

# THE ENTERPRISE SUPPLEMENT

## RIVER AND BOATS.

### What the Transportation Companies and Steamboat Men Are Doing, as Reported to The Enterprise.

A conference was held in Portland this week by representatives of various steamboat lines on the Columbia, Willamette river for the purpose of raising freight and passenger rates. What action was taken is not definitely known, but it is said that an advance of twenty-five per cent was agreed to take effect as soon as new schedules can be made out. The steamboat men claim that they are forced to raise their rates to avoid bankruptcy the sharp competition of last year having forced rates so low that they are all losing money now.

It is reported that the Union Pacific Company will build two new boats for the Willamette river in the spring. They will be large sized and of light draft to run at all seasons of the year.

Work upon the new steamer that is being built in Portland by Johnson & Olson, for Abernathy Bros. & Elridge, of Champeog, is being rapidly pushed with the intention of having her completed by the first of April. She is to be 155 feet in length, 30 feet beam and will draw about 12 inches without a load. Her engines are to be of twelve inch bore with a 6 foot stroke, and are to be the most approved pattern. The new steamer will be furnished in the best of shape and will be a fine addition to the Willamette fleet. Capt. Robert Young, late of the Orient, will have command of her and Mr. Evens, who has been running as engineer on the Orient will have charge of the engine room.

Ham, Nickum & Co., of Portland have their new towboat nearly completed, that is to take the place of the Rustler, which will shortly go on the retired list.

Capt. Cyrus Smith has had work resumed upon his new boat, which he is having built in Portland and is to have her completed at once. Capt. Smith has not decided whether he will put his steamer on the Willamette trade or to towing the lower river.

The Orient, which was lately condemned, has been stripped and sent to the boneyard to add another hulk to that museum of river antiquities.

The machinery being placed in the Victorian, the new deep-water steamer that is being built in Portland for the Union Pacific Company and her trial trip is expected to take place within a couple of months, after which she will leave for the Sound. The Victorian is the largest and finest steamer ever built in Oregon or Washington and is equal to any ever turned out by the San Francisco shipyards and shows that when it comes to ship-building Oregon is to the front as in everything else.

The Mascot, the new steamer built for the Lewis River Transportation Company, made her first trip on that route yesterday. She is one of the handsomest and fastest boats on the Columbia and fills a pressing need on the Lewis river route.

The Luca Mason, which was run on a snag at Little Rock on north fork of Lewis river a week ago last Sunday and sunk in twelve feet of water, will probably be raised and taken to Portland this week for repairs. The sudden rise in the river last week retarded the work of raising her.

The Oregon Pacific Company is building a large wharf-boat at Corvallis, which will be taken to Salem and used as a warehouse for the

### Company's freight.

Capt. Jas. Smith has resigned his position as captain of the Modoc and has leased the Manzanillo, belonging to the Shaver Bros., and which is run during the summer months on the Clatskanie route in connection with the G. W. Shaver, and will place her on the Willamette, making two regular trips up from Portland each week. The Manzanillo is well furnished with cabin accommodations and is capable of carrying a heavy load on a very light draft, and in point of speed she will be able to lead nearly all the boats on the river.

Capt. Miles Bell, whose leg was broken last fall by being thrown by the teller wheel against the pilot house, has fully recovered the use of his leg and takes command of the Champion this week.

John Zumolt, after laying off for several months, has taken the position of mate on the Salem.

Capt. John Gore took command of the Modoc this week, since Capt. Jas. Smith resigned. Capt. Gore has been running a steamer on one of the lakes in British Columbia for some months past, but prefers the Willamette on which most of his steamboating has been done.

Johnny Detmore, late mate of the Orient has taken that position on the Modoc. Mr. Newton Graham having laid off and is now visiting his parents in this city.

The Oregon Pacific boats Wm. M. Hoag, N. S. Bently and Three Sisters will probably leave Corvallis for Portland next Monday, on their regular trips, if the river continues to raise. Capt. Geo. Raabe will command the Hoag with Capt. J. W. Exon mate, Albert McCully engineer and T. Thompson purser. Capt. S. V. Short will be on the Bently with J. H. Spong as mate and Al Eperly engineer and Guy Powers purser. The Three Sisters will be in command of Capt. W. P. Short.

Captain H. B. Parker, of Astoria, has decided to name his new boat the Astorian. She is 142 feet in length, and 23-foot beam, 4 feet depth of hold. Her engines are 14x42 inches and will be furnished with steam by the boiler that was taken from Clara Parker. The comparatively small space occupied by the machinery gives her plenty of room on the freight deck. On the upper deck twenty-two staterooms, each containing two beds furnish sleeping accommodations for night travel. She will probably be put on a night run to Astoria.

### Mass Meeting at Marquam.

A mass meeting was held at the Grange hall at Marquam, on last Saturday evening for the purpose of discussing the merits and demerits of the report of the senate committee on taxation.

The meeting of which Robert Thompson acted as chairman and P. J. Ridings, secretary, was well represented by the leading taxpayers of this community, who discussed the bill, pro and con, in its broadest sense.

The following resolutions were adopted:

Resolved, That it is the sense of this meeting that we oppose the senate tax and assessment bill.

Resolved, That we favor the repeal of the indebtedness clause in the present law.

Resolved, That we favor the election of precinct assessors by the people.

Resolved, That we oppose the repeal of the present usury law.

Resolved, That we oppose the repeal of the mortgage tax law, but favor an amendment that the mortgage bear the tax collector's stamp for taxes paid before it can be collected; and that a mortgage cannot be canceled after it is assessed until all taxes are paid thereon.

### Baby Carriage for Sale.

Apply to Mrs. Mary Mader, near J. M. Bacon's place. Nearly new. Be sold cheap.

## ADDITIONAL LOCAL.

Probate court will meet on Monday next and the Commissioners court on the following Wednesday.

A pleasant regressive euchre party was held at the residence of Capt. J. P. Shaw, on Wednesday evening in honor of Mrs. Jacob Houas.

Rev. C. C. Bateman will deliver the third of his series of lectures on Friday evening, January 5th. Subject, "The Origin and Dispersion of the Human Race."

Mrs. Hyde, the general agent for the Kellogg system, is a professional cutter of many years experience. Do not miss attending the school. See advertisement elsewhere.

Mrs. Julius Freytag, who has been seriously suffering from an attack of paralysis for some time past, is now slowly convalescing and is able to walk about her room and hopes are entertained by her family and her many friends for her complete recovery.

MARRIAGE.—At the bride's home in Tualatin Precinct, Clackamas county, on Dec. 31, 1895, Miss Minerva Sharp to Mr. John Mays by Frank Kruse, Justice of the Peace.

The wedding was witnessed by but a very few invited guests, mostly relatives of the happy couple. They intend to take up their residence near Tualatin, where they are both acquainted, and where they will be cordially welcomed by a host of friends.

H. E. Cross, the live real estate agent of this city, would call the attention of homeseekers to what he keeps in the way of real estate. His ad. can be found in another column, and it will pay you to read it. Mr. Cross is well known in Clackamas county as a substantial and energetic business man, and parties dealing with him will find him strictly reliable.

Tuesday afternoon the short span of 40 feet forming the approach to the north end of the Coburg McKenzie bridge collapsed with fifteen head of cattle, which were being driven to Eugene by Mr. Alex. Davis. They fell about ten feet. No bones were broken although several were bruised. Workmen were immediately employed to replace the approach, and it was ready for travel Friday morning.—Guard.

In regard to the dumping of refuse from the paper mills into the river, Mr. Gilbert A. Smith, manager of the Pulp & Paper Co's mill, assures THE ENTERPRISE that it was not willfully done, but that it was unavoidable, owing to the uncompleted state of their works. Arrangements are being affected whereby in a short time all refuse from the mills will be disposed of without causing any further complaint from the fishermen or steamboat men.

Mrs. Pauline G. Nesmith died at the family home, at Derry, Polk county, on Tuesday, Dec. 30 aged 80 years and nine months. She was buried on the home place by the side of her husband, whose grave is marked by an elegant granite shaft. Mrs. Nesmith was a daughter of a pioneer of '44, and she was well known to all the old settlers for the many kind deeds and for the hospitable home over which she presided with such grace and motherly tact.

L. B. Warner, representing west Portland Park addition to Portland, who has been in Oregon City for the past two weeks, left yesterday for Canby and Woodburn, where he goes to offer bargains in Portland real estate to the citizens of those places. Mr. Warner is a rustler in the full western sense, and in the short time he was in this city disposed of forty-two lots to the people residing here, notwithstanding the dullness that is claimed to exist in the real estate market. West Portland Park is one of the most valuable additions to Portland, and this fact accounts for the large sales he has.

Hon. T. L. Eastham is lying very low at his residence in this city, of nervous prostration and it will be doubtful if he regains his complete health for some time to come. His serious illness is of the deepest concern to the people of Oregon City and of Clackamas county, for to him more than to any other man is due the inception and building up of the great industries that are making Oregon City the leading manufacturing town of the state, and his restoration is sincerely hoped for by our citizens, who have learned to value his untiring industry and wonderful faculty of inducing others to aid in the great work of building up Oregon City.

Rev. C. C. Bateman will doubtless be greeted with a full house at the Baptist church on next Sunday evening, on the delivery of his lecture entitled, "Scarlet Sins or Habits that Kill." The subject is one of the most vital importance for to see the number of young men and boys scarcely out of short pants, that can be met at any time on our streets, with pale and sunken cheeks, leaden eyes and listless steps, their every action betraying the vices

that are eating their life away, destroying their manhood and blighting their very existence, should arouse every thinking man who has the welfare of his fellow man at heart to a sense of his duty to aid in the arresting of this wholesale destruction of our youth.

The question is now being discussed by many of our citizens as to what will be the probable outcome in case the city grants the franchise for elevators on the bluff at their meeting next Wednesday. It is claimed that the city has no streets connecting the lower part of the town with the upper part other than the county road and that is in the dispute with the owners of the land lying along the bluff between the two parts of the city and that the elevator company could by buying that strip of land, order the steps removed and thus force people to patronize their elevators. The elevators are an essential factor to the growth of Oregon City, and should not be delayed through any misunderstandings or complications, and if the city really has no streets up the bluff, and consequently no right to maintain stairs across the land, it is high time some action is taken in the matter.

Indians sometimes display quite a streak of conscience. The Albany Democrat tells the following about Billy Chinook, who recently died at Warm Springs. When he joined the United Presbyterian church, a few years ago, he had three wives. Of course, that would not do for a church member, and he had to give two of them up. Which one he should keep was a serious matter. One had a child, one had no sense, and the third he loved best. She was childless. Out of a sense of duty he kept the one with the child, and the one with he loved best was married to another man, which he said was pretty hard to bear. The one without any sense he kept and supported as a help to his wife.

### Treachorous Savages.

The adjustment of the Sioux troubles in the Dakotas, was far from being as harmoniously wrought as people a few days ago predicted they would be and to the disgust of the citizens of this country and to the detriment of a small detachment of brave cavalrymen, the red devils displayed their natural color at the last moment. When all hostilities had apparently ceased and troops were about to disarm Big Foot's band the fatal moment arrived. The details of the affair are as follows:

At about 8 o'clock Monday morning troops were massed about the Indian village, Hotchkiss guns overlooking the camp, not fifty yards away. Colonel Forsythe ordered all the Indians to come forward away from their tents. They came out and sat in a half circle until counted. Dismounted troops were then thrown around. Company K, Captain Wallace and Company B, Captain Varnum. The order was then given to twenty Indians to go and get their guns. They returned with only two guns. A detachment of troops at once began to search the village, finding thirty-eight guns. As this task was about completed, the Indians surrounded by Company B and K, began to move. All of a sudden they threw their blankets to the ground, whipped up rifles and began firing rapidly at the troops not twenty feet away. The troops were at a great disadvantage, fearing to shoot their own comrades. The Indian men, women, and children then ran to the south, the battery firing rapidly as they ran. Soon mounted troops were after them, shooting them down on every hand. The engagement lasted fully an hour and a half. To the south many took refuge in a ravine, from which it was difficult to dislodge them. About 150 Indians are reported so have been killed, while the number of soldiers is about thirty.

### An Old Chestnut Worked.

There has been another goldbrick swindle, in which the president of the bank of Hillsboro was the victim. The banker, who is probably as ready to make a neat turn in a speculation of this kind as anyone else, was shown the brick out in the woods in the suburbs. A supposed Indian was there in hiding with it, and it was represented to the banker that the noble red man had stolen the treasure from the mines in Idaho. The banker looked at the brick with a great deal of satisfaction, but did not care to risk his money in the speculation without first taking it to a jeweler for examination. The brick was accordingly taken to Portland and a jeweler inserted a drill. He happened to bore in a place where there was gold, and the chips proving to be genuine the purchase was made. The consideration was \$5000 and the banker went away happy. No one would have known anything about the swindle had the matter not been reported to the police, but banker Shute evidently thought that it was wiser to run the chances of capturing the thieves than to bear the joke in silence.—Salem State-man.

## Ye Editor.

He r'seth in the morning and knoweth not what the day may bring forth. If he telleth all the news he runneth a great risk of having a tin ear put on him, and if he telleth not the news the people say he is a g., and there is no joy in it. The crafty man cajoleth him into giving a 50-cent puff for a 5-cent cigar, and fond mothers frown on him if he fails to flatter their freckled faced broods. And all his ways are ways of woe, and his days are full of sorrow. The life insurance man setteth snares for him; and on the whole he hath a deuce of a time.

### Something Every Lady ought to know.

How to cut her dress without re-fitting. Mrs. Hyde, general agent for the Kellogg system of dress fitting will be in Oregon City January 6th, to organize a class in dress cutting. Lessons not limited. Every scholar has the privilege of cutting a dress and is to be competent to cut and fit without re-basting. Call and see system. Location of school will be posted in post office later.

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