

Oregon City Enterprise

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FRIDAY, MARCH 24, 1905.

GOOD MOVE AT RIGHT TIME.

Clackamas county has not been adequately advertised in the past and the time was never more opportune for giving this section great publicity. The movement that was initiated at a mass meeting of business men and representative citizens last Friday night is a good move at the right time and should certainly receive sincere, earnest and substantial support and encouragement of the various interests represented in this city.

This county has the lands—agricultural, timber and mineral—to show the visitor and all that is needed to insure his permanent location here, is to reliably inform him of our county, its delightful climate and wonderful possibilities. This can best be done, perhaps, by issuing a descriptive pamphlet as is proposed. But this pamphlet should not be hurriedly prepared. Since it has been years since any effort has been made to advertise the county, this attempt should be made an effective one.

Attend tonight's meeting with a determination to put your shoulder to the wheel and assist in pushing Clackamas to the front rank of Pacific coast counties, a place to which this county is entitled by reason of its rich and undeveloped resources.

PUT AWAY THE HAMMER.

Now that we have awakened to the need of properly advertising the exceptional advantages of this locality, the hammer, that is so effectively used in every community, should be shelved. If you don't like the town, its people, its business enterprises and your surroundings generally, move on. Don't take out your hammer and knock the whole shooting match. Your state of dissatisfaction is not due to anything over which you do not have control and if you insist on blaming some one, blame yourself. Be cheerful. Smile whether it rains or shines. Appear pleasant even if business is a little quiet temporarily.

TAKE YOUR LOCAL PAPER.

Why is it that a great many people who are too poor to take their home paper can yet be regular subscribers to a foreign paper? Of course none of those who read this are such, for all who will see this edition are presumed to be subscribers to the Statesman. Yet many who will read this know of others who do this very thing. The local papers, of which there are two dailies in Salem, devote a great deal of their space, which is their stock in trade, every day to Salem and the surrounding country. The interests thereof are ever foremost in the minds of their writers and workers. Everybody should appreciate this. Yet for the simple reason that at a whole lot of printed matter can be gotten up cheaper from a foreign paper than from home papers, these people take the foreign paper. Every person in Salem should be a regular subscriber of one of Salem's daily papers; the foreign papers might come in when the home papers have been considered, but should not come before the home papers. If your friend takes the foreign paper and does not take the home paper, speak

to him about it.—Salem Statesman. The condition at Oregon City is quite the same as that complained of by the Statesman. Much is expected of the home paper towards booming the county, but when it comes to subscribing for the county paper that its usefulness may be aided and increased, there is evidenced a disposition to become forgetful and the money that should be used in subscribing for one of the county papers is sent East for a publication the interest of which in this community is as remote as is its place of publication removed from Oregon City.

In justice to yourself and the county in which you live, you should be a subscriber to at least one of your county papers. If you take one county paper, then no criticism is due if you subscribe for every other publication from Boston to San Francisco. But your first duty is to take the home paper.

Two and one-half million acres of timber land will be saved to the Government by the operation of a short act to which President Roosevelt affixed his signature during the last moments of the 58th Congress. The act prohibits the selection of timber lands in exchange for lands which have been included in forest reserves. It was in 1897 that the "lieu law" was enacted. It has no restrictions, simply entitling persons holding lands in forest reserves to make selections elsewhere in exchange for their forest reserve lands. In 1900 their lieu selections were limited to surveyed lands. Since the passage of these acts, nearly 2,000,000 acres of forest reserve lands have been exchanged for other lands, and almost universally has the exchange been made for timbered lands outside of the forest reserves. Nearly half of this land so exchanged is owned by the land grant railroads. A report to Congress from the Commissioner of the General Land Office places the amount of lands still held by these roads in forest reserves at 2,500,000 acres, and the provision in the act in question, that hereafter lieu selections must be made from un-timbered lands, is calculated to save just that much timbered land which is outside of forest reserves.

THE RAILROAD.

The Astoria & Columbia River railroad yesterday paid their taxes, amounting to \$10,173.80, or more than is paid by all the transportation companies in the county combined, and are the heaviest taxpayers in the county. One redeeming feature about the company is they never kick about their assessments nor their taxes, but walk smilingly up to the captain's office and settle and thank the sheriff for taking the money. When it is considered that the company disburses \$12,000 each month in wages and supplies, aside of what is purchased at the various stores, the great benefit to the city can be estimated. Of the \$150,000 paid to employees every year, nearly every dollar is spent in Astoria. During the time the railroad has been running, they have more than paid back to the people of Astoria every dollar of subsidy subscribed with compound interest. Not only this, but at least \$100,000 is spent every year in betterments, new rolling stock and improving their service. It is safe to say that every dollar earned by the company, over and above the operating expenses, has been spent on improvements and that the company has not made one cent, as yet, on the investment.

Such enterprise is deserving of consideration at the hands of the public. When merchants realize that every dollar paid by them to the company for freight is paid back to the merchants, directly or indirectly, they are certainly deserving of the public patronage. It is doubtful if the people of Astoria realize the immense amount of money that is annually distributed in Astoria by this company. Instead of antagonizing them, as frequently is done, by people not understanding the situation, they ought to be encouraged and every possible advantage given them. There is no better railroad system in the United States. There is no company that gives any better service, and it is due to the efforts of the Astoria & Columbia River Railroad Company that the population has increased from about 8000 when they first started to nearly 14,000 at the present time.

Not only that, but they have been the means of bringing to Astoria a large number of men and families possessed with enterprise and eastern vim, who take an active interest in every project looking to the up-building of the city and its institutions and assisting materially in developing the resources of the city and county; contributing liberally

to all enterprises and a valuable addition to Astoria society. Had it not been for the parsimonious policy of the chamber of commerce, Mr. Hammond would have built a \$500,000 saw mill at Astoria instead of going to Eureka. Had it not been for the obstacles thrown in the way, and the selfish spirit of that now defunct organization, Mr. Hammond would have probably spent \$1,000,000 in developing the resources of Clatsop county, instead of there being about 14,000 population. Astoria today would have been a live bustling city of at least 25,000. There is no doubt but the chamber of commerce drove Mr. Hammond away from Astoria, with the assistance of some of the individual members. When our Heavenly Father in His infinite wisdom can see His way clear to remove from this vale of tears a few of the members of this obscure organization it is believed that Mr. Hammond will again return to Astoria and take up the work of developing the resources of the county as he contemplated doing when he constructed the railroad. He has several times expressed a desire to do so, but when he thinks of the chamber of commerce, he takes another trip to Eureka in order to forget the past.—Astorian.

DIRECTING IMMIGRATION.

The steamship "Vancouver" has been chartered by the Salvation Army of Great Britain to carry one thousand emigrants of good character to Canada. Some of these emigrants have as much as \$5000 each, and one family brings \$20,000. In 1904 the Army sent out twelve hundred people with encouraging results. Men are earning several times what they earned in England. Could not the American Army take a hand in the better distribution of our population? It might do something toward turning Italians southward. It could turn people from our slum populations westward. It may, for instance, in the dim future, when the Government has decided to reclaim Nevada, help to build up that state. Let us take a glance at this, the most humiliated State in our union, which covers a territory larger than the states of New York, Pennsylvania, New Jersey, Connecticut, and Rhode Island combined, and has a population less than the city of Yonkers. The soil of Nevada is chemically as good as any in the land, and only needs water to be as fertile as any. Its apples, potatoes, strawberries, and one or two other fruits and vegetables, took first prize at the Horticultural Hall at the World's Fair. A Nevada potato in San Francisco is a luxury and sells for extreme prices at fancy groceries. The one trouble of the State is that it is dry. It has no water. It has no rain. The feeble little rivers disappear in "sinks" and never leave the state. The once great "boom" State, depending too much on mining interests and grazing on ranches, which include hundreds of square miles, will sometime be made valuable for agriculture. Reclaiming such a state would add more to the power and safety of the Union than many battleships.—Collier's.

NOW FOR A GRAND CELEBRATION.

The Oregon City Fire Tournament and Fourth of July Celebration Committee at a recent meeting effected an organization by naming a number of the most enthusiastic firemen in Oregon City to the various offices, as follows: W. H. Howell, president; J. W. Cole, vice-president; E. G. Caulfield, treasurer; Jack R. Caulfield, secretary. It has been suggested that if there is anything in a name then the organization will surely be able to arrange a record-breaking entertainment for the visitors to this city during the Tournament. But it may be promised even at this early date, that the program of events for the three days' celebration will be as good as the name of the committee is long. There will be offered sufficiently large purses for the horse races to attract to the city competing teams from all over the state and it may safely be predicted that the attendance will exceed anything seen here in years. With the splendid cooperation the members of the committee are receiving from the business men of Oregon City, the affair cannot be anything but a grand success.

A GOOD SHOWING.

According to statistics that have been compiled from the official records at Salem, Clackamas county ranks fourth in assessed valuations among the counties of the state while it is twelfth in the list of thirty-three counties in the amount of expenditures.

A Riddle. There stands a palace on a hill, A splendid, costly pile, Where servants do his bidding who Lives there in lordly style. A little way beyond there stands A weather-beaten shack, And they that occupy it sigh For comforts that they lack. Now think a space and guess which place 'Tis that he occupies Who from experience believes It pays to advertise.

The President of America. It is evident that some Englishmen are willing to permit us to refer to ourselves as Americans. The London Express, for instance, says: "President Roosevelt, Mr. Hay, Secretary of State, and Mr. Wynne, Postmaster General of America, have signed the parcels post convention between the United States and Great Britain." We thank our London contemporary for this concession. Mr. Roosevelt, is, indeed, President of America, but modesty has hitherto kept us from referring to him in that broad, unbounded way.

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The exhibit from the state of Wyoming which will be made at the Lewis & Clark Exposition, will show the wonderful results obtained by irrigation in the task of redeeming the arid lands of the west.

The convention of the National Woman's Suffrage Association will be held this year at the Lewis & Clark Exposition, the sessions being from June 29 to July 5.

A congressional party of ten senators and fifteen representatives will visit the Lewis and Clark Exposition and take part in the ceremonies on the opening day. The expenses of the trip are provided for by an appropriation of \$10,000.

Mrs. Conde Hamlin, who is in charge of the municipal museum of Chicago, will collect material for a municipal exhibit from the prominent cities of the United States for exhibition at the Lewis & Clark Exposition.

August 1 has been decided upon as Kentucky day at the Lewis & Clark Exposition. August 1, was the birthday of Captain William Clark, who shared with Captain Meriwether Lewis the dangers and privations of the Lewis and Clark Expedition. Captain Clark was for 20 years a resident of Kentucky.

Attacked by a Mob. and beaten, in a labor riot, until covered with sores, a Chicago street car conductor applied Bucklen's Arnica Salve, and was soon sound and well. "I use it in my family," writes G. J. Welch, of Tekonsha, Mich., and find it perfect." Simply great for cuts and burns. Only 25 cents at Howell & Jones drug store.

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Table with 3 columns: Depart, Time Schedules, Arrive. Shows routes to Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.

Str. "Bailey Gatzert" leaves Portland 7 A. M. Mondays, Wednesdays and Fridays; leaves The Dalles 7 A. M. Tuesdays, Thursdays and Saturdays. Str. "Regulator" leaves Portland 7 A. M. Tuesdays, Thursdays and Saturdays; leaves The Dalles 7 A. M. Mondays, Wednesdays and Fridays.

C. R. & N. train leaves Goldendale on Mondays, Wednesdays and Fridays at 6:30 A. M., making connection with steamer "Regulator" for Portland and way points.

C. R. & N. train leaves Goldendale on Tuesdays, Thursdays and Saturdays at 8:30 A. M., connecting at Ylie with steamer "Sadie B." for The Dalles, connecting there with O. R. & N. trains East and West.

Str. "Sadie B." leaves Cascade Locks daily (except Sunday) at 7 A. M. for The Dalles and way points; arrives at 11 A. M.; leaves The Dalles 2 P. M., arrives Cascade Locks 6 P. M.

Meals served on all steamers. Fine accommodations for teams and wagons. Landing at Portland at Alder Street Dock.

H. C. CAMPBELL, Manager Gen. Office, Portland, Oregon.

Daily River Schedule

Oregon City Boats—Daily Schedule: Steamers Altona and Pomona for Salem and way points, leave Portland daily (except Sunday) at 6:45 a. m.; leave Oregon City, 8:15 a. m.; return, leave Salem, 9 a. m.; leave Oregon City, 4:30 p. m. Oregon City Transportation Co.

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W. C. McBRIDE, General Agent PORTLAND, OREGON

Illustration of a man in a suit and hat, possibly a traveler or agent, standing next to a sign or document.

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CASTORIA. The Kind You Have Always Bought. Bears the Signature of J. C. ATHER CO. Lowell, Mass. Night Coughs Keep the bowels open with one of Ayer's Pills at bedtime, just one.

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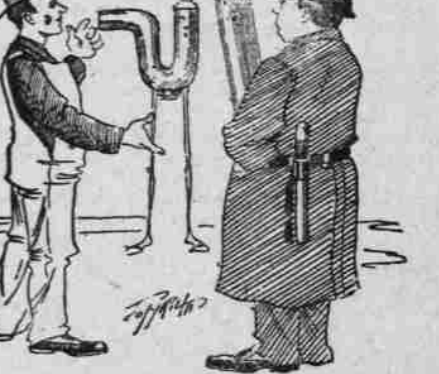
Table with 3 columns: Leaves, UNION DEPOT, Arrives. Shows routes to For Mayers Rainier, Clatskanie, Westport Clifton, Astoria, Warrenton, Flavel, Havens, Gearhart Park, Seaside, Astoria and Seashore, Express Daily, Astoria Express.

C. A. STEWART, Comm'l Agt., 222 Alder Street. Phone Main 906. J. C. MAYO, G. F. & P. A., Astoria, Or.

Ocean and River Schedule

For San Francisco—Every five days at 8 p. m. For Astoria, way points and Portland, Oregon. 8 p. m.; Saturday at 10 p. m. Daily service (water permitting) on Willamette and Yamhill rivers.

For detailed information of rates, The Oregon Railroad & Navigation Co. your nearest ticket agent, or General Passenger Agent, A. L. CRAIG.



Moved to the old Postoffice Building F. C. GADKE THE PLUMBER

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