

# Oregon City Enterprise

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The weather man must have kept his warm weather for September.

A Portland preacher is going to tell his hearers how Satan would run a newspaper. Perhaps he knows.

When through with the Panama canal Uncle Sam will have all kinds of machinery with which to improve rivers and harbors in our several interiors.

Burton might make a better Mayor of Cleveland than Tom Johnson—time alone can tell—Tom Johnson has the satisfaction of knowing that he has been a great improvement over predecessors.

One thing is noticeable in connection with anarchist outbreaks, and that is that few anarchists are in places of danger when the fighting begins. They generally know enough to hunt a cyclone cellar.

The New York girl who is introducing the Roman toga and sandals on Fifth avenue just at the close of a big Wall street clean-up, gave the shorn lambs an example of how they may curtail certain expenses for clothes.

They have fined the harvester trust a million in Texas. The trusts ought to have known when to quit; they should have known that the worm would turn, and the "turning" fad was certain to be contagious.

Foraker has been endorsed by the Republican state league of Georgia. As the league is mostly negroes, and as Foraker has been playing to the colored side of the gallery for several months, this action is not far to seek.

Congressman Longworth, Roosevelt's son-in-law, seems to think that Pa Roosevelt might be inclined to run for President again if the people rise en masse and accomplish his nomination with something of unanimity.

Report is out that the Democratic members of the Willamette Development League are sore to think that they went to Portland to hear Secretary Taft, and that he talked Republican politics. What is the dif, boys? You'll never know in a thousand years—perhaps in less time.

Judge Dimick has his war paint on and is after Fruit Inspector Reid's scalp with a sharp tomahawk and an unerring rifle. It is fair to say, in Mr. Reid's defense, that the story in the Oregonian was made from a few word interview, and that Mr. Reid did not give vent to such drastic criticism. Let's "give the Devil his dues." In this discussion.

The news dispatches tell us that Congressman Burton, backed with the power of the National Administration, is to try and defeat Tom Johnson in a contest for Mayor of Cleveland. Tom must be mighty big game when it is necessary for such strenuous doings in an effort to elect a Republican candidate in a Republican city.

Some enterprising Upper Willamette transportation folk have in hand a project to establish a line of steamers capable of running "on a heavy dew," to ply between Salem and Portland. They want a craft that will carry a maximum of cargo on a minimum of draft, and they are liable to keep after it until they get it.

Report says that President Roosevelt is interested in inland waterways, and has in contemplation a trip down the Mississippi river to see what that stream needs. We would respectfully invite the President to Oregon to see the Willamette and Columbia rivers—he'll see something worth seeing then; he'll see rivers that look clean, small clean, and are clean.

The news that Heney will come to Oregon to try and convict the land fraud perpetrators will be good news to thousands who believe in fair play. Honest men have nothing to fear from land fraud prosecutions, and those who have profited by crooked deals ought to be willing to "pay the fiddler" when caught with the goods on them.

## PUBLIC WHARF LOOKS GOOD.

The question of a public wharf in Oregon City seems to be larger than the question of the good of some one individual, or some set of individuals. That a city the size of Oregon City, and with a stream of water with the commercial interests of the Willamette river, should have a public wharf goes without argument. And that the citizens of Oregon City should all prove loyal to that proposition should also receive unanimous acceptance without any necessity for argument.

How then, is the city to get such an improvement? By all joining hands and pulling for the main chance. No one should hold back; it cannot prove profitable in the years to come for any one now at this time to hold back.

And yet there seems to be a spirit of hold back on the part of certain business men, and there are those who insist in pointing to fact that the dividing line is Seventh street. If this is the case it is not as it should be. The primary benefit may come to those who own property above Seventh street, as some say; but in the end there is certain to be profit for all the city in case the wharf is made a success. And if any one has been holding back because of the fact that his property was "below the line" at which a public wharf would benefit at the outset, now is the time for him to "back up" and get a new start; a start for the new wharf.

The new wharf discussion takes in to consideration but one site—that at the foot of Eleventh street. No other site is under discussion and no other site is said to be feasible. There are two private wharves that do considerable business but if they cannot compete with the new wharf from the fact of its superior location or facilities offered then that in itself is an argument for the new wharf.

Those who have given the new site consideration say that it is an ideal spot for such an improvement. They say that nature certainly had in mind a public wharf when the land and surroundings were made. The water conditions are said to be ideal, the approaches are the best in the city and boats can land at this new site when it is impossible to land anywhere else along the river front. Water is always to be found in abundance and even now, when the water is at its lowest, boats going up and down the river pass at stone's toss from the proposed site.

One citizen asks: "What is the use to have a contention over this new wharf? Who cares where the O. W. P. freight depot is; who cares when his freight is delivered, whether the delivery team backs up to his store from the north or the south? The question is what is the rate rather than where did it land in the city. There is nothing to fear from the establishment of a new wharf, even if it is public. Even if it does prove a great convenience to people wishing to ship by river, that does not prove that it will take considerable portion of business from certain other sections of the business portion of the city. And what is for the good of one is certain in the end—in the matter of public improvements, at least—to be for the good of all."

The history of Oregon City and its business men is that there has been too much of jealousy and contention in the past. The business men have often got together on a certain proposition, and in those cases something of moment has been done, but at other times there has been a disunion and a consequent injury to some of the good business in consequence.

But in the securing of a public wharf for the city we now have an opportunity for a pull all-together. An opportunity for citizens to show where they are at as regarding improvements that shall be for the good of all. Here is a chance for those below Seventh street to show the business men above that thoroughfare that the business men below that line are as loyal to public interests as those above, even if present gain shall be largely in the interest of the latter. Here is a chance for magnanimous action and every one "found guilty" can rest assured that it will prove a good asset.

It makes all the difference in the world whose ox is gored. A few weeks ago one Haywood was on trial for his life in Idaho and the only witness was a man named Orchard who confessed to much crime and tried to implicate Haywood. Senator Borah was the prosecuting lawyer and he tried to hang Haywood on evidence given by one who confessed part of the crime. Now this same Borah is on trial for defrauding the government and the main witness is a man who was implicated in the crime but confesses and puts part of the blame on Borah. And Borah and his friends cry out that the witness is a liar. They would not concede that the self-implicated witness against Haywood could possibly lie, but wanted to hang Haywood on that kind of evidence. We hope Borah will get a full dose of the medicine he tried so hard to prescribe for Haywood.

## THE PARCELS POST.

The Enterprise favors a parcel post. It is high time that new methods are adopted by our Postoffice Department and methods that will bring in sufficient revenue to make the department pay. At present there are few rural routes that pay more than one-third the cost. Under a wise system of parcels post there are few but would pay all expenses. There is no good reason why the express companies of this country should pay large dividends and the postal department stand to lose twenty millions a year.

Postmaster General Meyer, in his annual report now in preparation, will recommend a more extensive use of the parcels post, with improved facilities and lower rates. The present treatment of parcels in the mails of the United States is simply amazing. No package weighing over four pounds can be mailed and the postage on the four pounds is 64 cents, or one cent an ounce. A comparison with parcels post regulations and rates abroad shows this country to be so far behind that the case is scarcely comprehensible. Germany has developed the parcels post more than any other country, and its operations in this line have covered so many years that the general results are thoroughly understood. Around each distributing center is a series of zones with a radius of 10 miles, 20 miles, 50, 100 and 150. Within the first zone the postage on an eleven-pound package is 6 cents, and a package of this weight can be mailed anywhere in the empire for 12 cents. In the United States the eleven pounds would have to be divided into three packages and the postage would be \$1.76, or fourteen times the German rate. The German postoffice will carry packages up to 110 pounds, or twenty-seven times the allowance in the United States.

Parcels weighing eleven pounds or less can be mailed within a German city for 2 1/2 cents, or 5 cents if rural delivery is required. Parcels may be registered, or sent special delivery or C. O. D. In the last case the government collects and pays over the money for a small fee. For a small extra payment the parcel is sent by the fastest train and delivered by a special messenger. In 1904 the German postoffice handled 6,894,899,000 pieces of mail matter, and its surplus at the end of the year was \$14,624,095. There was a postal deficit in the United States. In England a one-pound parcel is carried by mail for 6 cents, two pounds for 8 cents and eleven pound, the limit in weight, for 24 cents, or one-seventh the charge in this country. In Japan a one and one-half pound parcel is mailed for 5 cents and twelve pounds, the maximum, for 25 cents, again only one-seventh of the charge in the United States, to say nothing of the more liberal weight allowance. The postal rate on a parcel from Great Britain to Hong Kong is 12 cents a pound. From St. Louis to East St. Louis, or any domestic postoffice, the rate is 16 cents a pound, but the postage on the same parcel to London would be one-fourth less.

The city press is slow in its prescription department: it is needlessly worried about Harriman and his Oregon acreage of timber lands. What do we care whether Harriman sells his lands to actual settlers at \$2.50 an acre, the price agreed upon between his company and the Government years ago, or not? Let him hold it for fifty years if he wishes to do so. But let's be wise and if he decides to hold it we will simply pile on the taxes until he is satisfied to let go. There is no occasion to worry; all we need to do is to do right as between Mr. Harriman and the people—that is, put on the taxes—and Mr. Harriman will see where he "comes across," so to speak.

The Oregonian is still picking at Mr. U'Ren. It says: "Mr. U'Ren's latest great idea is to enact a law under the initiative to 'instruct' members of the Oregon Legislature to sign Statement No. 1 exactly as it is written in the primary law. Now suppose they don't and won't sign it, what is Mr. U'Ren going to do about it? Of course his scheme is silly and entirely ineffective, because contrary to the constitution of the United States. Mr. U'Ren seems determined to make a joke of the initiative and referendum."

A large number of people met Secretary Taft last week when he visited Portland, and he no doubt made many new friends on that occasion. Taft is a large man in more than one sense of the word, and those who met him face to face on his recent visit were made aware of that fact. There is no doubt that the Secretary is good presidential timber, and there is no doubt that his recent visit made him many votes—in case he secures the nomination and the opportunity is given to vote one's preferences.

King Edward was terribly shocked at some of the singing that he heard when he recently visited a Venice music hall. King Edward reminds us of Solomon—when he became too old for sinful pleasures he, too, became good and wrote Psalms in which he told how naughty it was to be naughty, and how disappointing it was to find you could no longer be naughty. We prefer to sit under the preaching of one who has not had so wide an experience in naughtiness.

No reply has been received from the Southern Pacific in answer to Council's instructions for that company to proceed to the erection of an overhead bridge or cut their trains at that point. The people living on the bluff have rights in the matter and Council is determined that no long waits shall be enforced on patrons of that stairway in order that the S. P. may save a trifling expense for a new bridge.

Fruit Inspector Reid's wish to get the farmers angry so they would do something was accomplished as to the first part of the statement. The farmers of the county are angry, sure and certain; now we will see if the anger turns into a destroying vengeance against the things which mitigate against good fruit.

Who says nature never intended beer for any use? It is now said that cactus watered with beer will grow four times as fast as the natural way. When some one solves the mystery of turing catus into paper we will have a new use for the product of our breweries.

Powers now says he knows who killed Goebel. If this is true why has he not told the world a long time ago? It was his duty to do so even if the one who did it was his personal friend. Friendship has no right to hide a villain of that stripe.

A Philadelphia court has decided the two-cent fare law unconstitutional. No other proof is needed of the really truly slowness of that staid old town.

The Philippines and the drink habit cost the American people about the same. And the excitement is about the same, too.

In a 20-round fight for the welter-weight championship Monday night Gans put Britt out of business in the fifth round. The negro had the Californian at his mercy even in the five rounds fought.

Heney says that when the cases against the land fraud culprits are started there will be "no lack of excitement." That will suit the general public, and the wishes of those guilty are not worth considering.

## NEW STEAMER RACING PALACE

The Lusitania, the new turbine steamer that is racing across the ocean has definitely settled it that she will break all previous records. The Lusitania cost \$6,250,000. She is simply a floating city. Her population is 3000, made up as follows: Passengers, first cabin, 540; second, 460; third, 1200; crew, 800. There is plenty of room, however, as the gross tonnage is 33,500 tons; displacement, 45,000 tons; length, 785 feet; breadth, 88 feet; draft, loaded, 37 1/2 feet. The engines—turbines—are 68,000 horse power.

When lighted up at night with her 5000 electric lamps, the splendid Cunarder will appear a stately spectacle racing across the ocean, and the 1200 windows will mark the enormous outline; while the four huge funnels belching out smoke will in daylight be sighted from afar.

Family suites, elevators, telephones, nursery, gymnasium, Turkish, vapor and needle baths are special features. So, too, are the regal rooms for millionaires. Each regal suite has two rooms and a bathroom. All the apartments are 10 1/2 feet high and furnished in shore hotel fashion. There are brass bedsteads and brocaded settees under the large sized windows. Delicate papers are on the walls, and the dressing tables are in Sheraton style. Interesting it is to note that all the staterooms have their bed sheets warmed with electric bedwarmers.

Three times round the promenade deck gives a mile, so the passengers can have their constitutional pedestrian exercise under the best conditions. In fact, the only restriction placed upon the athletic disposed passenger is that he cannot play golf.

## TIME CARD.

O. W. P. RAILWAY

Leave	Arrive	Leave	Arrive
Portland 1st & Alder Sts.	Oregon City	Cannamah	Oregon City
Portland 1st & Alder Sts.	Oregon City	Cannamah	Oregon City
14:00	6:40	6:48	8:50
6:23	7:20	7:30	6:25
7:00	7:55	8:05	7:00
7:35	8:30	8:40	7:35
8:10	9:05	9:15	8:10
8:45	9:40	9:50	8:45
9:20	10:15	10:25	9:20
9:55	10:50	11:00	9:55
10:20	11:25	11:35	10:30
11:05	12:00	12:10	11:05
11:40	12:35	12:45	11:40
12:15	1:10	1:20	12:15
12:50	1:45	1:55	12:50
1:25	2:20	2:30	1:25
2:00	2:55	3:05	2:00
2:35	3:30	3:40	2:35
3:10	4:05	4:15	3:10
3:45	4:40	4:50	3:45
4:20	5:15	5:25	4:20
4:55	5:50	6:00	4:55
5:30	6:25	6:35	5:30
6:05	7:00	7:10	6:05
6:40	7:35	7:45	6:40
7:15	8:10	8:20	7:15
7:50	8:45	8:55	7:50
8:25	9:20	9:30	8:25
9:00	9:52		9:00
10:00	10:52		10:00
11:00	11:52		11:00
12:05	12:52		12:00

To Milwaukie only.  
Via Lent's Junction, daily except Sunday, leave on Sundays, 4:30 a. m.  
A. M. figures in Roman; P. M. in black.

## LETTER LIST.

Letter list for week ending Sept. 13:  
Woman's list—Mrs. Laura Carr, Miss C. Johnson, Mrs. Rose Owens, Mrs. Pearl Sams.  
Men's list—R. M. Addison, Floyd Clark.

## HORSE WANTED.

Would like to hire a saddle horse for two or three days a week. Will be given good care and not overdriven. Address, 191, care Enterprise.

Chester Prink and Hulda Gundersen were married Wednesday at the court house by Judge Dimick.

# W. L. BLOCK

MAIN STREET, CORNER 7TH OREGON CITY, OREGON

A sweeping reduction in all our departments. I am going to put in new lines and must therefore sacrifice my entire stock in order to make room.

## ABSOLUTELY NO FAKE

Following are a few of the many lines we are trying to sacrifice:

<p><b>CARPETS</b></p> <p>Granite Carpets, fast color, 50c now 35c per yd. Half wool, 65c carpet now 45c All wool 90c carpet now 75c \$1.25 wool carpet now \$1.00</p>	<p><b>GLASS</b></p> <p>8x10, 5c each 10x12, 6c each 10x14, 7c each 12x14, 8c each 14x18, 10c each 16x20, 20c each 20x24, 25c each 24x30, 40c each 24x32, 45c each 24x28, 40c each 28x32, 60c each 30x30, 60c each 24x36, 55c each</p>	<p><b>CROCKERY</b></p> <p>60c cups and saucers, set 40c 75c " " " " 50c and all our stock accordingly.</p>
<p><b>LINOLEUMS</b></p> <p>75c values now 50c per yard \$1.00 " " 75c " "</p>	<p><b>PAINTS</b></p> <p>Imperial best guaranteed 5 years per gallon \$1.25 per quart 35c</p> <p>\$1.25 screen doors for 75c each \$2.00 " " " \$1.25 " " 25c val. window screens 15c " " 35c " " " 20c " "</p>	<p><b>WALL PAPER</b></p> <p>10c paper, 5c per double roll 20c " 10c " " " 25c " 15c " " " 30c " 20c " " " 40c " 30c " " "</p>
	<p><b>Fruit Jars at Cost</b></p> <p>\$3.50 top mattress 2.25 4.50 " " 3.00 2.50 spring mattress 1.50 3.50 " " 2.25</p>	<p><b>Kitchen Chairs</b></p> <p>75c values - - 55c each \$1.25 values - - 1.00 "</p>
		<p><b>AXES</b></p> <p>\$1.25 values - - 75c each</p>
		<p><b>Ranges and Stoves</b></p> <p>Ranges from - - \$22.50 up</p>

These are facts. If you see it in our ad it's so. Call and be convinced.

# W. L. BLOCK

The Home Furnisher Main and Seventh Sts.