Report of the Board of Water Commissioners

For the six months ending December 31st, 1895, together with a statement of the value and condition of water works to date

OREGON CITY, OREGON, JANUARY 1st, 1896.

To the Honorable the Mayor and City Council of Oregon City, Oregon.

Gentlemen:

We respectfully submit the following report of the business and condition of the water works as required by the charter under section 122

During the year we have laid 1044 feet of ,4 inch main, 72 feet of 10 inch, 14 feet 2 inch, 849 feet 1/2 inch, 206 feet 1 inch, besides the necessary bends, T's, etc., and have tapped the mains for 32

Both pumps have been run continuously since last August, made possible by a change in the mains, whereby the Union Pump supplies the hill mains, at a pressure of 140 pounds, and the Worthington Pump, the down town mains, at a pressure of 70 to 80 pounds. Better service is given to both sections of the city, which allows both pumps to run at a slow speed and greatly lessening the wear and tear consequent on high speeds. The board expects soon to prepare plans for a to be built for use this coming summer, when it will then be possible to shut down the reservoir pumps, in case of any necessary repairs, and also greatly relieve them during the sprinkling seasor

The total revenue derived from water rent since May 23d, 1891 to December 31st, 1895, has been

The city is supplied with water for fire protection to fifty hydrants, besides flushing tanks for sewer system. the

There are no unpaid claims against the commission.

bonded indebtedness is \$10,000 of 10 year 6 per cent. bonds, having eight years yet to run. The We feel justly warranted in saying that the water works are in first-class condition giving good service to consumers and paying the taxpayers a just return for their investment.

RECEIPTS.

STATEMENT FOR SIX MONTHS ENDING DECEMBER 31st, 1895.

Collections for month of July

		**	 October	
	*	-	 November	
Ĵ.		**	 December	
				Total

Amount in Treasurer's hands July 1st, 1895

DISBUREMENTS

C N Greenman, freight and drayage Beorge Broughton, fumber P G Electric Company, light abor on main and station rope & Co., labot on main " isoping mains " material and supplies Oregon Iron & Mael Co., pipe I Moot Bevolution Counter human molitati G J Root Beroluiten Cauhier Oourner, notices Bowers, Rubber Co., splicing belt J Jones, service boxes Enterprise, printing and notices W H Howell, & munths salary as superintendent T L Charman, salary 50, stationery 52.00 "commission on collections Oregon City, first quarterly installment Six months interest on water bonds

Amount in treasurer's hands, December 31st

INVENTORY OF NATERIAL AND SUPPLIES ON HAND DECEMBER SIST, 1895.

INVENTORY i feet 10 inch cast pipe i feet 8 inch cast pipe 2 feet 4 inch cast pipe 2 feet 4 inch cast pipe 10 inch sleeve 8 inch sleeve 4 inch sleeves 4 inch sleeves 3 inch sleeves 4 inch sleeves 4 inch sleeves 5 inch sleeves 4 inch sleeves 4 inch sleeves 5 inch sleeves 4 inch sleeves 5 inch sleeves set cast gears to feet of 4 and 6-inch old pipe i shovels 8 picks 1 set of plungers fur old pump 4 steel drills 2 crow bars 500 ponuds lead 1 rubber belt 1 ieather belt 1 ieather belt 50 feet 1 inch hose 1 revolution counter 50 feet 1 inch hose 1 revolution counter 2 tapping machines 3 dox-n 14 inch service cocks 1 doxen 114, inch service cocks 4 only 114 inch service cocks 4 only 114 inch service cocks 4 doxen 2 inch champs 4 doxen 6 inch champs 40 service boxes 1 six inch check valve Teois and iron 1 old 4 plunger pump

THE LENGTH OF A ROAD.

Time and Expense Property Measure the Distance From Market.

Distance is properly measured by the time and expense incurred in traversing it, says the L. A. W. Bulletin. This is the popular method of computing it in all cities. It should be so considered by farmers.

The distance a farmer lives from market is not a question of miles, but of the roads he must travel to reach



WISDOM COMES WITH EXPERIENCE.

\$480 520 630 487 there. How many hours and how many 460 00 798 65 horses does it require to haul a load to \$3377 60 1560 74 market? When thus measured, ten miles of good, smooth highway are not \$4928 34 as far as a few miles of mud and stones. A road over which one horse conveys

the load is only half as long as it would

the load is only nail as long as it would be were two horses required. An impossible road is an impossible distance. The 'moting road is not so long as the creeping road, and not near so long as the sticking road. The farm-ers are learning all of this

A colored man on being ashed how far it was to a town seplied, "Er you go by ox cart, hit's a mighty long ways, an ef you walk hit's a right smart distance; ef you ride a horse hit ain't near so fer, an ef you go on de kyars hit's only jes' a little piece; but ef you go by telegram hit's right hyar." This is the whole matter in a nutshell.

Any enterprising real estate man in \$4928 34 laying out a subdivision to a city knows that the first thing to do is to provide good means for getting to and fro. Sidewalks are built, streets macadamized and car lines established. The distance is measured wholly by the time needed in going to and from and the charac-25 00 ter of the transportation. Farmers should follow this same plan. They

20.00 should lessen distance by building speedy, pleasant roads. A pleasant road is seldom too long. 12:00

30 00 40 00 A bad road is never short enough.

Daily Health Laws.

Don't eat so rapidly. Sit on a chair and he quit after eating. Your stomach is not a cool bin. When you feel uncomfortable after eating

5 00 5 00 25 00 100 00 10 00 you have eaten too much, and you need loy's Vegetable Sarsaparilla, If you suffer from rheumatism watch the

sheets. Don't get between them; if damp dry them.

Keep flies out of your house; they are germ

Wear flanne] undergarments.

WHY GOOD ROADS ARE NEEDED.

Every Farm Should Be Connected With the Arteries of Commerce

It is reasonable to predict that road improvement is destined to spread with great rapidity in the next ten years, and that capital which heretofore built railroads will now seek investment in fine macadamized roads, says the New York Post. The first necessity for developing a country of the size of the United States was a system of railroads that would bind together the widely separated points of industry and population, and the construction of such a stupendous system absorbed most of the energy and capital of our financiers. But the country now is better supplied with railroads than any other on the face of the globe, and the limit to the extension of long railroad lines is practically reached in many parts of the country. It is impossible to have every small hamlet and village connected with the main railroad lines by short branches, but the transportation problem cannot be said to be solved until every small place and farm of any size is connected with the great arteries of commerce by means of fine macadamized roads. It is this necessity for building more and better common roads that makes the question such a burning one today. The next generation must devote itself to the construction and improvement of common roads, feeding the railroads with the products of the great agricultural regions.

Good Roads Logia.

If we could have good roads it would add more to the value of farm property than all the other public impro put together ever have. It would reduce the cost of getting our crops to market one-half, and in the saving of feed that is now fed to idle horses it would amount to a sum that staggers the imgination.

Every day that a team remains idle it is something for which no return will ever be received. If we had good roads the teams could be used on the farm when the ground was in condition and the crops could be hauled to market at such times as farm work could not be prosecuted. -Farm News.

Use the Scraper Often.

Ruts never should be filled with stone or refuse matter. The care and attention of the overseer, directed toward improving the road oftener than once in the spring and once in the fall, will produce a cure of ruts. The scraper kept in his shed during the summer months should be taken out for an airing and run over the road in his district at least twice a month, if not oftener. The ruts can thus be cut down and filled up, and the condition of the mind of the traveler, as well as that of the road, can be materially improved.-Isaac B. Potter.

Influence of the Bicycle

The talk about the political influence of the bicycle clubs is probably largely uncalled for. But the personal influence of the wheelmen will certainly be felf



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Castoria relieves Testhing Troubles.

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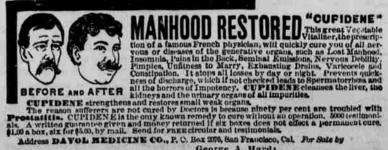
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