UNITED STATES TROOPS.

They Are Called Out in Chicago to Secure Order Among the Strikers.

CHICAGO, July 4.—Taken in its entirety, the day has been a quiet one in strike circles, barring an occasional flurry caused by the gathering of mobs in the stockyards district, which, however were held in check by policemen and deputies, backed up by the near proximity of a detachment of regulars from Fort Sheridan, for whom the strikers have a wholesome respect. Trains are once more moving at Blue Island, the turbulent element having suddenly scattered down when confronted by pieces of ordnance and glittering bayonets. After the troops disembarked at the stockyards, the strikers vented their spleen by ditching the two rear coaches of the troop train, and disabled the engine by shoving coupling pins into the cross-heads guides, being careful, however, to await until the regulars were a safe distance away.

Soon after 2 P. M. a train was seen coming into the yards on the Lake Shore road at Fortieth and West avenue. The mob that had been loitering around Halstead street since the first trouble this morning, immediately started toward the train with the intention of intercepting it. The train was made up of three passenger cars, containing six artillery and five cavalry companies of United States troops, in all about 175 men, together with ten cars of cavalry horses and two flat cars loaded with half a dozen gattling guns. On the engine and tender were stationed eight artillerymen with a pistol in one hand and a rifle in the other Troops were on top of the box cars with loaded rifles, which they held in a threatening position.

CINCINATTI, July 4.—Railway officials tonight consider that the strike is over, unless it is affected by influence from connecting points. Superintendent Peters telegraphed the Pennsylvania officers that another day would see the last of the strike here.

BLUE ISLAND, Ill., July 4.—The blockade on the Rock Island was entirely raised at 1:15 P. M., and trains that have been tied up for five days began to move. The first of the trains that were stalled at Joliet came up the track guarded by soldiers. Ten cars, half of them Pullmans' made up the train, which was followed every few minutes by six other trains of equal length, all guarded at the point of the bayonet.

ST. LOUIS, July 4.—Up to this time there has been no act of violence, but this explanation may be the activity of the railway managers. New men are being hired. They represent every branch of the railroad service, and many railroads claim they are competent and thoroughly experienced. Tomorrow several roads will endeavor to fill the places of the strikers with these men, and it is their intention to resume sending out their freight trains. If they meet with obstructions, they will apply to the United States courts for an injunction, and if a restraining order from the court does not prevent interference, they will call on the president for federal troops.

Wedding Bells.

On Wednesday, June 27, 1894, at the residence of M. H. Reibhoff, the marriage of their daughter, Lois M. and Clifton Lewthwaite was solemnized by Rev. T. H. Organ. The house was tastefully decorated with Hermosa roses and other flowers. The ceremony was performed under an arch made of ivy and roses, from which was suspended a floral horse shoe. In the back ground the letters L. and R. were linked together with a dainty bow of ribbon. The bride looked pretty arrayed in a tan Henrietta, while the groom wore the usual black.

After the ceremony and congratulations the guests repaired to the dining room where a sumptuous dinner awaited them. The bride and groom received very nice and useful presents. Their many friends wish them a happy and prosperous journey through life.

ETHELIND.

Portland Business College.

Attention is called to the announcement of this well-known school, which appears in another column of today's paper. The advertisement in question is not written in the usual strain; but, as applied to the educational needs of young men and women in this day and age, it states the case fully, fairly and unanswerably.

To acquire a practical education is profitable, if, indeed it is not a necessity; and the ENTERPRISE knows of no commercial or shorthand school which it can endorse more heartily than the Portland Business College.

G. W. Stricklin closed school at Whisky Hill, district No. 56 on June 25.

V. E. Rowton closed school at Stafford, district No. 41 on June 29.

D. F. May closed school at Mt. Pleasant, district No. 43, on June 29.

Prof. Alex. Thomson closed school in district No. 9, Clackamas, June 15.

June 22 Effie E. Young closed school at Cherryville, district No. 42.

Souri Mayfield closed school at Lacy, district No. 22.

Milo Lantz closed school in district No. 6, Needy, June 23.

Ada Gard closed school in district No. 90, near Beaver Creek.

Clara Brown closed school in district No. 100 near Sherwood, June 22.

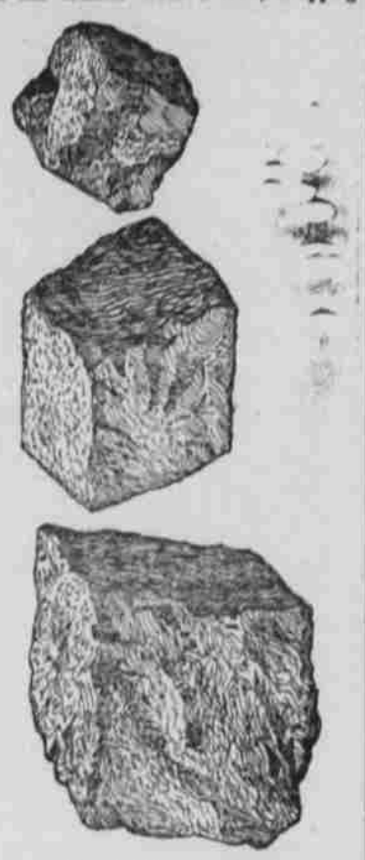
Julia Mark closed school at Spring Brook, June 23.

STONE FOR MACADAM ROADS.

How to Break It and the Best Kind to Use. Hand Labor Versus Machinery.

An important item in the making of a macadam road is the obtaining of suitable quality and size. It should have careful consideration, since it relates to the wearing surface of the roadway, and upon the quality of the stone used will largely depend the life of the macadam crust and its smoothness. A hard stone should be used—not hard in the sense that it is brittle, for many brittle stones are quite unfit for use as road metal, but rather a stone of a tough texture, such as will resist the abrasion of wheel tires and the crushing force of heavy loads.

Traprock is generally regarded as excellent. As commonly found it breaks in the crusher with a loud, snapping



IDEAL SHAPES AND SIZES.

noise which suggests great resistance, and if properly handled it is easily broker by machinery to a fairly uniform size.

Limestones are both good and bad. The softer limestones wear rapidly, form a good road on which mud collects and yield rapidly to the effects of weather. The upland, or mountain limestones, on the other hand, are frequently well adapted for use as road metal. They bind quickly and make a smooth and durable roadway. The rubbing and wearing of limestones form a dust which, when wet, becomes a sort of mortar, filling the spaces between the pieces of stone and consolidating the entire roadway into a solid and sometimes into a durable crust. Some of the best limestones are found in the Devonian and the older silurian rocks.

Granite is generally inferior because of excessive brittleness due to the feldspar contained in it, but syenitic granite often makes an excellent road metal.

Sandstones are generally inferior, but some sandstones contain iron, which hardens and toughens them, and in these exceptional cases sandstones may be used to advantage.

The construction of a macadam road in any given locality generally involves the use of material found near at hand, and where a local quarry does not exist field stone and stone gathered from the beds of rivers and small streams may be made to serve every purpose. Many of the stones and bowlders thus obtained are of traprock, and in general it may be said that all hard field stones and river stones, if broken to a proper size, will make fairly good and sometimes very excellent road metal.

No elaborate test is required to determine the hardness of any given specimen. A steel hammer in the hands of an intelligent workman will reveal in a general way the relative degree of toughness of two or more pieces of rock. Field stone and river stone offer an additional advantage in that they are quickly handled, are generally of convenient size, and are more readily broken either by hand or by machine than most varieties of rock which are quarried in the usual way.

It is a simple task to break stone for macadam roadways, and by the aid of modern inventions it can be done cheaply and quickly. Hand broken stone is fairly out of date and is rarely used in America where any considerable amount of work is to be undertaken. Stone may be broken by hand at different points along the roadside, where repairs are needed from time to time, and by criminals confined in penal institutions, who could not be otherwise profitably employed, but the extra cost of production by this method forbids its being carried on where extended work is undertaken. Hand broken stone is generally more uniform in size, more nearly cubical in shape and has sharper angles than that broken by machine and is undoubtedly superior to the machine made road metal, but the latter when properly assorted or screened has been found to meet every requirement.

In breaking by hand two steel faced hammers of different weights are used. One weighing from five to six pounds is used for sledging the bowlders and large pieces into smaller sizes, and the other, a small steel faced hammer weighing about one pound and having a strong flexible handle, is used for breaking the stones into proper size for use on the road. In breaking by hand a skilled laborer will break from one-half a cubic yard to three or four cubic yards per day, according to the skill of the workman and the toughness of the stone.

American stone crushers are now used in all parts of the civilized world. They present a considerable variety in design, size, cost and capacity. A good crusher driven by eight horsepower will turn out from 40 to 80 cubic yards of two inch stone per day of 10 hours and will cost from $400 upward, according to quality. —Good Roads.

DRAINAGE ALL IMPORTANT.

Unless Free From Water Good Roads Cannot Be Maintained.

Among those who have given the subject of road improvement careful attention there is a settled conviction that the good condition of any road depends upon a system of thorough drainage—a system which embraces not only the removal of the storm water which falls upon the surface of the road and the land adjoining, but also the water which filters through the ground. The latter, if allowed to percolate into and through the subsoil underlying the roadbed, will render the travel way soft and springy, often affecting the compacted surface of the road, so as to cause it to break up, or, in other words, "the bottom drops out." The remedy is thorough draining.

In fact, the basis of all road improvement in the country is the thorough drainage of the road surface and the foundations of the road embankments. In the experiments which have been made in road drainage by laying one or two lines of tile drains along the sides and parallel with the road the result has been so satisfactory that some persons have become enthused with this method of road improvement and conclude that in it there is a remedy for all the defects which may be encountered. But we are convinced that the best improvement of our highways will combine at least three essential features, which are:

First—A road embankment of sufficient height to be at least above overflow from extraordinary rainfall, and sufficiently crowning to shed the water readily, and wide enough to accommodate the travel and not of greater width.

Second—That the road shall have open ditches on each side of sufficient capacity to carry all flood water from the roadway and from the lands adjoining into the nearest water course without hindrance. The surface or open ditches should have such a perfect grade that no water will find a lodgment along the line of the road on either side.

Third—That two lines of tile drains be placed parallel with the roads, one on each side, at the base of the embankment.

The underdrains should be laid at the depth of three or more feet. The size of the tile will depend on the length of the drain and the fall, but it is probable that they should not be less than 4 inches in diameter in any case, and as much larger as the needs may require. The three essential features named embrace two systems—the removal of the surface water speedily and effectually, the removal of the water of saturation remaining after the removal of the surface water and the prevention of the flow of soil water under the roadbed. The underdrains should have a uniform descent or grade to some natural stream or outlet where the water discharged will flow away freely and at no time back up in the drain. The crowning of the road should be sufficient to cause the water falling upon the surface of the road to flow readily through the side ditches. If it fails to flow away and remains in the ruts and depressions, it will increase the amount of mud and the inconvenience of travel. Roads in such a condition should have road machines passed over them as often as necessary to make and keep the surface level.

It is a mistaken idea that an underdrain laid in the middle of the road will drain the surface of the road. The travel and the action of the water falling upon the road will so effectually cover the surface that no water on the road will find its way down to the drain thus laid. To the contrary, the horse tracks and ruts will hold water like earthen vessels until it is removed by evaporation or otherwise. Roads graveled and drained as proposed will cost from $400 to $500 a mile, but when done they will be good roads for 11 months and commendably passable the remainder of the year with a little timely repair.

Where gravel and stone are not be had at a reasonable cost we know of no improvement so satisfactory in all respects as the roads well graded and sufficiently drained. Where gravel or broken stone can be had, it will be found that the thorough drainage of the road as proposed will save half the gravel or stone that would otherwise be required to make a good road. A dry foundation to build upon is the most important factor in road construction. Tile drains may be used to intercept water percolating through the earth of the higher ground adjacent and likely to interfere with the road, or springs or secret places under the roadbed may be drained out with tile so as not to interfere with the embankment. After a road has been put into good condition and thoroughly underdrained nothing need be done except to keep the surface of the travel way smooth and the open ditches free from any drift accumulations.—J. J. W. Billingsley.

NOTICE OF APPOINTMENT OF EXECUTOR.

Notice is hereby given, that the undersigned has been appointed by the County Court of Clackamas county, Oregon, executor of the will of Charles B. Knight, deceased. All persons having claims against the estate of the said Charles B. Knight, deceased, are hereby notified to present the same, duly verified, for payment to the undersigned, or at the office of Brownell & Dresser, Oregon City, Oregon, within six months from this date.

Canby, Oregon, July 2, 1894.

CATHERINE KNIGHT, Executor.
BROWNELL & DRESSER, Attorneys. [7-6:8-3

EIGHTEEN POUNDS granulated sugar, $1; table plums, oysters, and all kinds of vegetables 3 cans, 25c; rice, split peas and raisins, 4 pounds, 25c; 10-pound sack of graham flour, corn meal, hominy, cracked wheat, etc., 25c; 7 pounds small white beans, 25c. Call and see our full-weight creamery butter, 40c and 45c a roll; choice dairy, 25c and 30c a roll; Arbuckle coffee, 25c per lb. Try our Gold Bee Tea, 15c. It is as good as any tea. If not return and money refunded. Bologna and ham sausage, 8c a pound, or 4 punds, 25c; leaf lard, 10c a pound. Try our teas and coffees. Simmons, 348 Washington and 53 Union avenue, Portland.

NOTICE OF ADMINISTRATOR'S SALE OF REAL ESTATE.

In the County Court of the State of Oregon for the County of Clackamas.

In the matter of the estate of F. W. Campbell, deceased.

Notice is hereby given, that in pursuance of a license and order of sale duly made and entered of record in the above entitled Court on the 11th day of June, 1894, licensing the sale of the real estate hereinafter described, I will, on Monday, the 30th day of July, 1894, at the hour of one o'clock p. m. of said day, at the court house in Oregon City, Clackamas county, Oregon, sell at public auction, to the highest bidder, the following described real estate, situated in Clackamas county, Oregon, to wit: The south half of the north-west quarter and the west half of the north-east quarter of section sixteen (16), in township three south, range one east of the Willamette meridian, containing one hundred and sixty acres, more or less, to satisfy the claims and charges against the said estate.

Terms of sale: One-half, or any greater sum down, and the balance on or before one year with interest at the rate of eight per cent per annum, secured by a mortgage on the premises.

SARAH A. CAMPBELL, Adm'x
5t of the said estate.

NOTICE

Notice is hereby given, that the following list of warrants, which were issued more than seven years prior to the 1st day of July, 1894, and which were taken from the Clerk's office, but still remain unpaid, will, if not presented for payment within sixty days from July 1st, 1894, be canceled, and payment thereof be refused.

To whom issued.	No. Warrant.	Date Issued.	Am't
W. S. Young	1544	July 7, 1886	$2 00
J W Covey	1580	July 8, "	2 00
O P Miller	1655	Aug. 5, "	1 00
J R Thompson	487	Dec. 8, "	2 28
Ira Smith	608	Dec. 9, "	1 50
W J Dills	637	Dec 31, "	6 03
Ira Moody	864	Feb. 10, 1887	2 00
J H Groshong	1120	April 1, 1887	1 00

21 GEO. F. HORTON, County Clerk.

SIXTH YEAR.

GUARDIAN'S SALE.

Notice is hereby given, that in pursuance of an order of the County Court of the county of Clackamas and state of Oregon, duly made and entered on the 9th day of June, 1894, I will, from and after Monday, July 16th, 1894, at the hour of 10 o'clock of said day, proceed to sell at private sale on the premises to the highest and best bidder, subject to confirmation of said County Court, the following described real estate, to wit:

Lots numbered one (1), two (2), seven (7) and eight (8), in block numbered 105 in Oregon City, Clackamas county, Oregon.

Terms of sale: One half cash at time of sale, and balance note of purchaser for one year, secured by mortgage on the premises, interest at ten per cent per annum, the purchaser to pay cost of making deed and mortgage.

JOEL A. STUART,
Guardian of James G. Stuart, minor.
Dated June 9, 1894. 6-15:7-13

WILLAMETTE REBEKAH DECREE LODGE, NO. —

Meets the second and fourth Monday in the month at 7:30 P. M., in I. O. O. F. Hall.

M. G. CHARMAN, Secretary. M. M. CHARMAN, N. G.

L. A. S. OF E. D. BAKER CAMP, S. OF V.

Meets in K. P. Hall on the second and fourth Monday evenings of each month.

MRS. W. E. JOHNSON, Prest.
MISS NORRA CALIFF, Sec'y.

ADMINISTRATOR'S NOTICE.

All persons having claims against the estate of James Wise, deceased, are hereby notified that I have been this day appointed by the County Court of Clackamas county and state of Oregon as the administrator of the estate of said James Wise, deceased, and that all persons having claims against the said estate must present the same, properly verified, to me at the law office of C. D. & D. C. Latourette, in Oregon City, Oregon, within six months of the date hereof. JOHN WISE, Adm'r.

Dated June 28, 1894. 6-29:7-27

Society Directory.

OREGON CITY BOARD OF TRADE.

Meets at Court House on Second Monday in each month. Visitors welcome.

F. E. DONALDSON, Secretary. GEO. C. BROWNELL, President.

GAVEL LODGE, NO. 55, A. O. U. W.

Meets second and fourth Saturday evenings at Knight's hall, Canby. Visiting brothers made welcome.

E. E. CARLTON, Recorder. E. C. MADDOCK, Master Workman.

K. OF P. STAR LODGE NO. 95.

J. F. Risley, C. C.; Thomas Neilson, K. of R. and S. Meets every Wednesday evening at 8 o'clock in Castle hall, I. O. O. F. building. Brothers from other K. of P. lodges invited.

OSWEGO LODGE NO. 109, A. F. & A. M.

Meets the second and fourth Saturdays of each month at 7 p. m. All Masons in good standing are invited to attend.

D. B. REES, W. M. E. J. RUSSELL, Sec'y.

OSWEGO LODGE NO. 88, I. O. G. T.

Meets every Friday evening in the new hall in Old Town.

J. C. HAINES, C. T. JOHN KRUSE, Sec'y.

MISTLETOE LODGE NO. 29, D. OF H.

Meets every Tuesday evening.

MARY BICKFORD, C. of H. FLORA DYER, Rec.

SUNRISE LODGE, NO. 15, A. O. U. W.

Meets every second and fourth Saturday of each month at Wilsonville, Oregon.

M. C. YOUNG, M. W.
JOHN TYLER, Recorder.

PIG IRON LODGE NO. 125, A. O. U. W.

Meets every Thursday evening at Odd Fellows hall, Oswego. Visiting brethren always welcome. T. MACMILLAN,

KARL MARK, Recorder M. W.

MOLALLA LODGE No. 9, A. O. U. W.

Meets first and third Saturday in each month at school house. Visiting members made welcome. T. S. STIPP, M. W.

J. W. THOMAS, Rec.

FALLS CITY LODGE OF A. O. U. W.

Meets every Saturday evening of each month in A. O. U. W. hall 7th St. All sojourning brethren cordially invited to attend.

T. E. GAULT, M. W.
GEO. CALIFF, Recorder.

FOUNTAIN HOSE CO., No. 1.

Regular meeting second Wednesday in each month at engine house, east side Main street, between Seventh and Eighth.

J. W. STEWART, Sec. H. STRAIGHT, F'rm.
M. F. QUINN, Foreman.

MOLALLA GRANGE, NO. 9, P. of H.

Meets at their hall at Wright's Bridge on the second Saturday of each month at 10 a. m. Fellow members made welcome.

JAS. NELSON, Master.
E. H. COOPER, Sec.

WARNER GRANGE, No. 117, P. of H.

Meet fourth Saturday of each month, at their hall in New Era. David McARTHUR, Master
Mrs. May Waldron, Sec'y

MEADE POST, No. 2, G. A. R., DEPARTMENT OF OREGON.

Meets first Monday of each month, at K. of P. Hall, Oregon City. Visiting comrades made welcome.

DAVID McARTHUR, Commander.
MR. WILLIAMS, Adjutant.

GEN. CROOK POST, No. 22, G. A. R., Department of Oregon.

Meets in school house at Needy on first Saturday in each month at 2 o'clock p. m. All comrades made welcome I. P. BILLINGS,

H. THOMPSON, Adjt. Commander.

SONS OF VETERANS.

E. D. Baker Camp, No. 18, meets every first and third Thursday evening of each month, at K. of P. hall.

W. E. Johnson, Captain; R. S. Belomy, Representative Div. Encampment; G. O. Wood, 1st Lieutenant; Alonzo Wickham, 2d Lieutenant; C. A. Herman, 1st Sergeant.

CLACKAMAS LODGE, No. 57, A. O. U. W.

Meets first and third Monday in each month, at Straight's Hall. Visiting brethern welcome.

C. E. PEASE, Rec. S. HOLCOMB, M. W.

COLUMBIA HOOK AND LADDER CO.

Meets first Friday of each month at Fountain engine house. CHAS. ATHEY, Pres.

C. B. PILLOW, Sec'y. CHAS. BITNER, F'rm

CATARACT HOSE CO. No. 2.

Meets second Tuesday of each month at Cataract Engine house. W. H. HOWELL, Pres

G. H. BESTOW, Sec'y. J. W. O'CONNELL, F'rm

MEADE RELIEF CORPS, No. 18, DEPARTMENT OF OREGON.

Mrs. M. S. Pilsbury - - - President.
Mrs. F. L. Cochrane, - - - Treasurer.
Mrs. J. B. Harding, - - - Secretary.

Meets on first and third Tuesdays of each month in K. of P. Hall. Members of corps from abroad, cordially welcomed.

F COMPANY, FIRST REGIMENT, O. N. G.

Armory, Third and Main. Regular drill night, Monday. Regular business meetings, first Monday of each month.

OFFICERS.

J. W. Ganong, - - - Captain
F. S. Kelly, - - First Lieutenant
L. L. Pickens, - - Second Lieutenant

BUTTE CREEK GRANGE, No. 82, P. of H.

Meets at their hall in Marquam, second Saturday in each month at 10 a. m. Visiting members always welcome.

J. E. JACK, Secretary J. R. WHITE, Master.

FALLS ENCAMPMENT, No. —, I. O. O. F.

Meets first and third Tuesdays of each month, at Odd Fellows hall. Members and visiting patriarchs, cordially invited to attend.

J. A. STEWART, Scribe. W. H. HOWELL, Chief Patriarch.

WACHENO TRIBE, NO 13.

Meets Tuesday evening at A. O. U. W. Hall. Visiting members invited. J. H. HOWARD, Sachem.

CHAS. KELLY, C. of K.

CANBY LODGE NO. 56, I. O. G. T.

Meets first and third Saturday evening of each month at Knight's hall, Canby. Visiting members always made welcome

ELLA KNIGHT, Sec. GEO. W. KNIGHT, W. C.

WOODMEN OF THE WORLD.

Willamette Falls Camp No. 18, meets 2d and 4th Tuesday nights in each month in K. of P. hall. Visiting neighbors made welcome.

E. E. MARTIN, Clerk. E. M. RANDS, C. C.

OSWEGO GRANGE NO. 173 P. of H.

Meets the second Saturday of each month at 10 a. m. O. EATON Master. J. Q. GAGE Sec'y.

DAMASCUS GRANGE P. OF H. NO. 260,

Meets on the first Saturday in each month at 10 o'clock a. m. at the Damascus school house.

S. YOUNG, Master.
T. H. FEATHERS, Secretary.

ST. JOHN'S BRANCH, NO. 67, C. K. of A.

Meets every Tuesday evening at their hall corner Main and Tenth Streets, Oregon City.

N. C. MICHELS, Sec'y. T. W. SULLIVAN, Pres.

MULTNOMAH LODGE, NO. 1, A. F. & A. M.

Holds its regular communications on first and third Saturdays of each month at 7:30 P. M. Brethren in good standing are invited to attend.

L. L. PORTER, W. M.
T. F. RYAN, Secretary.

CLACKAMAS CHAPTER.

Clackamas Chapter No. 2 R. A. M. Regular Convocation third Monday of the month at 7:30 P. M.

J. H. WALKER, H. P.
M. SCHULPIUS, Sec'y.

OREGON LODGE, No. 3, I. O. O. F.

Meets every Thursday evening at 7:30 o'clock P. M. in the Odd Fellows' Hall, Main street. Members of the Order are invited to attend.

GEO. C. ELY, N. G.
Thos. Ryan, Secretary.

OSWEGO LODGE, NO 93, I. O. O. F.

Meets at Odd Fellow's hall, Oswego, every Monday evening. Visiting brethren made welcome. W. J. PHINAZEE, N. G.

J. F. RISLEY, Sec.