THE ENTERPRISE.

CHAS. MESERVE,
Publisher and Proprietor.

OREGON CITY, JANUARY 23, 1891

In commenting on the governor's message there are but few journals of the state, whether independent, democrat or republican, that does not concede its indefatigable and apparently earnest advocacies concerning the right and belongings of the poorer classes against the unsophisticated greed of unrestricted monstrosities known as capitalists, monopolists and corporation thieves. Nowhere in the document are the rights of capital given priority over the rights of labor, but its every purpose seems to be in the interest and welfare of the laboring man. The suggestions are fearless and spirited, and in most instances salubrious. Yet the stand he has taken on the world's fair exhibit is not looked upon generally as the best course for one of his position to have adopted, as no matter how great his good intentions might have been, his idea does not correspond either with public sentiment, or what seems to be the correct side of an important question pertaining to the future advance and growth of the state. If an appropriation from the legislature is not forthcoming, then so far as any attempt at making a proper representation at Chicago is concerned we are everlastingly tabooed. Our greatest hopes are forever blighted, and upon the assemblage of the sisterhood of states in grand array at the great fair, where all the leading nations of the earth will be represented, Oregon will be found lagging. This ought not to be.

THE renewed vigor and deep interest with which the important topic of "an open river to the sea" has been resumed of late not only by the press but the public generally ought to be sufficient to impress on the minds of our representatives at congress the significance of the measure, and with what degree of anxiety its final adoption is looked forward to. All Oregon, Washington and Idaho are alive to its importance and the relief it would lend to their pent up agricultural and mining sections is such as to justify their earnest endeavors. Nothing but unimpeded navigation to the sea will permit of the development of the country contiguous to the tributaries of the great Columbia, to the extent their natural advantages and resources demand, and until the same is given us, it should be the incessant war-cry of every individual who has interests in the welfare of the three states.

THE interest manifested in the bill now pending before the legislature providing for the construction of a fish ladder at the falls of the Willamette at this city, and asking for an appropriation of $5000 therefor, is such as to suggest the great importance of the project. The welfare of the fishing industry of the upper Willamette is brought conspicuously to view in such a measure, and the early completion of a ladder would be conducive of the greatest benefit. But it is hoped that another attempt at furnishing this great necessity will meet with better success than the first one, and if we are to have a ladder let it be one equal to all emergencies if brains and money will build it.

THE ENTERPRISE in last week's issue had a list of the improvements that have been made in Oregon City during the past year, and their cost. The list furnished a great deal of information, and shows that the city has made a substantial gain during the past year. In addition the ENTERPRISE had a short description of each firm doing business there. The list of improvements foot a total of $980,000. That with the other improvements that have been made throughout the county, shews that Clackamas county has had the most prosperous year it has ever known. We wonder if the next assessment roll will show the same increase in taxable property.—Clackamas News.

THE steamer Northwest, belonging to the Kellogg Company, and heretofore running on the Cowlitz river, has come on the Willamette, and is now making regular trips between Portland and Salem, going up Mondays, Wednesdays and Fridays, and returning the following days. The Northwest has the reputation of being able to carry the largest load of any boat on the river in proportion to her size and draft, a qualification that especially fits her for this route. Captain Sherman Short is in command, and his popularity on the river is such that the Northwest will be able to build up a prosperous trade.

THE Scientific American, published by Munn & Co., is in every respect one of the most reliable scientific periodicals the world affords. Its pages abound with valuable information of every description, to the farmer, merchant and tradesman, promoting progress, industry and intelligence wherever it is read. Every trades-laborer of the country should subscribe for the Scientific American.

THERE is a big freight traffic being carried on between Oregon city and up and down river points that is very suggestive of the prominent position she occupies in the commercial world. The larger boats of the lower Columbia are by no means uncommon at the docks since the river has raised, and the daily shipments from the various mills and factories are surprisingly immense.

ONLY two of the three boats of the O. P. Company here are now running,—the Hoag and Three Sisters which are plying between Independence and Portland until the advent of more water, when they will resume their regular run. The Wm. S. Bentley is still at Corvallis waiting for water.

THE ENTERPRISE claims that nearly a million dollars have been expended in Oregon City during the past year for improvements. This is a magnificent showing, but it is nothing compared to what the future has in store for Oregon's great manufacturing town.—Forest Grove Democrat.

BRO. FLAGG, of the Forest Grove Democrat, don't take much stock in Pennoyer's teachings on Cleveland and the Chinese. Flagg says: "The fact is, the governor is simply 'playing to the galleries,' and has his ears bent forward listening for the applause."

JUDGE MORELAND, of Portland, concluded his decision last Saturday morning in the case of General Rufus Ingalls against Mrs. Harriet Campbell for the guardianship of Linda and Ben Holladay. Judge C. B. Bellinger was appointed to the place.

HON. George Bancroft, the historian author and diplomat, died in the city of Washington last Saturday at 3:40 P. M. His remains were interred in Worcester, Massachusetts, on the 20th.

"SANDY" Olds will be given a new trial and a change of venue. Judge Stearns announced his decision to that effect Tuesday, and designated Washington county as the place for the next trial.

KING Kalakaua, of the Hawaiian Islands died in San Francisco last Tuesday. His remains will be consigned to his native land on the United States flagship Charleston.

IT WILL TAKE $10,000.

Judge Meldrum's Letter Recommending That Amount.

OREGON CITY, Jan. 14, 1891.

Hon. Peter Paquet, Salem.

Dear Sir: I wrote you this morning enclosing description of road to put in your bill for a road from Baker's Ferry to Eagle Creek. On thinking over this matter and remembering that you told me you thought of asking for $5000 for that purpose, I conclude to call your attention to some facts which I think will convince you that $5000 is altogether inadequate to make a good road. The distance is about seven and a half or eight miles, and all but about one mile of it will be through heavy timber. The probability is that we would use the present county road from near the present crossing of Deep Creek to Eagle Creek along which only about one-third of the sixty feet in width is cleared of timber, which you know is dense over most of the way. To clear off this timber and get the stumps and roots out of the way so as to commence grading and graveling the road bed, would cost in the neighborhood of $100 per acre. From the end of the bridge to Deep Creek, about four and one-half miles—the exact distance by survey made by H. H. Johnson, county surveyor, in 1887, being four miles, forty-nine chains and twenty-seven links, being all through heavy timber and requiring heavy grading along steep hillsides. The area of the sixty feet wide strip for the road on this end would be 29.16 acres and the area of the strip for road from Deep Creek to edge of Foster prairie, would be about 21.60 acres, two-thirds of which is 14.40 acres; adding the 29.16 acres to this 14.40 acres gives 43.56 acres of heavily timbered land to be cleared before the actual preparing of the road bed can begin, and this clearing at $100 per acre (and it would cost about that much) would amount to $4,356. In my judgment you ought to ask for not less than $10,000 for this work. This may seem a large sum to expend on a wagon road of this length, but, as you have indicated, this is an important link in a line of travel through our county between the eastern and western portions of our state. With this proposed road made through the pass down the Clackamas river the distance would be materially shortened and a good level road over which heavy loads could be hauled or rapid transit with a light rig could be made would be substituted for the roads now laid across the hills and deep ravines over which travel is slow and difficult.

Previous to the building of the railroad down the Columbia, there was considerable travel by land through the Columbia gorge over what was known as the Columbia trail. An appropriation made by the state, which considering the development of our resources and our small population at that time must be considered as liberal, was expended in opening a wagon road by that route, and this improvement although not carried to completion, did sufficiently open up the route to admit the passage of teams and wagons. But, in our eagerness to secure a railroad down the Columbia river, the O. R. & N. Co. was permitted to destroy this improvement made at considerable cost to the state, and this travel by teams or on horseback by this route came to an end. But the exorbitant rates on teams, wagons and live stock, charged by the company, which controlled not only the railroad, but also the river traffic, drove many to evade it by crossing the mountains over the Barlow route. This travel through our county by residents of nearly all the northern counties of our state has always been considerable ever since the opening of the Barlow route in 1845 by that pioneer of our county and state, S. K. Barlow. Augmented by the travel diverted from the route through the Columbia gorge at the time, and ever since the destruction of the Columbia trail by the railroad company, and increasing with the growth of our state in population, this travel through our county imposes an ever increasing burden on the people of our county to keep in repair our roads and bridges.

As you have intimated, it would seem to be only fair that the state should help us to open up this proposed road, which is directly in line of the greater part of this travel by residents of the counties west of the Willamette who cross our free bridge at Oregon City, and pass eastward along our county roads to the Barlow route over the mountains to counties east of them; and by the same route residents of the eastern counties pass from their homes with their teams and bands of loose stock to the counties west of the Willamette.

Hoping that you may succeed in getting this appropriation to enable us to build this road, I remain very truly yours.

JOHN W. MELDRUM.

STATE LEGISLATURE.

In and Around the Halls of The State Capitol.

BY THE ENTERPRISE Special Correspondent.

SALEM, Jan. 22.—After the adjournment the middle of last week, the members of the legislature returned on Monday in good shape for the large amount of work made ready by the state printer during the recess, and had it not been for the death of Senator Eastham, in respect to whose memory both houses adjourned on Tuesday noon for the purpose of attending his funeral in a body, and for the election of a United States senator, which also occurred on Tuesday, the week would have shown a large amount of work accomplished. As it is the legislature has settled down to steady business and is farely organized with its full quota of committees and clerks.

The usual number of bills is being introduced, there being on the calender in the house Tuesday night 193 and in the senate 110. Among the bills introduced, which are of special interest to Clackamas county, was the Oregon City charter bill, which was introduced in the senate by Senator Cross. It is intended to provide an entirely new charter for Oregon City, the provisions of which are intended to remedy glaring effects found in the present charter. It will no doubt be of interest to many of your readers to learn that under its provisions the present boundaries of the city are to remain unchanged. By the way, Senator Cross is accredited by the senators generally with having been largely instrumental in saving money to the state by the introduction of his resolution fixing the per diem of clerks at $3 and restricting the number.

Two years ago quite a number of unnecessary clerks are said to have been employed and the resolution had the effect of cutting down of unnecessary help. Mr. Cross also has the honor of introducing a bill to abolish the state horticultural board. The only work of this board during the past two years seems to have been confined to the members drawing their salaries with punctitous regularity.

In the house, Representative Paquet holds a responsible place as chairman of the Ways and Means committee.

Senator Veatch, of Lane county, last Tuesday, introduced a bill to reduce lock charges at Oregon City.

On Tuesday both houses voted on United States Senator, and Hon. J. H. Mitchell received the unanimous republican support. On Wednesday in joint convention, after the reading of the journals of both houses, he was declared elected United States Senator for the ensuing six years.

PERSONAL MENTION.

M. Moody, of Molalla, is acting as clerk of the Ways and Means committee in the house.

A. W. Baird has been chosen assistant clerk of the senate committee on Roads and Highways.

Miss H. B. McCown is clerk of the Senate Committee on Elections.

The State Temperance Alliance on Tuesday was presided over by Rev. C. C. Bateman.

The following persons from Oregon City were accredited with credentials to the convention: C. C. Bateman, H. E. Cross, Miss Helen McCown, and Miss Lotta Baird.

Judge Meldrum came up on Wednesday morning's train, and was an interested spectator of the sessions on Wednesday.

IMPORTANT LAND DECISION.

New Procedure in Consideration of Contest Under the Land Law.

A bill in equity was filed in the United States circuit court at Tacoma, on the 9th inst. by W. Scott Beebe, of Portland, Or., attorney for W. S. Chapman, involving a new procedure in the consideration of land contests under the United States land laws. The case in brief is this: On the 14th day of August, 1883, William Flynn made proof before the register and receiver of the United States landoffice at Vancouver, Wash., in support of his claim to a quarter of section 12, township 9, range 5 west, under the timber and desert land acts. In January, 1886, he sold the land in question to W. S. Chapman, assigning to him the receiver's final receipt, and on the 18th day of December of the same year gave a warranty deed thereto. On the 27th of October, Bernard Kleindel applied to J. D. Geoghen, register, and Scott Swetland, receiver, to purchase the same tract under the same act, and those officials entertained the application and appointed the 12th day of January for the purpose of taking testimony as to the final proof of Kleindel. On the 21 of January notice was served upon Chapman, citing him to appear before the officials named to show cause why the entry of Flynn should not be canceled. A bill in equity was filed as stated, setting forth these facts, and applying to Judge Haniford for a temporary injunction to restrain Kleinbel from offering proof, and the officals of the land department from taking proof, and the court issued the order in accordance with this prayer setting the 16th day of February, 1891, as the day upon which the hearing upon the merits of the case should be given in Tacoma.

This is a new action in land cases and one that has never before been entered, and if carried to a successful issue will discourage the contest of land entered under the timber act. The attorney for Chapman holds that the United States land office has no right to accept an entry upon land for which final receipt has been set aside by a United States court, either upon the grounds of fraud or otherwise. By the order of Judge Haniford the officers of the land department are debarred from further action in the matter until the court has finally passed upon it.

Petroleum Discoveries.

Hubbard and Woolburn are on the tip of expectancy says the Independent, on account of the supposed petroleum discoveries. Several months ago E. E. Bevens dug a well for H. I. Mills, who lives two miles east of Hubbard. Mr. Bevens, on returning to his work one morning, found an immense quantity of oil on top of the water. A thorough examination showed that the oil was several inches thick and flowed abundantly. A sample was sent to San Francisco and was pronounced to be of the very best of petroleum. A company was secretely organized to develop the prospects and their agents are bonding all the property in this part of the country. An expert from Pennsylvania has traced the oil through Hubbard and claims that its fountain is on the farm of Nick Miller, a mile north of this city. A representative of this paper examined the find on Mr. Miller's place. The swampy ground for several hundred yards is covered with plainly discernible oil. The company has bonded Mr. Miller's farm and it is said will immediately commence drilling there and on the farm of Mr. Mills. A thorough examination wil be made next week by a reporter and a long article will be the result.

Advertised Letters.

The following is a list of letters remaining in the post office at Oregon City, January 8, 1891.

S. Austin, H. C. Bredin, W. L. Becker Constant Bontle, Herrin Valentine Bohender, John Baker, R. Boyd, Sophie Bargfeld, C. G. Carlson, J. W. Doty, Joseph Dumas, Rev. E. Foster, Mrs A. H. Fraser Leonard Fowler, Dan Frazier, George Grabby, Charles Gail, M. F. Hagstrom, Henry Heilman A. E. Hibner Willis Hibner, Messrs. Johnson & Co. William Johnson, Mollie Krigbarm, Tom Lambert, John Lees, A. Likewise, Mrs. Jennie Mumm, Mrs. Annie Merill (2) George W. Myre, A. G. Mendall, Henry Moore, Miss M. B. May, Tom McGubbins, John Myers, Blar Newman M. R. Noble W. Newstalt, Oregon City Nursery, Fred Phillips, Geo Patterson, Clarcy Pauchard Miss Lydia Potter, Mrs Clara Riehie, Levi Rivey, Frank Reed, Walter C. Roder, W. R. Roberts, Frank Ray, Eary H. Ross, Mary S. Rose, Josepha Sellwood, C. A. Sawyer, J. W. Stewart, Mrs. Emily Smith Lawrence Sadler, Miss Lottie Mrs. Georgini Thomas, Mrs. J. Tingle, George Thompson, Joseph Taxeer, D. P. Wilson, G. T. Williams, James Smith, L. L. Smith, Jessie Stevens, E. J. Vanlie, Daniel Williams.

When called for please say when advertised. E. M. RANDS
Acting P. M.

A Good Field.

The road to Oregon City on the east side of the Willamette is said to be almost impassable. This route presents a fine field for an electric or motor railway. A railway along the east bank of the Willamette to Oregon City would pay from the start, as it would touch a number of the thriving towns, including Midway, Sellwood, Willsburg, Milwaukie and Clackamas. It is very probable that a suburban railway will be extended through these towns this year; at least the project will be under way by the close of the year, says the Oregonian.

The subject taken up by the Oregonian has long been a general topic of conversation among residents of this place and steps looking to its construction have already been taken. The completion and operation of such a line is eagerly looked foreward to by everyone.

A BOOK TO BUY.—Webster's International Dictionary. This new book is the authentic "Unabridged" thoroughly revised and enlarged under the supervision of Noah Porter, D. D., LL. D., of Yale University. Editorial work on the revision has been in active progress for over ten years, and more than a hundred paid literary workers have been engaged upon it. The sum expended in its preparation before the first copy was printed exceeded $300,000. This work, well used in a family, will be of more value to the members thereof than many times its cost laid up in money.

"There is little in woman's advice, yet he that won't take it is not overwise," says Cervants. The proverb is most aptly illustrated in the following item: During the fall of 1882, while my daughter was teaching in the country near hear, she contracted a severe cold and cough. I sent her a bottle of Chamberlain's Cough Remedy and the effect was so satisfactory that on her recommendation the entire neighborhood began its use, and with the most satisfactory results, which has continued with increasing confidence ever since. J. H. Reinhart, druggist, Alton, Kansas. 50 cent bottles for sale by Geo. A. Harding.

Persons troubled with rheumatism should read the following from Mrs. N. M. Peters, of East Des Moines, Iowa. She says: I had suffered with rheumatism the greater part of the time for nearly seven years. I doctored a great deal for it with physicians and tried electric belts, patent medicines and almost everything that was recommended for rheumatism. Finally a neighbor advised me to try Chamberlain's Pain Balsam and was so sure that it would help me that I procured a bottle. It did help me, right from the start; but it took five 50 cent bottles to cure me, so you can guess how bad I was as two bottles will cure any ordinary case." For sale by Geo. A. Harding, druggist.

Catarrh.

The ablest physician of the present age recognize catarrh as a blood disease which aggravates the mucus surfaces. Moore's Revealed Remedy purifies the blood, restores health to the affected membranes, stops offensive discharges and corrects the breath. For sale by all druggists.

Be Your Own Master.

Few people appreciate how much their impressions, their whims and impulses, and in fact all their mental energy depends on the harmonious action of all the vital organs. A poorly digested dinner may make one quarrel with a friend. A congested liver may bring imaginary gloom and trouble into the sunniest day. A rheumatic pain may keep you from business or work and entirely change some marked out policy. A few doses of Moore's Revealed Remedy will give tone to every function and make you enjoy your friends and and work.

STRAYED.

From the place of Eugene Woodward, near Springwater, two cows. One cow is a dark red with one horn broken off is of medium size and about five or six years old. The other is light red with left horn turned across her forehead, right horn turned straight into the temple with the end sawed off; is low and heavy set and about eight years old. A liberal reward will be paid for information leading to their recovery.

EUGENE WOODWARD.

TIMBER LAND, ACT JUNE 3, 1878.

NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE,
OREGON CITY, OR., Dec. 11, 1890.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada, and Washington Territory,"

James I. Hagart,

of East Portland, county of Multnomah, state of Oregon, has this day filed in this office his sworn statement No. 2363, for the purchase of the e ½ n w ¼ lots 1 and 2 of section No. 18, in township No. 4 south, range 5 east, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the register and receiver of this office at Oregon City, Oregon, on Friday, the 16th day of April, 1891.

He names as witnesses: Ervin Patterson of East Portland, Multnomah county, Oregon, Andrew Myers, of East Portland, Multnomah county, Oregon, August Paul of West Portland, Multnomah county, Oregon, Henry Waugh, of West Portland, Multnomah county, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 16th day of April, 1891.

J. T. APPERSON,
1-23; 2-27 Register.