COUNTRY HIGHWAYS.

A Comprehensive System of Good Roads Would Help the Farmers.

The common roads and country highways are at once the means and the measure of civilization. This being so, it is somewhat remarkable that in this country, where we boast of the highest order of civilization, we should have the poorest roads of any land in the world enjoying a stable form of government. But the time has very nearly arrived when our necessities will require that these roads shall be properly constructed and well maintained.

We are continually hearing of hard times in agricultural communities, and from some sections come the evil tidings that farming can no longer be made to pay. The construction of good roads in agricultural neighborhoods could not fail to make easier the condition of these hard working and poorly remunerated people. Professor N. S. Shaler, of Harvard university, says that, taking everything into consideration, the wear and tear of vehicles and horses, the loss of time, the hindrance to intimate and frequent social intercourse, the actual loss by reason of the light loads which only can be drawn over the average American roads, that the tax upon the rural people on account of these poor roads is much greater than all other taxes combined, direct and indirect, which the farmer has to pay to the governments. I have no doubt that this is a fair statement. Singularly enough, however, the farmers seem to take a less active interest in road improvement than any other class of people.

The recent active agitation for road improvement was begun by the League of American Wheelmen—that is, by the bicycle riders. Some farmers seem to think that if the roads be improved the only persons who will benefit will be these wheelmen, and to the bucolic mind these gentlemen in knickerbockers astride of their tall machines do not hold any considerable place in the practical economy of affairs.

In speaking of this, Mr. Rowland G. Hazard has said: "The 'fling' that road improvement is meant for wheelmen only would be a good deal like saying that a cellar door was made for children to slide on."

There are many farmers also who do not have faith in the possibility of better roads. They have never known any better, nor did their fathers and grandfathers. When such men are told of the roads in France and England they do not half believe what they hear. But the most serious contributing cause to the farmers' indifference to the subject is the fear that if any system of general roadway improvement were inaugurated the agricultural people would have to pay entirely for them. The support of the agricultural people of any measures in this direction can never be obtained until it is made perfectly clear that the general public will pay the charges.

What we need in this country is a comprehensive system of roads such as these. The country people cannot build them. If they had the inclination they have not the means, and even if they happened to have the means they have not the knowledge and skill required to do such work properly.

It takes as much, if not more, skill to locate a common highway than it does to locate a railway line. A railway line only needs to be accessible at the various stations, and these are usually chosen after the line has been located with reference to the general topographical features of the country. A common highway, however, must be accessible from every farm on either side of its entire length. It therefore requires enlightened skill to lay out a highway, even in the country. The old fashion of following Indian trails, cowpaths or farm lines was hopelessly bad, but the great majority of our roads were laid out in just such a way.

I have my country home in a township which has not a mile of railroad. It has been entirely dependent on its common roads for nearly two hundred years. The county town is seven miles away from the township village, which is three hundred feet the higher in altitude. There is a valley which runs from one place to the other. Here one would say the road would have been placed. Not at all.

It was built in a winding way over the hills, on the hillsides and across the valleys, so that whichever way one goes it is always either up or down hill. Through the valley the distance would not have been greater and the grades would have been inconsiderable.

During four months of the year this road is hub deep in mud. During another four months it is knee deep in dust. What has this poorly constructed road cost the four or five generations of farmers who have tilled the soil in this isolated township?

I dare say that if they had had good common roads during the last half century the amount of the mortgages on the farming lands would be very much less than it is. But the saddest thing in this township is to see how they repair the roads. They get out the taxpayers every spring, and they plow up the sod on the roadside and pile it in the middle of the road. Then it is a bad time for travelers. Fortunately, however, these "road menders" don't work very hard, and the township appropriation for this purpose is soon exhausted. If the money were to hold out twice as long as it usually does the roads would be impassable nearly all the year round.—Jno. Gilmer Speed in New York Herald.

Pennsylvania's Road Bill.

In vetoing the road bill Governor Beaver, of Pennsylvania, said that the bill is objectionable because it contained more than one subject, but chiefly because it "proposes to distribute to some of the districts of the state for a purely local purpose—that of road making—moneys which have been raised by taxation upon all the citizens of the state. Roads of townships only are to be constructed and repaired by the aid of state moneys, while those of municipalities are to be provided for by local taxation. This is a discrimination wholly unwarranted by the constitution."

HOW GOOD ROADS ARE MADE.

The Method Followed in New Jersey. What They Have Done for Real Estate.

The Philadelphia Press, in urging the importance of good roads in Pennsylvania, comments editorially on New Jersey's highways:

Union county, which contains the thriving towns of Elizabeth and Rahway, has been the earliest and most energetic in taking advantage of the county road law passed by the New Jersey legislature in 1889. The farm lands in that county served by the reconstructed roads have increased in value from 10 to 25 per cent., while for the whole county, outside of the city of Elizabeth, the real estate values have advanced $1,500,000. Travel has greatly increased. Population, before stationary, is increasing, as people are attracted to the county on account of its good roads.

These improved New Jersey roads are laid out generally sixty feet wide; one-fifth or about thirteen feet on each side is allowed and used for sidewalks and shade trees. They are macadamized only sixteen feet in width, or eight feet on each side of the center line. The contract provides for such a grade as shall carry off all water from the surface of the road, and that which percolates through the stone. Before any stone is laid the road bed is perfectly graded with reference to shedding water toward the sides, as well as carrying it off lengthwise. The center of the road bed is higher and the slope to each side is regular. A shoulder is left on each margin of the sixteen foot bed, so that the foundation stones cannot spread.

Mr. Chauncey B. Ripley, of Westfield, N. J., who has been the most active promoter of improved roads in that state, has published a most interesting pamphlet on the subject, in which we find the following detailed description of the construction of the Union county roads, after the road bed has been prepared as above described:

The road bed is made smooth and rolled before any stones are placed on it. After its preparation is completed a layer of blocks of stone about 12 inches long by 6 or 8 inches on the sides is laid, each stone by hand. Each stone stands an inch or so away from other stones. The stones in the first layer are pretty uniform in size, and of trap rock, and crack or split easily when struck with a stone hammer, which is used on the top of each stone, till all are broken into, say, half a dozen pieces. The broken pieces fall down wedge shape, spreading so as to fill the vacant spaces left between the blocks, as originally laid, and form a mass of wedged stones that will stand in the position they are left by the hammer forever, we may almost say. After this the roller is applied, and the stones are packed by rolling. Then a layer of smaller stones is placed upon this foundation, say stones of the size of 2 to 2½ inches on a side. This layer is then rolled, and a finer grade is used on top till stone dust and gravel complete the evenness of the surface. The roller now in use on the Union county roads is a steam roller, and has a pressure of twelve tons.

Roads built as above cost about $10,000 a mile. That the investment pays richly is a matter of demonstration. A competent engineer is an all essential in the construction of such roads. Pennsylvania can easily have as good roads if it wants them.

Country Roads.

There is not a rural town within boarding distance of a great city which could not at slight expense assure itself all the city boarders that it could accommodate by the simple process of systematically and intelligently improving and beautifying its roads. If it were to appoint a town committee with power to employ experts, or to obtain expert advice, and to carry out the suggestions thus obtained in road improvement, the mere public advertisement of that proceeding would attract boarders from all directions. The expense would not be great. In nearly every case the gravel or cracked stone necessary for the construction of a serviceable, well drained road can be obtained within moderate distance.

There is, for example, in some parts of Orange county, in New York state, a kind of soft red sandstone to be found in great abundance which crushes readily under the wheels, and makes a hard, firm road bed, which is never dusty and never muddy, which is yielding to the horses' feet, and most agreeable to ride over. Ordinary gravel can be used with almost equally good results. The main thing is to secure something like scientific knowledge in the construction of the road and the mixture of materials. The vicious idea that anybody can make a road by shoveling dirt into the middle of it from the gutter, or, what is the same thing in a wholesale form, hauling it there by means of a "scraper," must be abandoned at the outset, and not only abandoned but prohibited. Until that is done no reform will be possible.—Century.

Railroads and Good Country Roads.

A writer in The Railroad Gazette says that railroad companies can afford to give something more than moral support to the agitation for the improvement of country roads. In agricultural sections good roads are feeders to the railroad. It is now the case in some parts of the country that the farmers sometimes cannot reach the railroad station because of muddy roads, and this happens at the time when railroad business is slackest. Good roads would change this, and prove a great benefit both to the railroad and the farmer. It is suggested that the railroads might at least make very liberal rates for the transportation of materials for road construction, which in some sections must be brought from a distance.—Springfield Union.

Highways and the Railroads.

The common road constitutes the natural feeder of the railroad. To abandon the country highway to the shiftless and wholly unscientific treatment of primitive days, when travel was an event, and it took days to accomplish what is now done in a less number of hours, is almost like letting the whole territory concerned relapse into its original condition. It would be the making of New England to begin the work of road improvement. The state could come to the help of the counties, and the towns would be sure of the assistance of individuals and corporations. And it is time the work was begun.—Boston Globe.

CHEESE AND BUTTER FACTORIES.

Professor Robertson Details the Business Methods of Conducting Them.

Professor J. W. Robertson's suggestions for starting a creamery or cheese factory are as valuable for the United States as for Canada. He says:

The basis upon which a cheese factory or creamery may be established and the business carried on may be: 1. A private enterprise, whereby some individual or firm undertakes to provide buildings and to conduct the business. 2. The formation of a joint stock company or co-operative association.

In the case of private enterprise one of four plans may be followed:

1. The individual or business firm, who for the purpose of this article will be called the manufacturer, may charge such a rate per pound of cheese or butter as may be agreed upon with the patrons who furnish the milk or cream. In consideration of which the manufacturer will undertake and agree to manufacture cheese or butter, as the case may be, of first class merchantable quality, and to provide all furnishings required in the manufacture and boxing or packing of the same. The collecting of the milk or cream is sometimes done at the expense of the manufacturer and sometimes these are delivered at the factory by the patrons. A different rate is charged by the manufacturer in the two cases. Where the milk is collected by the manufacturer for cheese making the charge ranges from two cents to two and three-quarter cents per pound of cheese, according to the quantity of the output, the distances to be traveled collecting the milk, and other local and particular circumstances. Where cream or milk is collected by the manufacturer for butter making, the charge varies from three and a half cents to five cents per pound of butter

2. The manufacturer may carry on the business and meet all expenses incident thereto, in the providing of furnishings, etc., for a stated per cent. of the product. The disposal of the products, whey, buttermilk or skim milk, are matters for mutual agreement between the manufacturer and patrons

3. The manufacturer may purchase the milk or the cream from the patrons at such a price as may be agreed upon. The price may be uniform per 100 pounds of milk or per unit of cream for the whole season, or it may vary for different months. This plan is not recommended as a prudent one, as the market for cheese or butter may advance to such high prices that the patrons will become dissatisfied with their bargain and lose interest in the factory, or the market may go so low that the manufacturer will be unable to realize from the product as much as he has agreed to pay. In either case the factory business suffers. A fair equitable basis, with as little as possible of the element of speculation, is safe.

4. A price for milk or unit of cream may be fixed on a sliding scale, according to some recognized market quotation for milk, cheese or butter from time to time during the season. A unit of cream is sometimes called a "creamery inch," and should represent any quantity which will yield one pound of butter.

Creamery Requisites.

The creamery itself may be described as a square building 30 by 30 feet, with engine house adjoining; the wash room floor and office are on the ground level, while the work room, setting room and store are sunk in the ground about four feet, and are cement lined throughout. The apparatus consists of an equipment of Cooley cans without taps for submerging in ice water, two Boyd tempering vats, one heating vat, 1,300 gallon churn and one Mason power worker. Power is conveyed to this flat from a six horse power horizontal engine supplied with steam power from an eight horse power boiler

Our butter, which quickly found a front place, is put up in packages ranging from two pounds to fifty pounds, while a small proportion is made into one pound prints and sold from refrigerator boxes. From our experience, and taking into consideration the general conditions throughout the province, I feel that at present it is not practicable to establish many profitable creameries, but with her rich natural pasture and other favorable features Manitoba should make a grand showing in the dairy line during the next decade. Let us persuade our neighbors to superannuate the flat pan and the dash churn, grow more fodder corn and roots, fill up the chinks in the draughty cow house, use good dairy salt and pack in new neat tubs.—E. A. Struthers, Manager Barnardo Industrial Farm.

Notes.

Frequent change of food diminishes the waste of fat in the skimmed milk.

A cow is less liable to disease than almost any other farm animal.

A new invention for cooling butter is reported. It consists in suspending above the butter worker while in motion a cone shaped pan filled with ice and salt. The ice water from this pan sprays upon the butter while the worker is revolving. The effect is to make everything about there as cool as the neighborhood of an iceberg.

It is not necessary to work butter twice, if you do it right the first time. Stop the churn when the butter is in the granular state. Sift the salt into it—that is, if you use the dry salt. Then in half an hour work or roll the salt carefully and thoroughly in, and your work is done. There is less chance of streaking the butter or tainting it if thus salted and packed at once than if you leave it till next day.

How to save money is a problem that interests everybody. One way to do it is to invigorate the system with Ayer's Sarsaparilla. Being a highly concentrated blood medicine, it is the most powerful and economical. It is sold for a dollar a bottle, but worth five.

MARKET REPORT

Below is given the Oregon City Market Report corrected Nov. 19th from quotations furnished THE ENTERPRISE by the local merchants:

GRAIN.	
Wheat, Valley, ℔ bushel	$ 95
Oats, per bushel	35c.
FLOUR.	
Oregon City Mills, Portland Brand	5 20
Country Brand	5 00
FEED.	
Shorts ℔ ton	21 50
Bran, "	19 00
Clover hay, Baled	12 00
Timothy hay, "	13 00
PRODUCE.	
Potatoes, ℔ cwt	40
Onions ℔ 100 ℔	90c
Apples, green, ℔ box	25@40
Apples, dried, ℔ ℔	6@7
Butter, ℔ ℔	25@27½
Eggs, ℔ doz	27
Honey, ℔ ℔	12@18
Prunes, dried	6—8
Plums "	5
MEATS.	
Beef, live, ℔ ℔	2@2½
Beef, dressed	6@6c
Mutton, live ℔ head	2.00@2.75
Mutton, dressed, ℔ ℔	
Pork, live, ℔ ℔	4@4½
Pork, dressed, ℔ ℔	5 5½
Veal, live, ℔ ℔	
Veal, dressed, ℔ ℔	6c
Hams ℔ ℔	10 12
Bacon, "	10
POULTRY.	
Chickens, young, per doz	2.50@3.00
Chickens, old, per doz	4.00@4.50
Ducks, per doz	
Geese, per doz	
Turkies, per pound	

Aug. Hornung, a wellknown manufacturer of boots and shoes at 820 Nolan St., San Antonio, Texas, will not soon forget his experience with an attack of the cramps which he relates as follows: "I was taken with a violent cramp in the stomach which I believe would have caused my death, had it not been for the prompt use of Chamberlain's Colic Cholera and Diarrhoea Remedy. The first dose did me so much good that I followed it up in 20 minutes with the second dose, and before the Doctor could get to where I was I did not need him. This Remedy shall always be one of the main stays of my family. For sale by Geo. A. Harding.

Frequently accidents occur in the household which cause burns, cuts sprains and bruises; for use in such cases Dr. J. H. McLean's Volcanic Oil Liniment has for many years been the constant favorite family remedy.

County Treasurer's Notice.

I have now in my hands funds applicable to the payment of all warrants endorsed prior to Dec. 18, 1889.

Interest will cease from date of this notice. S. B. CALIFF, County Treasurer.

Oregon City, Oct. 23, 1891.

Steam Engine for Sale.

Two-horse power kerosene engine. Will be sold cheap, as larger power is needed. Can be run much cheaper than a wood engine, and is perfectly safe to handle. Compact and strong, and just the thing to run a pump, feed mill, or steam launch. Address ENTERPRISE OFFICE.

Bucklen's Arnica Salve.

The Best Salve in the world for Cuts, Bruises, Sores, Ulcers, Salt Rheum, Fever Sores, Tetter, Chapped Hands, Chilblains, Corns, and all Skin Eruptions, and positively cures Piles, or no pay required. It is guaranteed to give perfect satisfaction, or money refunded. Price 25 cents per box. For sale by G A. Harding.

To Good Templars.

Do you know that Moore's Revealed Remedy is the only patent medicine in the world that does not contain a drop of alcohol; that the mode of preparing it is known only to its dilcover; that it is an advance in the science of medicine without a parallel in the nineteenth century; that its proprietors offer to forfeit $1,000 for any case of dyspepsia it will not cure?

A Safe Investment.

Is one which is guaranteed to bring you satisfactory results, or in case of failure a return of purchase price. On this safe plan you can buy from our advertised druggists a bottle of Dr. King's New Discovery for Consumption. It is guaranteed to bring relief in every case, when used for any affection of Throat, Lung or Chest, such as Consumption, Inflammation of Lungs, Bronchitis, Asthma, Whooping Cough, Croup, etc., etc. It is pleasant and agreeable to taste, perfectly safe, and can always be depended upon. Trial bottle free at G. A. Harding's drug store.

Administrator's Notice.

Notice is hereby given that the undersigned has been appointed administrator of the estate of Mary C Moll, deceased, and that all persons having claims against said estate shall file their claims with the undersigned at my office at King Postoffice, Marion county, Oregon, within three months from date of this notice. Dated this October 6, 1891. DAVID MOLL, Administrator

10-9: 11-20

NOTICE FOR PUBLICATION.

Land Office at Oregon City, Oregon, Sept. 23d, 1891.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before Register and Receiver of the U. S. Land Office, at Oregon City, Oregon, on December 8th, 1891, viz:

John W. Struchen,

Homestead Entry, No. 6766, for the s. ½ of s. e. ¼ of sec. 6 t. 3. s r. 1 w.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

R. V. Short and William Scott, of Willsonville Clackamas county, Oregon, Stephen N. Poole and Charles Ashpole, of Middleton Washington county Oregon. J. T. APPERSON, Register.

10-23:11-27.

NOTICE FOR PUBLICATION

Land Office at Oregon City, Oregon, Oct. 8, 1891.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver of the U. S. Land Office at Oregon City, Oregon, on Nov. 27, 1891, viz:

George Shank,

Homestead entry No. 8145, for the n. e. qr. of sec. 26, t. 6 s., r. 2 e.

He names the following witnesses to prove his continuous residence upon, and cultivation of said land, viz:

Perry Vorhies, C. H. Thomas, Frank Vorhies and George Kaylor, all of Wilhoit, P. O., Clackamas Co., Oregon. J. T. APPERSON, Register.

10,16:11-20

Beautiful Christmas Gifts.

We have now on the way the most beautiful line of Misses' Boys' Ladies' and Mens' fancy slippers that the eye ever beheld or the mind ever conceived, in all style and in all colors. Beautiful plush, genuine alligator, silky Russia, calf, etc., etc., varying in prices from $1.00 to $3.00. Those slippers at $1.00 are as good as anything we've had last Christmas at $1.50. Watch our display window in about twenty days. We will be able to please the most fastidious and at prices remarkably low.

OREGON CITY SHOE HOUSE,

Bank Block, Oregon City, Oregon.

—THE—

Oregon City Sash and Door Co.

Carry the Largest Stock of

Sash, Doors, Blinds, Mouldings, Etc.

In Oregon City.

Special sizes of Doors and Windows made to order. Turning of all kinds

Estimates for Stair Work and Store Fronts

Furnished on application. Builders, give us a call, and see if our work is not of the best, and our prices as low as the lowest. Price List sent on application.

Factory, Cor. Main and 11th Sts., Oregon City.

A. W. SCHWAN,

DEALER IN

STOVES, TIN & HOLLOW WARE.

ALL KINDS OF TIN, SHEET IRON AND COPPER WORK PROMPTLY DONE.

PLUMBING AND GENERAL JOBBING TO ORDER.

Shop on Seventh St., near Depot.

TIMBER LAND, ACT JUNE 3, 1878.—NOTICE FOR PUBLICATION.

LAND OFFICE AT OREGON CITY, OR. Sept. 2, '91

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," Maggie O'Donnell, of Salmon, county of Clackamas, state of Oregon, has this day filed in this office her sworn statement No. 2473, for the purchase of the e ½ of sw ¼ of sec No. 4, in township No. 2 south, range No. 7 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 her claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Thursday, the 24th day of December, 1891.

She names as witnesses James Harper, and I. H. Peters, of East Portland, Or., Frank Bell, of Portland, Or. and John McIntire, of Salmon, Or.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 24th day of December, 1891. J. T. APPERSON, Register.

10-9-12-11

Notice of Application for Liquor License.

TO ALL WHOM IT MAY CONCERN:

Take notice that the undersigned will apply to the county court of Clackamas county, state of Oregon, on Wednesday, the 9th day of December, 1891, for a license to sell spirituous, malt and vinous liquors in less quantities than one gallon in Canby precinct in said county of Clackamas, for the period of one year, and hereunto annexes his petition, which he will present to the court at said time. HENRY KŒHLER.

To the Honorable County Court of the county of Clackamas, state of Oregon:

We, the undersigned, being residents and legal voters of Canby precinct, in said county and state, hereby respectfully petition that a license may be granted to Henry Kœhler to sell spirituous, malt and vinous liquors in less quantities than one gallon within Canby precinct for the term of one year.

Dated October 8th, 1891.

NAMES.	NAMES.
Cas U Barlow,	W A Work,
Ch Schwarz	Ole Anderson,
Jay Green,	Jacob Schneider,
W A Christy,	S B Lumpkins,
Geo E Sutherland,	J Steiner,
W R Baldra,	Geo Susbauer,
Wm Barlow,	H H Wheeler,
Hinrich Meier,	J L Thomas,
J F Yost,	H P Sager,
J W Scoggin,	F H Deboy,
A Koeher,	Wm Smith,
L D Shank,	James Adkins,
Mark Godwin,	Clarence Wilson,
H Knight,	Silas Adkins,
E P Haupt,	Lee Adkins,
F M Caldwell,	Jesse Adkins,
H C Gilmore,	G Wilson,
George Ziegler,	Ph Raschi,
John Schmitt,	Karl Raschi,
R D Ball,	A B Dunick,
Eugene Bechler,	D C Ball,
H Sutherland,	H L Ball,
Valentin Klohe,	A E Ball,
Chris Ziegler,	John Brown,
Wm N Brown,	S T Baechler,
Jabesh Wilson,	J H Jesse,
W S Kellogg,	M T Wendland,
John Sims,	E M Brackette,
J Bossekere,	W W Jesse,
W W Irvin,	H Rasche,
M Pachart,	J A Wourms,
D Bachert,	N Doucet,
Solomon Miller,	D Wills,
David Steinbach,	T W Metea,
Arthur Winches,	W Evans,
J H Sutherland,	Geo Schiell,
Wm Shepart	H Kœhler,
P Susbauer,	John Mollett,
Charles Knight	D H Wolfer,
J Foy,	Fred Stahl,
C Huiras,	M Bacher,
G G Walling,	Jacob Mollett,
H J Pierce,	J Hess,
Paul T Schmitt,	John Biggs,
Joseph Huiras,	C M Van Buren,
Frank Schroatz,	Thomas Geady,
W S Tull,	Henry Brown,
Neil Jackson,	Julius Beseundt,
J M Miller,	F H Armstrong,
Thomas Biggs,	Henry Will,
George Schnetiker,	Conrad Yost,
Geo Lieser,	G Whipple.

11—6, 12—4

If you feel "out of sorts" cross and peevish—take Dr. McLean's Sarsaparilla; cheerfulness will return and life will acquire new zest.

NOTICE FOR PUBLICATION

Land Office at Oregon City, Oregon, Oct. 20, 1891.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver of the U. S Land Office at Oregon City, Oregon, on December 9, 1891, viz:

Martin Dyer,

Pre. D. S. No. 7375 for the n e ¼ of sec 8, t 2 s, r 7 e.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz: James Fitzpatrick, August Lange and Joseph W. Kenna, of Sandy, Clackamas county, Oregon, and Jurgen H. Peters, of East Portland, Multnomah county, Oregon.

10-30:12-4 J. T. APPERSON, Register.

NOTICE FOR PUBLICATION.

Land Office at Oregon City, Oregon, Oct 23, 1891.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver of the U. S. Land Office at Oregon City, Oregon, on December 16, 1891, viz:

Lewis A. Freeman.

Pre. D. S., No. 7267, for the n e ¼ of sec 14, t 3 s r 5 e.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: George W. Dukes, Yancy Dukes, Fred Riechel and D. W. Parker, all of Cherryville, Clackamas county, Oregon.

10-30:12-4 J. T. APPERSON, Register.

NOTICE FOR PUBLICATION.

Land Office at Oregon City, Oregon, Oct. 23, 1891.

Notice is hereby given that the following-named settler has filed notice of her intention to make final proof in support of her claim, and that said proof will be made before the Register and Receiver of the U. S. Land Office at Oregon City, Oregon, on December 23, 1891 viz:

Elva Coppock,

sole heir of Hannah Coppock, deceased, Homestead Entry No. 6238, for the n ½ of s e ¼ of sec 34, t 5 s, r 2 e.

She names the following witnesses to prove their continuous residence upon and cultivation of, said land, viz: Martin Boyles and Nellie Boyles, of Soda Springs, Scott Carter and Peirce Miller, of Molalla, all of Clackamas county, Oregon. J. T. APPERSON, Register.

10-30:12-4

NOTICE FOR PUBLICATION.

Land Office at Oregon City Oregon, Oct 23, 1891.

Notice is hereby given that the following-named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver of the U. S. Land Office at Oregon City, Oregon, on December 22, 1891, viz:

E. Bradford,

Pre. D. S. No. 6065, for the s e ¼ of sec 24, t 1 s, r 5 e.

He names the following witnesses to prove his continuous residence upon and cultivation of, said land, viz: Samuel Painter, of Brower P. O. Multnomah county, Oregon, Wm. H. Gardner, of Latourelle Falls, Multnomah county, Oregon, Wm. F. Grayham and Wm. A. Johnson, of Ames, Clackamas county, Oregon.

10-30:12-4 J. T. APPERSON, Register.

TIMBER LAND, ACT JUNE 3, 1878. NOTICE FOR PUBLICATION.

LAND OFFICE AT OREGON CITY, OR., Sept, 24, '91

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,"

Henrietta M. O'Donnell,

of Portland, County of Multnomah, State of Oregon, has this day filed in this office her sworn statement No. 2475, for the purchase of the se ¼ of sec 4, in township No. 2 south, range No. 7 east, and will offer proof to show that the land sought is more valuable for timber or stone than for agricultural purposes, and to establish her claim to saidland before the Register and Receiver of this office at Oregon City Oregon, on Thursday, the 24th day of December, 1891.

She names as witnesses: C. E. Shafer, and Charles Catta, of Salmon, Oregon; Frank Bell and S. T. Durkee, of Portland, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 24th day of December, 1891. J. T. APPERSON. Register.

10-9;12-11

If you suffer from any affection caused by impure blood such as scrofula salt rheum, sores, boils, pimples, tetter, ringworm, take Dr. J. H. McLean's Sarsaparilla.