

CALL AND SEE US.

We buy for cash, and we buy to sell.
We buy direct, and we buy in quantities.
You will always find our stock complete.
We sell at one price, and that the lowest.
We treat you courteously.
A satisfied customer is our best advertisement.
Our constant aim is to give you the best goods at bottom prices.
We make your interests ours.
Your child will be served as cheaply and politely as yourself.
A comparison of our styles and prices will convince you that you should trade with us.

L. KESO, Independence.

If you want
Furniture, Bedding, Carpets, Wall
Paper or Picture Frames,

W. O. COOK

He has the best and most complete stock
his side of Portland, and will always treat you
right. Wall paper trimmed free of charge.

PIONEER MEAT MARKET

F. B. LEWIS, Proprietor,

Choice Meats

Highest market price paid for fat stock, beef, mutton, veal,
pork, etc. All bills must be settled monthly.

Open Sundays from 8 to 9 a.m.

Free delivery to all parts of the city

Main street, - Independence, Oregon

WHY SHOULD YOU HUNGER?

When you can get the best market affords, and at the
lowest possible prices, of

THE GROCER,
T. W. ESTES,

Who is
doing business
in Independence, Ore.,
and who carries a full line of
staple and fancy groceries, canned goods,
crockery, glassware, tobacco and cigars, etc., etc.

Headquartets for Edibles.

THE FAIR.

Has had a prosperous trade during the past summer, and opens up the fall trade
with a large stock of ladies' and gents' furnishings, latest styles, at bedrock
prices. I have a full line of ladies' and gents' underwear, ranging from
fifty cents up. Also, a ten-cent counter has been added, with many new attrac-
tions. Don't fail to see the many novelties on the five-cent counter. Also, a small
line of toys and dolls for the little folks. Come, see, and be convinced that you
can get more at The Fair for a dollar than at any other place in town. Second
door south of First National Bank. GEO. W. REED, Prop.

The Independence Tile Co.



Has now in stock and is continually manufacturing tiling of all sizes
for drains and drainage.

C. G. GRIFFA, MANAGER.

INDEPENDENCE STABLES.

Stylish Turnouts Always in Readiness.

Having lately purchased the entire interest in the stables of J. N.
Jones, we are now better prepared than ever to meet the demands of
the public, as we are now making and are preparing to make many
substantial improvements. Teams boarded by the day or month.
Traveling men a specialty.

SALEM STAGE—We operate a daily stage line between Salem and Falls City. Stage
leaves Falls City for Independence at 4 a.m.; leaves Independence for Salem at 9 a.m.;
leaves Salem for Independence at 1 p.m.; leaves Independence for Falls City at 4 p.m.

DAMON & COOK, Proprs.

WATCHMAKERS.

O. A. KRAMER,



With Baster & Shelley, wants your watch
repaired. Satisfaction guaranteed.

BRICK.

BRICK YARD.

J. R. COOPER

Of Independence, having a steam
engine, a brick machine and several
acres of best clay, is now prepared
to keep on hand a fine quality of
brick, which will be sold at reason-
able prices.

MUSEUM.

THE JORDAN & CO.

1012 Market St., San Francisco.

Go and learn how wonderful
the human body is made, and how to avoid
illness and disease. Museum
displayed with thousands of
specimens. Admission 25 cts.

Private Office, 211 Geary St., Diseases of
men and women, treated by a specialist in
all cases. Diseases of the prostate, urethra,
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WHY ROADS ARE POOR.

The Indifference of the Public

Most to Blame.

MC ADAM'S PLAN OF ROADMAKING

The Principles Upon Which the Great Road-
Builder Worked—The Repair
of Roads.

There is undeniably a want felt in the
community for better public highways.
The subject is now generally agitated.
It has been brought to the attention of
executive officers of a dozen different states
by the attention of their several legisla-
tures. It has received intelligent and
careful consideration at the hands of
commissioners, of experts appointed
especially for the purpose, of commit-
tees of several of our legislatures and
of the legislatures themselves. It must
be confessed—in spite of all that has
been said, of all the study that has been
given to the subject and of all the effort
to reach practical conclusions—that
nothing generally satisfactory has as yet
been attained. The main difficulty
in the case is perhaps to be found, not
in the inherent defects of present laws
or in the inability of legislators to make
better ones, but in the indifference of
the general public upon the subject.

Every member of society is interested
in the public road. At birth, at death
and at all intermediate points during
life it is used, to a greater or less degree,
by or for every individual member of so-
ciety. It carries the doctor to the bed-
side of the sick, the minister to adminis-
ter consolation to the dying, friends to
the home of mourning and the dead to
their graves. It brings purchaser and
consumer together. It is the avenue
of pleasure and traffic. The farmer
seeking his market, the commercial tra-
veler looking for customers, the million-
aire in search of enjoyment with his
coach and four, the wheelman in pursuit
of health, the few seeking pleasure in
profit on wheels and the many in like
pursuits on foot—all are interested in the
public road.

And yet, direct and immediate as
these interests are, we are content to
follow the methods of half a century or
more ago, to submit to inconvenience, to
discomfort and to the immense waste of
money and patience, not because we do
not admit the advantages of a good road
over a bad one, not because we cannot
see, in theory at least, that a solid,
smooth, level road which allows the
farmer to convey to market twice as
much with half the power is advantage-
ous to him; not because it cannot be
clearly demonstrated that in the end
because of the saving in annual repairs
and the saving of waste in vehicles,
horses, harness and the like a good
road is cheaper than a poor one—for all
these things are distinctly and fully ad-
mitted by those who have given careful
study to the subject—but because prej-
udice, opposition to change and indif-
ference control the masses of our people
and dictate the course of legislation.

In the discussion of the road question
one of the most popular and oft quoted
remarks is that relating to the evidence
of the civilization of a country which its
roads exhibit. It is not a question of
civilization, however, and we have not
yet reached the point where we can fairly
view it from the aesthetic side. It is a
question of the simplest, commonest,
most practical business sense. It reaches
the everyday life of every man, woman
and child in every community. These
are the advocates of a reform in the mode
of laying out, constructing and repair-
ing our public roads must show, and are
responsible for showing, to our people
that their direct and immediate pecu-
niary interests are involved, and will be
subverted by a radical change in every
department of road management.

It is not impossible for us to hope for
some improvement, even under our
present unsatisfactory laws, in certain
favored localities. An example or two
which will appeal to our readers will best
convey the impression desired to be made.
Mr. A. J. Cassatt, whose country resi-
dence is in Montgomery county, adjoining
Philadelphia, was a few years ago
elected—probably partly as a joke and
partly in the hope of securing the benefit
of his knowledge and experience as a road
superintendent for the township in which he
lived. To the surprise of many he ac-
cepted the position, levied the largest
amount of tax allowed under the law,
summoned his neighbors and secured
voluntary contributions from those who
were interested in himself in good
roads for driving purposes, and as a re-
sult during his official term secured for
that township the best common roads in
Pennsylvania.

Another gentleman in one of the sub-
urbs of Philadelphia, anxious to im-
prove his kind and to secure for his neigh-
bors the greatest comfort and conveni-
ence in every way, located, laid out
and built at his own expense some
two miles of model public road which
he presented to the municipality in
which he lived.

As to the practical results arising
from the improvements just referred to,
there have been no doubts, and the en-
hancement of the value of real estate, an
influx of desirable population and the
largest possible increase to the comfort
and convenience of all the people of
those regions who make use of those
roads. If a good road, thoroughly con-
structed, will endure for a thousand
years with ordinary repairs, what bet-
ter monument can a man who wishes to
benefit his kind raise to his memory
how can he contribute to the welfare of
his fellow men more fully and for a longer
period, and how better perpetuate his
memory than by following the example
of the gentleman last mentioned, and
by giving his own name to the road thus
constructed?

There is no law which prevents the
enterprising citizen from building or re-
pairing the roads in front of his own
property, and there would be no doubt
acquiescence on the part of the public
in work of this kind. It is not possible
therefore for a single enterprising citi-
zen in any given community to show by
a practical illustration, at his own ex-
pense, the difference between a good
road, properly constructed, and those
which are ordinarily traveled in our
country communities, and will not such
an illustration be productive of better
practical results than any amount of
argument or effort to secure better laws?
—James A. Beaver in *Forest and Stream*.

MACADAM'S SYSTEM.

Principles Upon Which He Worked—The
Repair of Roads.

Macadam's plan of roadmaking dif-
fered as much from the old way of
building roads as the difference between
a "bottoming" he worked solely on the
road. Instead of producing a peaked,
rough mass of rough, soft rubbish, he
got a flat, smooth and solid surface.
In lieu of a road 4½ feet thick, he made
one of at most ten inches in thickness
and for rocks and bowlders he sub-
stituted stones broken small. His leading
principle was that a road ought to be
considered as an artificial flooring, so
strong and even as to let the heaviest
vehicles pass over it without jarring.
Then people began to hear with
wonder of roads thirty to forty feet wide,
rising only three inches in the center,
and he propounded the extraordinary
theory that a better and more lasting
road could be made over the naked sur-
face of a morass than over solid rock.

Another of his very first principles
was that the native soil was more resis-
tant when dry than when wet, and that as
a reality, as it had to carry not alone the
traffic, but the road also, it ought to be
kept in a condition of the greatest resis-
tance; that the best way of keeping it
dry was to put over it a covering im-
penetrable to rain—the road in fact—such
that the thickness of this covering was
to be regulated solely in its relation to
its imperviousness, and not at all as to
its bearing of weights, to which the na-
tive soil was quite equal. Instead of
digging a trench, therefore, to do away
with the surface of the native soil, he
carefully respected it, and raised the
road sufficiently above it to let the water
run off. Imperviousness he obtained by
the practical discovery that stones
broken small and shaken and pressed
together, as by the traffic on a road,
rapidly settled down face to face and
angle with angle, and made as close a
mass as a wall. Mankind now believe
that the last is all that Macadam in-
vented, the rest is forgotten.

Surprise followed surprise. Roads
which were mere layers of broken stone,
six, four and even as little as three
inches in thickness passed through the
worst winters without breaking up,
while, as the coachman used to say,
they "ran true, the wheel ran hard upon
them, it ran upon the nail."

For the repairs of his road when once
made he always chose wet weather and
"loosened the hardened surface with a
pick" before putting on the first broken
stone—things familiar enough to us now,
but paradoxes then to all the confreres
of the roads.

The size to which the stones should be
broken he determined in a practical way
by the area of contact of an ordinary
wheel with a smooth road. This he
found to be about an inch lengthwise,
and therefore he laid it down that a
"stone which exceeds an inch in any of
its dimensions is mischievous"—that is
to say, that the wheel in pressing on one
end of it tends to lift the other end out
of the road. In practice he found it
simplest to fix a weight of six ounces,
and his surveyors carried about scales
to test the largest stones in each heap.
He would allow no large stones even for
the foundation of his road; for he found
that they constantly worked upward by
the pressure and action of the traffic.
The whole road was small broken stone,
even over swampy ground.—*Southern
Planter*.

Seeing Is Believing.

Those who are not convinced that
there is always room at the top should
consult a clerk at a summer hotel.—
Baltimore American.

On the Way to Paradise.

Let us hope that the people who ha-
bitually disregard their health will
reach that desirable place, and avoid
the locality which is less desirable as an
eternal residence on account of the heat
and surroundings generally. But while
we tarry in this vale of tears, why should
we voluntarily endure the tortures of
dyspepsia when a systematic use of
Hostetter's Stomach Bitters will rid us
of the atrocious malady which—unless
physicians are very much at fault—
tends to shorten the term of our exis-
tence. Heartburn, biliousness, consti-
pation, almost always accompany this
complaint and are symptomatic of it.
These are all extinguished by the Bitters,
which also cures completely
malaria, rheumatism, nervousness,
and debility. Since the appearance of "a
grippe" it has shown a singular mas-
tery over this formidable complaint
that has carried off so many of our
brightest and best.

Beatty's Piano and Organ.

Hon. Daniel F. Beatty, the great or-
gan and piano manufacturer, is build-
ing and shipping more organs and
pianos than ever. In 1870 Mr. Beatty
left home a penniless plow-boy, and by
his indomitable will he has worked his
way up so as to sell so far, nearly 100,
000 of Beatty's organs and pianos since
1870. Nothing seems to dishearten him.
Obstacles laid in his way that would
have wrecked any ordinary man for
ever he turns to an advertisement and
comes out of it brighter than ever. His
instruments, as is well known, are
very popular and are to be found in all
parts of the world. We are informed
that during the next ten years he in-
tends to sell 200,000 more of his make.
This means a business of \$20,000,000 if
we average them at \$100 each. It is
ready the largest business of the kind
in existence.—and to Daniel F. Beatty,
Washington, New Jersey, for catalogue.

FARM FOR SALE.