

# THE ENTERPRISE.

THURSDAY, JAN. 16, 1890.

CAN it be possible that much of the present sickness is caused by lack of adequate sewerage in the city? This matter might well engage the attention of the committee on health and police.

NOTWITHSTANDING the many dwellings erected during the past season and now building, there is certain to be a much greater demand for cottages than the present. Even now there is not a supply on hand.

PROMINENT and almost if not quite foremost among the city's present needs, is a new hotel building. Those who are wont to engage their attention with movements calculated to build up and improve the city should not for a moment lose sight of the importance of moving early in this direction.

UNDER our present assessment laws the indebtedness clause is a most unjust and we believe unconstitutional provision. While the constitution provides that taxation shall be just and equitable, the law permits gross inequalities whereby great injustices are done to many. The remedy may be either of two things: Assessment at full valuation, or repeal of the indebtedness clause. Constitutionally considered, the former would be best. Generally considered both provisions would be beneficial.

BUSINESS men of the city generally concur in the opinion that 1890 is to be a much more prosperous year for Oregon City than the past, which surpassed any in its former history. All things indicate this. The present is a time of rest and planning. With the coming of spring, new building plans of greater magnitude than any heretofore undertaken, will have been perfected, and their development will not only bring prosperity to the present, but it will insure to the future work and wages to hundreds and thousands of workmen.

BLAISDELL, or Colonel Blaisdell, as he prefers to call himself, lost all interest in his gubernatorial candidacy in this place when the county court voted to postpone the granting of the franchise to Drake and Barlow. Strange what irrelevant things will influence some men's politics. But perhaps a little bird whispered in his ear while he sat close to the door, near to which Col. Drake talked, while the latter worthily told the law to the court from "the books." What a worthy party to come and demand the public highways and bridges of this county!

AMONG the enterprises that would flourish here is a general foundry and machine shops. Considering the size of the place an immense amount of work, such as is turned out by a shop of this kind, is required. Most of this is obtained from shops in Portland which already have more than they can attend to, hence delays are frequent. Even when but little delay is experienced in securing from the shop, the time required to send for and receive repairs of all kinds causes delay which ought not to exist in a factory town. Instead of sending to Portland or elsewhere for castings, shaftings, and the like, we should be in shape to do work for other places, and thus secure from Portland a liberal proportion of this class of work that is not needed in a rush.

SINCE 1843 the people of Oregon City and Clackamas county have been building roads and bridges. For 47 years the good citizens have been using their muscle and their money in the commendable effort to build good roads for themselves and for their posterity. Among the first, if not the very first road that was built in the county, was the wagon road to Milwaukie, thence to Portland below town, and the road towards Salem up the river. Each is to-day among the best roads in the county, as a result of this expenditure of time and money. Each enjoys a large proportion of the travel of the county, being in constant use. And now that these roads have been brought by the people to their present good condition, a so-called corporation, not yet a week old—a babe in swaddling clothes—applies for an exclusive franchise for 50 years, for permission to lay its rails and its ties along the very center of these roads, over their entire length, and for permission to bring on the puffing, screeching locomotive to scare teams and kill stock, thus compelling the public travel to seek other avenues, where it will again have the privilege of expending more muscle and more money in making a road fit to travel. Perhaps by the time a new road is built some other greedy corporation, also overburdened with gall and inspired with a like greed to make riches overfast, will apply to the county court for the exclusive use of it also.

## WAUKEN ANSWERED.

The West Shore dishes a defamer of Oregon City up thus without gloves, for which we thank the publisher of that live weekly:

With his usual, one might say invariable, inaccuracy, Joaquin Miller thus speaks in a gross letter of Oregon City: "You may remember that Oregon City sat down fifty years ago to wait for some one to use her wonderful water privilege. It is still idle, with the exception that Portland, twelve miles distant, is using the Oregon City falls as the factor in her electric light system." That Oregon City has been slow to improve her royal gift, and that she does not yet sufficiently realize that even such a wonderful water power as hers needs the push and energy of enterprising and earnest workers to the front, is a fact, but still the insane condition credited her by the windy Miller is far from being hers. With three flour mills, woolen mill, cement mill, excelsior mill, shoddy mill paper pulp mill and sulphate mill all in operation and two paper mills under construction, it would appear that creating electric light for Portland is not the only use made of the falls. Joaquin's reputation was not made by telling the truth, and it seems that he proposes to sustain it by patching it with the same kind of timber of which it was originally constructed.

GOV. PENNEY means to succeed himself, and is laying his political plans accordingly. As the governor is a man of narrow and contracted views his plan of campaign will be based upon that level. It is the province of the republican party to assert the real issues and compel a discussion of them upon a broad and comprehensive ground. To do this it must nominate for the head of the ticket a man of broad comprehension, wide experience and a clean record. With such a candidate the party can discuss state and national issues with no fear as to the result when the votes are counted.

## BOARD OF TRADE.

The name of F. E. Donaldson was proposed for membership, and on motion the rules were suspended and Mr. Donaldson elected a member by acclamation. The following resolution was introduced by E. L. Eastham and unanimously adopted:

RESOLVED—That it is the sense of this board that the proposition of certain parties made to the county court at its last session involving an exclusion, right and franchise to use the county roads and bridges between Oregon City and Portland on both sides of the river, for railroads, is one that should not be entertained in any form, or upon any conditions whatever; and it is the sense of this board that the county bridges ought not to be used for any such purpose, either by the applicants or by any body, and that the county roads ought not to be surrendered for such a purpose except in rare spots where there is no other practicable route.

RESOLVED—Further, that it is the belief of this board that to grant to anybody privileges substantially as asked for by these petitioners would do incalculable injury to the public, not only by practically destroying its most costly public works, but also by demonstrating to public-spirited citizens that the laudable custom now in vogue of building necessary public works by private subscription is foolish and vain, since the public authorities when once such works are turned over to them, are likely to surrender them to individuals to be used for private gain. And we call the attention of the county court to the fact that a large portion of the public work sought to be acquired by these petitioners for themselves has been created by private subscription.

RESOLVED—Further, that the surrender of public property in the way proposed is in no way necessary to the securing of lines of rapid transit between this town and Portland, since the Narrows Gauge road now running from Portland to Oswego, but four and one-half miles from Oregon City has offered for a comparatively small bonus to complete its road to this place; and since the Fulton Park electric road is already building a line to connect Portland and Oregon City, and since there are two organizations already in the field proposing to build similar lines on the opposite side of the Willamette connecting Portland and Oregon City, none of these acting or expecting the donation of any public property.

RESOLVED—That J. T. Apperson, Geo. Harding, E. L. Eastham, C. O. T. Williams and H. E. Cross be, and they are hereby appointed a committee to present a copy of these resolutions to the county court at its next session and to take such other steps in the matter on behalf of this board as the committee may deem proper.

On motion a committee consisting of H. E. Cross, E. L. Eastham, F. O. McCown, I. LeMahieu and E. M. Kane were appointed a committee to prepare and send out information concerning the franchise asked for by certain parties for several roads and bridges in this county, and to circulate in the county remonstrances against the granting of such petition.

Communication from L. Samuel of the West Shore relative to securing 300 subscribers in Oregon City road, and on motion of J. P. Shaw the letter was filed and the offer considered a favorable one.

Communications from the senators and representatives in congress relative to resolutions endorsing Chicago as the site for the world's fair read and placed on file.

Communication from parties desiring to start a cannery at this point, and asking for a bonus of \$1000 read and discussed at length.

Moved by E. L. Eastham that a committee of three consisting of H. E. Cross, J. T. Apperson, and C. O. T. Williams be appointed to take charge of the matter and take all necessary action to see what can be done toward securing the location of the cannery at this place.

## City Ordinance.

An ordinance to provide for the improvement of Seventh street in Oregon City, Oregon, from the center of High street to the east line of Oregon City, and to fix and declare the assessment for that purpose.

Oregon City does ordain as follows: Section 1. That Seventh street in Oregon City from the center of High street to the east boundary line of said city shall be improved as follows:

First, said street shall be excavated and graded until it conforms to the grade fixed by the council and fully described in the notice published in the Oregon City Enterprise, newspaper, signed by the City Recorder of Oregon City and dated September 2nd, 1889. It shall be further improved by laying a plank sidewalk as follows: On the south side of said street beginning at the northeast corner of block 39 on said street and from thence to the east line of Oregon City, said sidewalk to be six feet wide, the lumber to be the same to be 2 inches thick and laid upon three stringers each 4 by 6 inches in size. Planks to be securely spiked down.

Sec. 2. On the north side of said street a sidewalk shall be laid from the southwest corner of block 33 on said street to the Presbyterian church on block 112 in said city.

Said sidewalk to be identical in material, width and manner of construction with that on the south side of said street.

Sec. 3. The Committee on Streets and Public Property are hereby authorized to superintend the letting of the contracts for said improvement and are authorized to advertise for bids for the performance of all necessary labor and work in connection therewith.

Sec. 4. Said committee shall advertise to receive bids for street work from the intersection of said street with the intersection of the next cross street extending from the center of one cross street to the center of the next cross street, separately. They may also receive separate bids for sidewalks along each lot that is to be in fractional parts the length of each lot.

In case the owner of any block shall bid for the construction of the sidewalk in front of any block owned by him on said street his bid shall be accepted if it is as low as any other bid for the same work provided, however, that he shall accompany said bid with the same undertaking that is required of other bidders for such work.

Sec. 5. All contracts shall be let to the lowest bidder who shall furnish the bond required by this ordinance.

Sec. 6. All bids shall be sealed and shall be entitled, "Bids for improvement on 7th street" and shall be directed to the City Recorder of Oregon City and shall be opened by him at a time to be fixed by the Committee on Streets and Public Property. Each bid shall specify particularly the particular work bid for, the amount bid for the performance thereof, giving the number of the blocks and the names of the cross streets if the same be for grading or excavation and the number of the lot and block or lots and blocks, if for the construction of sidewalks and shall be accompanied by a bond for the faithful performance of said work by the bidder according to his contract if the same shall be awarded to him. Said bond shall be for a sum of not less than double the amount of the bid and at least one surety who shall justify in the amount of the bond before the city recorder. Said surety must be a freeholder and resident of Oregon City and worth double the sum bid, over and above all debts and liabilities and property exempt from execution.

Sec. 7. The Committee on Streets and Public Property shall cause an advertisement for bids for the said improvements to be published for at least three separate insertions in the weekly newspaper of Oregon City and shall state the conditions of bids and the time when the same will be opened. They shall reserve the right to reject any bid in their judgment the same is exorbitant.

Sec. 8. All contracts shall be completed on or before the fifteenth day of April 1890.

Sec. 9. The grade of said seventh street is fixed, established and declared as follows: commencing at a monument at the intersection of High and Seventh streets; from High street to Centre street 2.38 per cent up grade; from Washington street to John Adams street 1.43 per cent up grade; from John Adams street to Jefferson street 10 per cent up grade; from Jefferson street to Madison street 8.57 per cent up grade; from Madison street to Monroe street 5.71 per cent up grade; from Monroe street to J. Q. Adams street 1.43 per cent up grade; from J. Q. Adams street to Jackson street 9.05 per cent up grade; from Jackson street to Van Buren street 13.81 per cent up grade; from Van Buren street to Harrison street 14.28 per cent up grade; from Harrison street to Polk street 9.52 per cent up grade; from Polk street to Taylor street 6.19 per cent up grade; from Taylor street to Lincoln street 1.43 per cent up grade; from Lincoln street to east line of Oregon City a level grade; all cross streets to be on a level grade.

Sec. 10.—The probable cost of the whole said improvement of 7th street is ascertained, fixed and declared to be the sum of twenty-two hundred and twenty-five dollars (\$225.00).

Sec. 11.—The proportionate share of each lot or fraction thereof upon said street for said improvement is ascertained and fixed at the following amount:

Names.	Block No.	Lot No.	Tax.
Donaldson & Co.	39	1	1.00
John Welch	39	2	.50
Donaldson & Co.	39	3	.50
Donaldson & Co.	39	4	.50
Donaldson & Co.	39	5	.50
Donaldson & Co.	39	6	.50
Donaldson & Co.	39	7	.50
Donaldson & Co.	39	8	.50
Donaldson & Co.	39	9	.50
Donaldson & Co.	39	10	.50
Donaldson & Co.	39	11	.50
Donaldson & Co.	39	12	.50
Donaldson & Co.	39	13	.50
Donaldson & Co.	39	14	.50
Donaldson & Co.	39	15	.50
Donaldson & Co.	39	16	.50
Donaldson & Co.	39	17	.50
Donaldson & Co.	39	18	.50
Donaldson & Co.	39	19	.50
Donaldson & Co.	39	20	.50
Donaldson & Co.	39	21	.50
Donaldson & Co.	39	22	.50
Donaldson & Co.	39	23	.50
Donaldson & Co.	39	24	.50
Donaldson & Co.	39	25	.50
Donaldson & Co.	39	26	.50
Donaldson & Co.	39	27	.50
Donaldson & Co.	39	28	.50
Donaldson & Co.	39	29	.50
Donaldson & Co.	39	30	.50
Donaldson & Co.	39	31	.50
Donaldson & Co.	39	32	.50
Donaldson & Co.	39	33	.50
Donaldson & Co.	39	34	.50
Donaldson & Co.	39	35	.50
Donaldson & Co.	39	36	.50
Donaldson & Co.	39	37	.50
Donaldson & Co.	39	38	.50
Donaldson & Co.	39	39	.50
Donaldson & Co.	39	40	.50
Donaldson & Co.	39	41	.50
Donaldson & Co.	39	42	.50
Donaldson & Co.	39	43	.50
Donaldson & Co.	39	44	.50
Donaldson & Co.	39	45	.50
Donaldson & Co.	39	46	.50
Donaldson & Co.	39	47	.50
Donaldson & Co.	39	48	.50
Donaldson & Co.	39	49	.50
Donaldson & Co.	39	50	.50

Sec. 12.—The proportionate share of each lot or fraction thereof upon said street for said improvement is ascertained and fixed at the following amount:

Names.	Block No.	Lot No.	Tax.
Donaldson & Co.	39	1	1.00
John Welch	39	2	.50
Donaldson & Co.	39	3	.50
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Donaldson & Co.	39	7	.50
Donaldson & Co.	39	8	.50
Donaldson & Co.	39	9	.50
Donaldson & Co.	39	10	.50
Donaldson & Co.	39	11	.50
Donaldson & Co.	39	12	.50
Donaldson & Co.	39	13	.50
Donaldson & Co.	39	14	.50
Donaldson & Co.	39	15	.50
Donaldson & Co.	39	16	.50
Donaldson & Co.	39	17	.50
Donaldson & Co.	39	18	.50
Donaldson & Co.	39	19	.50
Donaldson & Co.	39	20	.50
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Donaldson & Co.	39	31	.50
Donaldson & Co.	39	32	.50
Donaldson & Co.	39	33	.50
Donaldson & Co.	39	34	.50
Donaldson & Co.	39	35	.50
Donaldson & Co.	39	36	.50
Donaldson & Co.	39	37	.50
Donaldson & Co.	39	38	.50
Donaldson & Co.	39	39	.50
Donaldson & Co.	39	40	.50
Donaldson & Co.	39	41	.50
Donaldson & Co.	39	42	.50
Donaldson & Co.	39	43	.50
Donaldson & Co.	39	44	.50
Donaldson & Co.	39	45	.50
Donaldson & Co.	39	46	.50
Donaldson & Co.	39	47	.50
Donaldson & Co.	39	48	.50
Donaldson & Co.	39	49	.50
Donaldson & Co.	39	50	.50

Sec. 13.—The proportionate share of each lot or fraction thereof upon said street for said improvement is ascertained and fixed at the following amount:

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Donaldson & Co.	39	47	.50
Donaldson & Co.	39	48	.50
Donaldson & Co.	39	49	.50
Donaldson & Co.	39	50	.50

thorized and directed to enter a statement of the foregoing assessment in the docket of the city clerk forthwith in accordance with section 9 of the city charter of Oregon City and is further directed to cause a notice of said assessment to be published in the weekly newspaper of Oregon City for a period of three successive weeks.

Passed the council Jan. 11, 1890.  
C. O. T. WILLIAMS,  
Recorder.  
Approved this 11th day of Jan. 1890.  
M. A. STRATTON,  
Mayor.

Titillamook in Oregon City.

R. T. Weatherly, who was train bound in Oregon City for a day lately, writes the Titillamook Headlight the following letter which is interesting as far as it goes, but Mr. Weatherly seemed to find only a small portion of our factories. Perhaps he frequented Los Freys the "several other places of business where prohibition is not practiced."

"Oregon City is improving rapidly now, and property is rising. The estimated population is 25,000. There are several good buildings going up on Main street, and for stores and other business places. There are several other places of business where prohibition is not practiced. Oregon City is destined to become a manufacturing town some time in the future. There is one woolen mill now doing a large amount of work, and there will probably be another built during next year. The flouring mills here are said to turn out four hundred barrels per day. There is one pulp mill across the river where they turn out twenty-two tons of pulp daily, which goes to California paper mills. This pulp is made from balsam timber. So there is one thing balsam timber is good for—the manufacture of paper. (Why not have a pulp mill in Titillamook county?) Another mill of the same kind is also being erected here for the same purpose. There will soon be a paper mill too. The foundation is mostly laid and the work is being pushed forward as rapidly as possible.

All the machinery in operation at this place is furnished with power from the falls, and yet not one-hundredth part of the power from the falls, and yet not one-hundredth part of the power that might be obtained is utilized as yet.

Russell-Jewell Dramatic Co.  
"Lynwood" is a strong play that gets full justice at the hands of Miss Lizzie Lingham and her fine company. There was a good audience present last night at the opera house to see this great play, and all applause is an evidence of appreciation they showed it enthusiastically. Miss Lizzie Lingham, as Lucille Carlyle, showed herself a perfect actress. Miss Jennie Darrab's songs, dances and character sketches, sent the house into roars of laughter. She is the cleverest comedienne that has appeared here in years.

Mr. Frank Cleaves, as the villain of the piece, Dudley Middleton, was truly deplorable—that is, he played the part to good purpose that the larger part of the house named him heartily for the time. Mr. Sam Morris, as Carter, the correspondent, was inimitable, and his wit and antics kept the house merry. Those desirous of seeing really good acting should make use of the opportunity presented to-night and to-morrow evening, in standard pieces. The "Mountain Walt" will be played to-night. In this piece the company is said to be particularly strong, and it will be a good chance to see them at their best.—Seattle Post-Intelligencer, Nov. 26.

A few days ago three young men attending a Portland school were returning up the valley to their homes, not necessary to state where, when they were taken in by the new agent who by the way should be kicked from the road in the following manner: Taking four cheap books, he put a \$5 bill in one of them and offered the books for \$1. An old trick and a fraud. One of them bit very quickly and of course got nothing. The trick was done like this: The new agent placed the bill in the second book from the top, leaving the edge sticking out just enough to be seen, and in the next book or one next to the bottom and in the opposite end, he had a piece of a management stamp. While talking he managed to turn or reverse the books, and the job was done. This is evidently a common practice of the agent and he should be shipped, though students should have more sense than to be taken in.

The most graphic and artistic engraving published by any illustrated weekly in the United States are the large colored plates in the West Shore. In its contents and general nature this is the best illustrated paper a resident of the Pacific coast can take. It deals with subjects he is interested in, and during the year he is certain to find something in it that he deems alone worth the year's subscription. Everyone should take it. The price is but \$4.00 a year for fifty-two numbers, making a splendid volume of engravings. L. Samuel, Publisher, Portland, Oregon.

Several animated discussions over motor affairs took place in our usually quiet city this week; but were all amicably settled over a cup of Dutchess coffee, followed by a puff of the zephyrus "wind" try it yourself. "The Vienna" is the play.

Last winter Mr. H. E. Kitchin, editor for the United States Express Co., at Des Moines, Iowa, was severely troubled with chilblains. Two scaling and intense itching of his feet was a great annoyance to him. He tried several remedies without benefit, but fortunately bought a bottle of Chamberlain