. Aye, and when the laws are enacted there must be no wavering in their execution. They should be executed impartially and fearlessly. And yet in the face of this situation we find the party in power afraid really to take hold of the questions of labor. Tell me what president has ever been brave enough to enforce the law against a labor union violator? It was a Democratic President."

It is natural, perhaps, that Captain Hobson, educated to the profession of arms, should sympathize with the quick and ruthless employment of force as a solvent of the labor problem, but it is remarkable that his praise of Cleveland for invading a sovereign State, despite the protest of its Governor, in order to aid capital against labor, should be applauded by a national gathering of Democrats. The Publishers' Press News Association says:

"Hobson was loudly cheered when he said it was a Democratic President who alone had been brave enough to enforce the laws against labor unions."

The one feature of President Roosevelt's administration which most deserves the approval of men of heart, judgment and patriotism was his settlement of the coal strike by consultation, conciliation and arbitration. That act shines out nobly in contrast with Cleveland's military raid into Chicago against the railroad strikers. A feat for which he won the lasting gratitude of every trust in the country.

In charity it must be supposed that the St. Louis convention did not hear exactly what Captain Hobson was saying. As for that heroic young man himself, it is to be regretted that he abandoned the fighter's trade. He is out of place in civil life, and particularly as spokesman for Democrats.—New York American (Dem.)

**DISASTERS ON LAND AND SEA.**

The number of lives lost by the sinking of the steamer Norge was reported at 750, over a thousand persons met death as a result of the Slocum accident, and though the figures are much smaller for the Wabash railroad wreck they are large enough to cause widespread suffering.

Each of the disasters illustrates the risk that has come with those inventions that have so enormously facilitated travel; all are deplorable to the last degree, and no doubt they will exert a considerable influence for the season upon the plans of many people who suffered no loss from them.

But the great volume of travel will hardly be affected. The chances of harm are too small; the feeling of security is too well fixed to be profoundly disturbed. A great majority of the thousands of railroad passengers who read the news of the Wabash wreck upon the cars were probably not disturbed in the least as to their personal safety. If the excursion traffic should be sensibly checked, summer tours will be carried out and business trips will be taken as though there were no risk at all. As well expect some minor street car accident to keep people from patronizing the usual means of travel in cities.

It is, in fact, impossible to conceive of a steamboat or railroad accident in which the number of fatalities, with all the increased facilities for travel, would directly concern any considerable portion of the population, while the effect on the imagination is wholly inadequate to overturn established usage that is approved by experience. But where so much is at stake the demand upon human ingenuity, prudence, vigilance and loyalty to duty is at a maximum. That this was not met in the case of the Slocum is obvious, and if happily there was not a similar laxity in the other two cases they also put their tragic emphasis upon the trust that is reposed in the transportation companies. To properly discharge it requires both a high order of ability and the most conscientious devotion to a very exacting business. And the very eagerness of the public to avail itself of the accommodations that are offered adds to the responsibility and to the need of reducing the risks by the perfection of the system of management, the introduction of all manner of safety appliances, and the employment of the best procurable human agents.

Every time Democratic platform makers yield to their desire to be honest, they endorse some Republican policy.

**FREE WORLD'S FAIR TOUR**

All railroad transportation to St. Louis and return and \$100.00 additional for expenses will be given to the winner of this contest.

**Prize**

Will be awarded to any Party in Clackamas County receiving the highest vote.

**We Give Coupons**

With every 25 cent cash purchase:

- HOWELL & JONES**  
Drugs—Prescriptions—Stationery.
- THOMSON'S BARGAIN STORE**  
Dry Goods—Clothing—Shoes.
- LAMB & SAWYER**  
Bicycles—Sporting Goods—Guns.
- MISS WISNER**  
The Leading Photographer.
- FRANK REDNER**  
Candies and Ice Cream.
- R. PETZOLD**  
Meat Market.

- J. M. PRICE**  
Clothier—Furnisher—Shoes.
- MILES & McGLASHAN**  
Groceries and Provisions.
- W. L. BLOCK**  
Furniture—Carpets—Stoves.
- S. OLDSTEIN**  
Favorite Cigar Store.
- BRUNSWICK RESTAURANT**  
The Only First Class Restaurant.
- OREGON CITY ENTERPRISE**

**GOVERNMENT'S BALANCE SHEET.**

The condition of the treasury at the beginning of the new fiscal year on July 1, 1904, is much more favorable than had been expected for the past few weeks. According to the estimate made by Secretary Shaw last December there would be a surplus of \$14,000,000 for the twelve months ending with June 30, 1904. At that time, however, the \$50,000,000 expenditure for the Panama canal and the loan of \$4,600,000 for the St. Louis exposition were not in sight, and were not taken into the account. Then, too, Cuban reciprocity had not yet been adopted, and was not altogether certain of adoption. This reduced the revenues several millions of dollars, and, of course, was not allowed for by the secretary.

Nevertheless, the situation is pleasing. For the fiscal year just closed the treasury's receipts were \$541,000,000, or \$11,000,000 more than the estimate, while the expenditures, exclusive of the canal payments and the World's Fair loan, were \$11,000,000 above the forecast. As the loan will all be repaid, and as the canal expenditure is for a work which the country wants, and which it has for half a century past been anxious to get, the treasury's condition will be satisfactory to the country. There will be no grumbling except by a few Democrats for partisan purposes.

The treasury situation is widely different from what it was during the four years of Cleveland's second term, when the Democrats were in control of affairs. The available cash is now \$167,000,000, which is a balance that places the treasury in an exceedingly easy condition. The gold reserve is so large that that metal has become a sort of embarrassment by its profusion. In Cleveland's second term, on the other hand, the government had to issue \$262,000,000 of interest-bearing bonds to get gold to meet the demands in the redemption fund, and the gold, as soon as obtained, was swept out of the treasury again through the operations of the endless chain. Nobody has heard of the endless chain since the Republicans resumed sway in the government in 1897. Nobody will hear of it at any time while the Republicans remain in power. Making all allowances for the unexpected items in the outlay, the treasury situation at the beginning of the government's new year will be pleasing to the country.—St. Louis Globe-Democrat.

**Smart Effects** Swell Lace Collars just received.

Our buyer is now in New York and within a few weeks we will have on display the smartest and most complete line of Novelties in Ladies' Wear ever shown in this city.

Prices Extremely Low. Main St., OREGON CITY

**The Fair**

If there is anything provoking it is to go to a public entertainment,—the Chautauqua for instance—and find yourself surrounded by persons who conduct an incessant conversation throughout the evening. If you do not care anything for the entertainment and are so inconsiderate of others as to leave your manners at home, we would suggest that others in the audience to say nothing of those who are trying to entertain, would be thankful if you would remain with your manners—at home. If an entertainment is not worth listening to it is certainly not worth remaining to witness.

The announcement that the Oregon City Land Office will not be removed to Portland, is welcome news to the people of Clackamas county. The true worth of this federal office to this county is perhaps not fully appreciated. Its real value is the publicity this section receives by reason of the office being located at Oregon City, rather than because of the few dollars that are annually expended here by visitors to the office. Especially is this true at this time when the entire Pacific Coast is experiencing such a remarkable growth in its development. For instance, the opening up for sale and settlement of a portion of the Grand Ronde Indian Reservation, has brought to this city hundreds of inquiries from nearly every state in the Union concerning the lands to be sold. In this way the applicants for these lands become acquainted with this section of the coast and Oregon City and Clackamas county receive much valuable advertising. For this reason the people of Oregon City are indebted to the influences that operated in securing the retention of the Land Office in this city.

How about those bill heads, statements, letterheads and envelopes? The Enterprise has just received a lot of new type and we are now prepared to give you just what you want and just when you want it. Our work is not surpassed anywhere. Give us a trial.

All the county news all the time in the Enterprise.

**CASTORIA**

For Infants and Children.  
The Kind You Have Always Bought

Bears the Signature of *Chas. H. Fletcher*

**C. N. Greenman,**  
PIONEER  
Transfer and Express,

Freight and parcels delivered to all parts of the city.  
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