

# OREGON CITY PRESS

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### TERMS

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OREGON CITY, APRIL 5, 1898.

The country has been thoroughly vaccinated against the ravages of populism and is now thoroughly immune.

A trip over the roads soon convinces one of the necessity of adopting measures to restrict the hauling of heavy loads on narrow tired wagons.

Some 14,000 sacks of potatoes have been shipped from New Era during the past season. Is there another point in the valley that can say as much?

America pays toll to French and English enterprise by paying \$12,000 to pass a single troop ship through the Suez canal. The only way to get it back is to build the Nicaragua canal.

D. Kaufman, of Needy, has made a study of the dairy business for a few years and now produces butter in winter at a food cost of 10 cent per pound, which gives a handsome profit. Other farmers of this country can do as well.

China is being very much tormented by "the world, the flesh and the devil." Besides being in danger of being sliced up by the world, and destroyed by internal wars, she is daily bothered by sundry and diverse earthquakes.

Columbia county is the first to pay its taxes in full. Columbia is a dairy county. Of course it has the ready cash. Will our farmers and business men take notice? The dairying there is done with the aid of creameries.—Salem Statesman.

General Gomez says the only authority he recognizes in Cuba is the United States. The Cuban assembly, so-called, he says "can only talk." Gomez rightly has faith in the great government that has assumed guardianship of the island until the people can form their own government and make it stable.

The people of Eastern Oregon are working for another sugar beet factory with good prospects of success. The Willamette valley farmers should hustle for a sugar factory. The shipping facilities, soil and climate are here. A little effort will bring the necessary capital.

The Washington politicians believe that McKinley and Hobart will be almost unanimously chosen by the next republican convention to head the national ticket. The country is immensely well satisfied with their work and the politicians are compelled to fall in line.

The \$3,000,000 shipped to Cuba are in gold pieces from an eagle to 5-cent pieces. If the money remains in circulation, it is argued, it will indicate a desire for annexation by the Cubans. If it is exchanged for Spanish pieces it will mean the opposite. The progress of this money in Cuban commerce will be watched with interest.

Reports are coming in from all sections of the valley that orchards properly drained were not injured by the severe weather. Heretofore it was known that drainage was beneficial in wet seasons and in dry seasons and now comes proof that it is beneficial in cold seasons. Every dollar invested in tilling brings the farmer good returns for his money.

Cuban liberty has cost America nearly \$500,000,000 and many lives in war, \$1,000,000 in rations to 40,000 Cuban unfortunates, \$3,000,000 loan to assist Cuban soldiers to begin life in the desolate land. America is even now withdrawing troops from the country to permit the people to govern themselves if they choose. If the Yankee is not the "knight of the twentieth century" what is he?

The farmers of the different sections of the county are stirring themselves more than ever before to secure good roads. In many sections the farmers have agreed to donate more than half the cost of permanent improvements, the county to give the balance from the road fund. So numerous have these petitions become that the court cannot entertain them, as the funds are too limited to go around. It is but a few years since

similar propositions were offered by the court and few precincts took advantage of them. This shows a remarkable change of sentiment in favor of good roads. The few miles of road built have been object lessons, and all are now eager for good roads to market.

The peace congress called by Czar Nicholas III, of Russia, to consider the question of universal disarmament, is to meet at The Hague, May 18. It is to consist of representatives of the principal nations of the civilized world. If the Czar can cause the nations to turn their swords into plow shares, he will accomplish more than all the preachers and priests of christendom have done in 1800 years of united effort.

The news from Manila indicates that the insurrection has been dealt a severe blow. The natives realize they are no match for our soldiers and the favorable conditions offered by the commissioners has induced many to lay down their arms, return home and go to work. The Oregon regiment was in the thickest of the fight and are counted among the bravest of the brave. More regulars will soon reach Manila and then our boys will probably be order home.

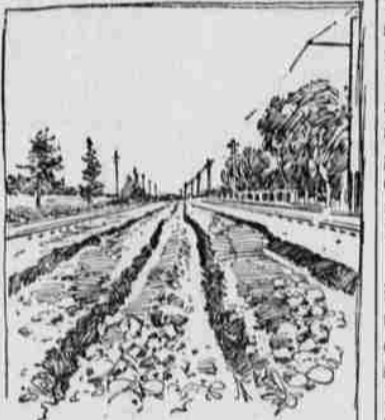
The foreign military journals are discussing another matter in connection with America with as much interest and astonishment as the remarkable accuracy of the shooting of the gunners in the American fleets. This is the fine troop ships furnished to carry troops to Manila. Though there never was this necessity before to convey even a single squad of troops across the ocean, yet English authorities who inspected the ships, state that with hundreds of years experience England has never had such troop ships. It will be wonderful if the despised Yankee should yet become the schoolmaster of military Europe.

### MINNESOTA HIGHWAYS.

Proposed Law For the Improvement of Roads.

Under the present laws it is almost an impossibility for counties in this state to build macadam roads on account of the expense it would impose upon the property owners along the improved roads, says the St. Paul Pioneer Press. Not only do the existing laws stand in the way of constructing permanent good roads, but also render it impossible in the less populous counties to keep such roads as we have in repair. To keep a road in good condition requires constant care and intelligent supervision. Under the present system of allowing the farmers to pay their road tax in labor a great amount of time and effort are expended once a year making repairs which are often unnecessary or made in the wrong place, and at all events undone by the first storm, and the road is permitted to go from bad to worse until the next season for working out road taxes comes around.

The system of paying taxes by labor is ineffective, and consequently extravagant. Data of the good roads advocates show that it costs less to keep roads in perfect repair when the taxes are paid in



HITS TWO FEET DEEP. [From L. A. W. Bulletin.]

money and competent supervisors are hired than it does to keep them in a semipassable condition under the labor law. Slight repairs made when needed cost little and avoid the necessity of an extensive outlay of time and money later.

The proposed amendment modeled after the New Jersey law which has proved to be highly satisfactory, makes provision for a state road and bridge fund, and for a state highway commission, which shall have general supervision of the expenditure of the money in the road and bridge fund. The commissioners serve without compensation. The state contributes, not to exceed one-third, to the building of any road, and the work is done under the direction of the local authorities. The state does not undertake to build any roads, but to assist the different localities. The state board shall approve the plans of a proposed road before any aid is given to its construction. A tax of one-twentieth of a mill may be levied for the fund. No county shall receive less than one-half of 1 per cent nor more than 3 per cent of the amount expended by the state in any one year.

The proposed law will do away with the present wasteful and unsatisfactory method of maintaining the country highways and substitute a rational and economical system of paying for the work necessary and having it performed under competent supervision. It will take from the farmers the burden of building the improved roads and distribute the expense so that the cities will pay their share. The theory of the law is the same as that upon which a state tax is levied for public schools. The state does not undertake to establish schools, but it assists the districts. Next to schools there is no improvement of more vital importance to the development of the country districts than good roads.

### WASHINGTON LETTER.

Matters of National Interest Discussed by W. E. Curtis.

The budget just adopted by the parliament of Japan provides for the maintenance of 75 students abroad instead of 50, the number heretofore supported by the state. Young men from the university and the technical schools who have shown the highest degree of talent, zeal and aptitude will be selected and sent to the United States, England, France, Germany, Belgium and other countries to pursue a practical education in political economy, agriculture, the mechanical industries, ship building, naval and military affairs, art, science, mercantile and educational methods. After three years of experience abroad they are expected to return to Japan and become instructors of other young men in the line of study which they themselves pursued. A thousand or more such teachers, already educated by the government, now fill the faculties of the various educational institutions in the empire.

The Chinese government formerly sent students to the United States and the European countries, but ceased to do so some years ago, and only recently decided to resume the practice. Thus far, however, it has sent students to no country except Japan, were 40 cadets from the mandarin class have entered the military schools by the permission of the Japanese government.

It appears from an official report just made to the war department that the trade of Havana is reviving and the indications are that Cuba will soon enjoy another era of prosperity. During the month of February last 1,677,856 pounds of tobacco in 13,488 bales were exported from Havana, 15,744,490 cigars, 1,010,405 packages of cigarettes, 62,378 pounds of cut tobacco and 8,916 pounds of leaf tobacco. Nearly all this trade was with the United States. In addition to the tobacco 11,913,864 pounds of other merchandise, chiefly sugar, pineapples and preserved fruits, was also exported. The report also shows that during the month 1,813 passengers arrived from the United States, 850 from Spain and 347 from other countries, a total of 3,012, while 1,312 left for the United States, 264 for Spain and 62 for other countries, a total of 1,638, or a gain of 1,374.

It seems very queer that a man who has been examined by a medical board of the pension office and found sufficiently disabled to entitle him to a pension should go a few blocks west to the war department and be reported physically sound by a military medical board, and then, after the war, go back to the pension office for re-examination and get another report of total physical disability. The fact that the army medical board has declared a man sound has no weight with the pension medical boards, and vice versa. When a pensioner enlisted in the army he had to forfeit his pension, and now when he is mustered out it is granted him again. These cases are occurring every day, and simply illustrates the weakness in the pension bureau.

There is little excitement in Washington over the Samoan trouble. Although there is a belief in certain quarters that the navy department has suppressed a report from Admiral Kautz, it is assured at the department of state that nothing is known beyond the reports from the Associated Press correspondent. The admiral and consul were evidently too busy fighting to do much writing. Nor is there any prospect of trouble with Germany over the rumpus. The government at Berlin will repudiate the action of its consul, and the new man who is now on his way to Washington will reorganize matters on a basis satisfactory to the three nations concerned.

Two sets of instructions were sent to Admiral Kautz. The first were general and authorized him to use his discretion. The second were prepared after a conference between Secretary Hay and the British and German ambassadors and were more in detail. It is evident that the second draft had not been received at the time of the bombardment, and although the government officials will sustain the admiral, they regret that hostilities occurred.

The friends of Archbishop Ireland are pressing him for one of the delegates to the disarmament convention, and believe that if he is honored in such a manner by the government of the United States Pope Leo will make him a cardinal. While the president has high respect for Archbishop Ireland, he has practically decided to designate two or three of our ambassadors in Europe and detail Capt. Mahan from the navy to represent the United States.

Gen. Miles has at last achieved his highest ambition. For several years he has been a candidate for the presidency. He has been nominated by the National Constitutional-Crowellian Union League of all the states but California.

### GOOD ROADS SAVING.

ECONOMY OF TIME AND FORCE IN TRANSPORTATION.

Increased Facilities For Reaching Markets and Reduction of Wear and Tear of Horses, Wagons and Harness—Cost of Maintenance Less.

The patent advantages of a system of good roads are economy of time and force in transportation, to enable those living out of the city to transport products and purchased articles at all seasons of the year and at times when it is practically impossible to accomplish anything in this direction under the present method of maintaining the country highways; to reduce the wear and tear on horses, vehicles, etc.; to enhance the market value of the adjoining land and for the land that may not border upon the improved way, but is so situated that the owners can make use of the road in getting to and from market.

A properly graded and filled road will not only save time for the farmer, but it means a saving of from 50 to 80 per cent in traction. He will be able to haul two or three times as much to a load as he can do over the present roads and do it in less time and with less inconvenience. The saving that a first class system of roads would produce cannot be accurately estimated in dollars and cents, but that the total for a year would be very large is evident.

Good roads properly maintained are always available for use. There is no time in the year when it is impossible for the farmer to go to town and take whatever he has to market or bring home whatever he may desire to purchase, such as lumber or other heavy articles. Under the present system the seasons of the year during which the farmer is not busy and could do his hauling with the greatest economy of time the roads are least available. It is estimated that the item of wear and tear on vehicles and horses is enough to pay for the maintenance of first class roads when they have once been constructed.

Another advantage resulting from the improvement of the public highways, aside from those of convenience and utility, is the attendant increase in the selling price of land in the vicinity of the improvement. In Indiana the increase in the price of land has been very carefully estimated by a comparison of a large number of letters received from the farmers in different parts of the



SOME MARYLAND SAND. [From L. A. W. Bulletin.]

state, in response to an inquiry sent out in regard to the subject. It is estimated that the increase in the selling price of the land per acre, in consequence of the building of improved roads, averages \$6.48. This average, in many instances, includes all lands in counties where good roads have been built, both those contiguous and those remote from the improvement. The estimated average increase per acre that would result from improving all public roads is \$9. It is estimated that the loss to the land every five years occasioned by the lack of improved roads would pay for the construction of the most improved highways, and that the present road tax, which, under existing laws, is largely thrown away, would, under a proper system of road maintenance, more than keep improved highways in perfect repair.

The agricultural department of the government undertook to find out, as nearly as possible, the amount of money it costs the people of this country each year to haul their products to market. From the replies received to 10,000 letters, sent to all points in the country, they were able to arrive at conclusions and to make estimates which are approximately correct. The total for the whole country is so large that it produces no adequate effect upon the mind of an ordinary man, and the figures for the one state of Minnesota alone are almost incredible.

In investigating the traffic on the country roads the department finds that the average length of the haul varies in different parts of the country. The average distance that a load is hauled over the country roads in the eastern states is 6.9 miles; in the northern states, 6.9; in the middle states, 8.8; in the cotton states, 12.6; in the prairie states, 8.8; in the Pacific coast and mountain states, 23.3 miles, and for the whole of the United States, 12.1 miles.

The average weight of a load varies from 2,400 pounds in the prairie states to 1,397 pounds in the cotton states, and for the entire country it is ascertained to be 3,003 pounds.

The investigation of the government developed that it costs 32 cents to haul one ton one mile over the country roads of the eastern states. The cost per ton per mile is less in other states and is cheapest in Minnesota and the prairie states, where it costs but 22 cents.

### Economy of Good Roads.

The economy of first class highways, although the first cost is high, is becoming daily more apparent as the experiments of the eastern states demonstrate the practical advantages and success of these improvements.—St. Paul Pioneer Press.

### Oregon City Market Report.

Corrected March 29.

Wheat—No. 1 merchantable, wagon wheat, 53c per bush.  
Flour—Portland, in qr. sacks, \$3 35.  
" —Dayton, " " " 43 50.  
" —Howard, \$3 35.  
" —Fisher, \$3 25.  
Oats in sacks—White, 45c per bushel, gray, 45c per bush.  
Bran—\$15; shorts, \$16.  
Butter—Ranch, 40¢45¢ per roll.  
Eggs—12¢ per dozen.  
Potatoes—\$1 25 per sack.  
Bacon—Hams, 10¢11¢; sides, 7¢8¢; shoulders, 7¢8¢; lard, 8¢9¢.  
Livestock and Dressed Meats—Beef, live, 3¢4¢; hogs, live, 4¢4½¢; hog dressed, 5¢; sheep, 4¢4 50 per head; veal, dressed, 7¢7½¢.

### TIME TABLES.

Gladstone Cars		East Side Railway	
LEAVE GLADSTONE	LEAVE OREGON CITY	LEAVE OREGON CITY	LEAVE PORTLAND
6:30 A.M.	7:00 A.M.	7:05 A.M.	7:00 A.M.
7:50	8:20	7:50	7:45
8:40	9:10	8:35	8:30
10:05	10:35	9:20	9:00
10:55	11:20	10:05	10:00
11:40	12:05 P.M.	10:50	10:45
12:45 P.M.	1:00	11:35	11:30
1:50	2:20	12:20 P.M.	12:15 P.M.
2:40	3:05	1:05	1:00
3:25	4:00	1:50	1:45
4:20	4:55	2:35	2:30
5:40	6:10	3:20	3:15
7:10*	9:00*	4:05	4:00
		4:50	4:45
		5:35	5:30
		6:20	6:15
		7:05	7:00
		7:50	7:45
		8:20*	8:30*
		9:15	9:15
		10:30	10:30*
		12:50*	11:40

\* Only to Milwaukie.

A Mason & Hamlin parlor organ cheap, at the Oregon City Auction House.

Services will be held in St. Paul's Episcopal church every Sunday at 11 a. m. and 7:30 p. m.; Sunday school at 10 o'clock. Service every Friday evening at 7:30. All seats free. Strangers cordially welcome. Rev. P. Hammond, rector.

### ACTIVE SOLICITORS WANTED

everywhere for "The Story of the Philippines" by Mural Halstead commissioned by the Government, as Official Historian to the War Department. The book was written in army camps at San Francisco, on the Pacific with General Merritt, in the hospitals at Honolulu in Hong Kong, in the American trenches at Manila, in the insurgent camps with Aguinaldo, on the deck of the Olympia with Dewey, and in the roar of battle at Manila. Bonanza for agents. Brinful of original pictures taken by government photographers on the spot. Large book. Low prices. Big profits. Freight paid. Credit given. Drop all trashy unofficial war books. Outfit free. Address, F. T. Barber, Sec'y, Star Insurance Bldg., Chicago.

### City Treasurer's Notice.

Notice is hereby given that there are sufficient funds on hand in the general fund of Oregon City to pay all outstanding warrants endorsed prior to December 1, 1896. Interest cease with the date of this notice.

H. E. STRAIGHT, City Treasurer. Oregon City, Oregon, November 22, 1898.

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