

CROSS and SHAW LEADING REAL ESTATE DEALERS

Main Street, Oregon City, Or. 233 Washington Street, Portland, Or.

120 acres of level land on Mill Creek, 16 miles from Oregon City, half mile to school—40 acres in cultivation—80 acres fenced, 40 acres light clearing—two living creeks run through the place, \$450.00—now dwelling, 7 rooms—two barns, and other good out-buildings—7 head of cattle, 10 tons hay, span horses, wagon, harness, 6 dozen chickens, and all farming tools. Price \$2600. Very cheap. Terms Eighty acres—part of Ran Stricklin's old place at Highland, 30 acres in good cultivation—living creek—fruit—only fair buildings. A No. 1 bargain at \$1250; \$500 down, balance in 5 years time at 5 per cent interest.

S. A. McSheehy place, 1 mile from Highland, 71 acres. 25 acres in cultivation—all good soil. Running water. One and one-half acres orchard. Good dwelling, 5 rooms, cost \$300. Good barn and out-buildings. Price \$2100. With team, 2 head cattle, and barn implements, \$225.00; \$150.00 down. Balance 3 years.

One hundred and sixty acres in Highland, 120 acres level, good soil, all fenced, 48 acres in cultivation, running stream through the place, water in all fields, 1 acre orchard, 4-room box house, barn 4x50, 20 acres in clover, 20 acres in grain and vegetables, great outgrange, 7 miles to Cazadero, 18 head of stock with increase, all for \$2600; half down, balance in 5 years at 5 per cent per annum.

Two hundred and fifty acre stock ranch, rolling enough for good drainage, soil good, 40 acres in cultivation, 50 acres more slashed and

burned, and could be put into cultivation for \$10 per acre, balance pasture land, small creek runs through the place, 3 living springs, 3 acres orchard, 8-room box house, covered with rustic, painted, 1 one-half story, big home made barn 30x50, shedded all round, large outgrange on main road 22 miles from Oregon City one and one-half miles from Wilhoit Springs, \$20 per acre; \$2000 down, balance on long time at six per cent per annum.

Stock and timber—252 acres, T. S. R., R. 3 E. one mile from Molalla river and on line of extension of motor railway, 200 acres level, 50 acres fenced, 30 acres in cultivation, no house, barn 50x75, living water, 200 acres heavy timber, fir and cedar, valuable, would cruise five million or more feet of good, merchantable timber, besides piling, 1-4 mile from school, great outgrange, 17 miles to Oregon City, perfect title. Price \$12.50 per acre; \$1000 cash; balance in 3 years at 5 per cent interest.

Eighty-acre fruit and vegetable farm at Canby on line of Southern Pacific railroad, all level, 74 acres in nice cultivation. All fenced, borders on Molalla river, 15 acres prunes in Al condition, 13 acres peaches, 4 acres apples, 5 acres strawberries, 6-room frame dwelling, large barn, 40x60, prune dryer, 2x40, cost \$1500, granary, warehouse, 1-2 mile to school, 1-2 mile to railroad station, one mile to steamboat landing. To go with place, 1 span horses, 2 cows, chickens, 2 plows, wagon, hack, harrow, mower and all other farming implements and growing crop at time of sale. Price \$1000; \$500 cash, balance in 5 years at 6 per cent interest.

Stock Farm Investment. 344 acres two miles from the terminus of O. W. P. & Ry Co. line at Springwater, 140 acres in cultivation, whole place fenced, 60 acres in clover, 14 acre orchard, two million feet good merchantable timber, three fine living springs of pure water, small dwelling, large new barn 60x54, outgrange of sikweed and pea vine for a thousand head of stock, about 40 head of cattle, span horses, wagon, new binder, and all farming tools with present crop for \$30 per acre; very easy terms. Good school and growing neighborhood.

Two hundred and twenty-five acres at Logan, 5 miles due east of Oregon City, 16 miles from Portland, 100 acres in cultivation, 50 acres more nearly ready to break, 8 acres prune orchard, whole place fenced, mountain trout stream running through the ranch, several large springs, frame dwelling, 6 rooms, cost \$600, post barn, 2 miles to cheese factory, same distance to creamery that sells \$1000 worth of butter a month, school one-quarter mile; splendid neighborhood. \$30 per acre. Terms to suit.

Three hundred and forty-nine acres of level, rich soil, in Marion county, 5 miles from Woodburn, 250 acres in good cultivation, free from stumps and rocks, balance in pasture, whole place fenced and cross fenced, one fair old dwelling, 3 rooms, two large barns, other outbuildings convenient to place, six acres orchard, 7 acres hops, one quarter mile to school, title perfect. Price \$35 per acre; terms made to suit the purchaser. This is a rare bargain.

City property for sale in Oregon City and Gladstone at lowest rates

We are selling lands in Clackamas county and desire some choice bargains for sale, especially do we need some farms from \$1000 to \$2000

If you don't see what you want in the above list, write at once and get a full list to select from.

MAKE STRONG KICK

CITIZENS VIGOROUSLY PROTEST AGAINST S. P. FRANCHISE.

Committee is Appointed To Enjoin, if Necessary, Passage of Ordinance by Council.

A resolution, protesting against the proposed action of the city council in granting to the Southern Pacific Company a perpetual franchise to bluff street, was unanimously adopted at a mass meeting of 200 citizens at Willamette Hall Wednesday evening.

A committee was appointed to enjoin any attempt on the part of the city council to pass the franchise ordinance in its present form. It was the unanimous sentiment of the meeting that the city council by the ordinance is seeking to give to the railroad company an undue franchise to the property rights to which the municipality was given absolute title by a recent decision of the state supreme court, after much expensive litigation.

The members of the committee named at the meeting, in addition to Chairman Hodges, are: C. H. Dye, C. H. Canfield, W. S. U'Ren, W. A. Huntley, and T. W. Sullivan. The committee was directed to confer with the railroad authorities and the members of the council with a view to deferring the further consideration of the ordinance until it could be modified to the satisfaction of all parties interested. A refusal to grant the postponement will be followed by the issuance of an injunction which will have the effect of postponing the matter until the franchise can be made an issue in the annual election in December when a mayor and three councilmen are to be elected.

J. J. Cooke called the meeting to order, and having stated the purpose for which it was called, J. E. Hodges was made chairman and W. S. U'Ren, secretary. Speeches in opposition to the ordinance were made by C. H. Dye, C. Schuebel, J. E. Hodges, W. S. U'Ren, T. W. Sullivan, and O. W. Eastham. Mr. Hodges made a clear exposition of the ordinance in its objectionable form and declared that in its present form it is asinine and un-American so far as being fair and reasonable to both parties interested. He asserted that the franchise is decidedly unilateral and that the city will receive practically nothing in return for the valuable rights that it is proposed to be surrendered to the municipality. Mr. Hodges was not only opposed to a perpetual franchise of any description, but he saw in the franchise under consideration many faulty conditions. For instance, provision is made that the work on the improvements by the railroad company shall not be made within thirty days after the passage of the ordinance. But there is stated absolutely no time when the work actually shall be performed. Other defects, decidedly in favor of the railroad corporation, were pointed out.

Mr. U'Ren spoke briefly, but he stirred up something of a hornet's nest when he declared that he believed that either the mayor or members of the council knew very well why such a vigorous effort is being made to pass an ordinance that is so objectionable in its provisions and opposed to the best interests of the people of the city. Mayor Dimick, who was in the audience, was called for. Mr. Dimick denounced the insinuation that either himself or any member of the council is being unduly influenced in the consideration of the franchise in favor of the railroad company. He claimed that as members of the city council all are actuated in good faith, believing that the city is receiving full value for the concessions that it is proposed to make. Mr. Dimick contended that the railroad company already has a perpetual franchise to a former right of way by the terms of which the lines of the company's tracks were not definitely fixed and explained that the ordinance now being considered had for its main purpose the permanent locating of the company's tracks with some slight concessions.

A representative of the Southern Pacific Company was present at the meeting and when requested to address the meeting as to the probability of the railroad corporation agreeing to a modification of the ordinance, stated that he was present merely in the capacity of an interested listener and was not prepared to say just what the railroad corporation might or would do in view of the opposition that had been manifested towards the franchise.

After some further discussion, the resolution was unanimously adopted. Other than Mayor Dimick and Councilman Knapp and Schuebel, no other representatives of the city council were in attendance.

On motion of C. H. Dye, a committee of five members was appointed to wait on the next legislature and secure an amendment to the city charter prohibiting the granting by the city council of a permanent franchise to any individual, or corporation. Chairman Hodges named the following gentlemen on the committee: J. J. Cooke, O. W. Eastham, J. W. Loder, C. Schuebel, and V. R. Hyde.

Something About the Controversy. Public opinion has become very much interested in the consideration of the railroad franchise as it should be. The members of the city council are the authorized representatives of the people of Oregon City who have the right and it is their duty to express their approval or opposition to any and all important measures that may be presented for the consideration of that body. It is also right and proper that these public expressions of approval and disapproval should be made before the measure under consideration has been finally disposed of.

But there appears to be evidenced a disposition not to consider this franchise on its merits; but rather to associate therewith the fate of the South End road, now nearing completion. Many friends and the conscientious members

of the council, who have advocated and labored for the building of this new road, contend that the opposition that is being offered at this time to the passage of the Southern Pacific franchise ordinance is but a cloak being used by the opponents of the South End Road to delay, and perhaps, indefinitely postpone the completion of that thoroughfare.

In this the Enterprise is of the opinion that a mistaken impression has been formed. We believe that the members of the city council—a majority of which has favorably reported on the ordinance in the present form—are actuated entirely by honest and sincere motives with every concern for the best interests of their constituency. We are of the opinion that in their enthusiasm for the completion of the South End road, the majority of the council is being unduly influenced to a favorable endorsement of the franchise in its objectionable form. The Enterprise has always advocated the building of the South End road and we feel that an early completion of the road should be had. This improvement possesses merit. Its completion should and can be accomplished without granting the extravagant requests that have been made by the railroad company and cleverly incorporated into the franchise that is now being considered.

That the opposition to the proposed franchise as it is drafted, is intended purely as an obstruction to the building of the South End Road, is unquestionably erroneous. In conversing with the Enterprise this week, a member of the council, who has always opposed the building of the South End road, because he questioned the feasibility of the improvement, stated that in event the franchise was altered so as to limit it to a term of years with certain rights remaining to the city, he would cheerfully support and vote for an appropriation from the city with which to immediately complete the South End Road.

But the Enterprise again reiterates that in our opinion the practice of granting to a private corporation of any description, a perpetual franchise to valuable property rights is contrary to public policy and which in this instance, is without any justification. In all of the negotiations looking to an adjustment of the question of property rights between the city and the railroad company, the representatives of the Southern Pacific Company have been extremely gentlemanly. They submitted to the city a proposition asking for the concessions that are covered by the ordinance which the council is disposed to enact. On the theory that you never get anything except you ask for it, the agents for the corporation are certainly not to be criticized especially when one councilman testified that he favored giving the railroad company even more than had been asked.

The Enterprise is pleased to note that the growth of the Southern Pacific Company's business at Oregon City necessitates the building of additional sidetracks and the extension of others now in use. We hope to see the time when a main double track and several other side tracks, in addition to a large modern depot building, will be required for the accommodation of the company's local freight and passenger traffic. But our position opposes the granting of the perpetual and irrevocable franchise that is proposed without the slightest reservation as to street rights in the interest of the city. The railroad company is abundantly able and willing to render full value received for the valuable rights that are asked and it is up to the city council to see that the rights of the individual are fully protected in whatever adjustment may be had of the pending controversy.

TO GATHER AN EXHIBIT.

Clackamas County Farmers May be Represented at the 1905 Fair.

Pursuant to a published call issued the members of the county court, there will be held at the county court house next Thursday a convention of the producers of Clackamas county. The convention has been called to determine whether or not Clackamas county shall prepare an exhibit of its resources to be displayed at the Lewis & Clark Fair in 1905.

Clackamas county is so conveniently located to Portland, that an exhibit of the resources of this county could be collected at little expense and the advantages that would follow such an exhibit would be great. It was considered best to have the farmers and producers take the initiative in the matter and for this reason the convention has been called. The number of delegates to the meeting next Thursday is unlimited since the farmer is to consider himself a regular delegate and attend the convention. By the united efforts of the farmers of the county a splendid collection of the agricultural and other resources of the county could be collected for exhibition purposes.

Humbly working as a clerk in the ladies' department of the People's Warehouse here, in order that from her \$10 a week pittance she may save enough to release her absent husband from a \$14,000 responsibility, is a woman who until a few months ago, was president of the State Federation of Women's Clubs, a leader in Oregon society, and wife of a man then reputed one of the wealthy operators of the country, says a Pendleton dispatch. The woman is Mrs. C. B. Wade, wife of the departed cashier of the First National Bank of Pendleton, the man whose sensational failure for over \$200,000 a year or so ago threw Umatilla county into a partial panic. All the way from Honolulu, where Mr. and Mrs. Wade went after the crash that wrecked her husband's fortunes, came Mrs. Wade, asking his creditors if he might return to Pendleton. They told her, it is said, that until the obligation relating to the Craig estate, involving \$14,000, was settled, Wade could not return. It looked like an immense sum to the once wealthy woman, but she bravely set to work to meet it. At \$10 a week, were she to devote every cent of her salary to this purpose, she would be 27 years paying off the alleged debt. If she were to devote to it only what she could save after supporting herself it would take the plucky woman half a century to bring her husband back.

OIL FOR THE ROADS

JUDGE RYAN WILL TRY AN EXPERIMENT NEXT YEAR.

Suggested by Recent Visit to California—Several Oregon City People in Golden State.

County Judge and Mrs. T. F. Ryan returned Monday evening from a three weeks' absence in California, where Judge Ryan attended as a delegate from this state the Grand Conclave of the Knights Templar and the Sovereign Grand Lodge of Odd Fellows. Judge and Mrs. Ryan also visited Los Angeles and other Southern California points and did considerable missionary work in distributing 30,000 pamphlets advertising the Lewis & Clark Fair. These were circulated largely among the Eastern delegates to the two lodge meetings, many of whom indicated a desire and intention of taking in the 1905 exposition, but they hesitated for fear sufficient accommodations for the increased number of visitors might be lacking. They were assured by Judge Ryan that ample accommodation for the entertainment of all visitors to the Fair would be provided before the opening of the exposition.

"The Clackamas county court will next year experiment with oil in the building of two miles of road," said Judge Ryan to the Enterprise. "This crude petroleum is used on all of the country roads and many of the streets in all California counties and towns and the result is most satisfactory. It is said to make a water-proof road and if such is the case it is just what we need in Oregon. At any rate my observations fully warrant the making of an experiment here since the cost of this road building—that is the cost of oil—is only \$150 per mile, and the road so treated, will endure from two to three years hard travel. But with all their oil," continued the county judge, "California roads do not surpass our roads right here in Clackamas county."

Judge Ryan met a number of former residents of Oregon City who are now located in the Golden State. They are all willing and anxious to return to old Web-foot. James Roake and wife are at Long Beach, but their residence there is not of a permanent character, as was observed by Judge Ryan who notices the following sign displayed on the premises: "For Sale or Will Exchange for Any Property in Oregon." O. Lovejoy and family are living at Monterey, where they are engaged in the general merchandise business. Arnold Gregerson and family and Rev. O. W. Lucas, former pastor of the Oregon City Congregational Church, with Mrs. Lucas, are located at Pacific Grove. While these people are all doing well, reports Judge Ryan, they would gladly return to Oregon.

"The principal industry in Southern California is the tourist," said the judge, who then told of his visit to Los Angeles and neighboring points. "The tourist is the main source of revenue to a great majority of the cities and towns in the southern part of the state. Every convenience and luxury is provided at the hotels and various resorts, but the tourist pays the bill. This is particularly true at Los Angeles, Monterey, Santa Barbara and Pasadena. But I am impressed with the public spirit that was everywhere in evidence. The Californians annually spend an enormous amount of money in making improvements of a public character. They are extravagant if any thing, in the use of electric lights. The entire country is lighted with electricity."

Dr. G. L. Tufts, superintendent of the State Anti-Saloon League, in a speech at Pendleton Wednesday night, said the counties which the league expected to carry for the abolition of saloons are Tillamook, Benton, Polk, Yamhill, Lane, Douglas, Crook, Wallowa, Morrow, Malheur, Wasco, and Linn. He said an election would be called for in each of these counties and if prohibition did not carry in the counties as a whole it would be enforced in precincts giving a majority for prohibition.

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