Oregon City Enterprise.

Published Every Friday.

CHAS. MESERVE,

PUBLISHER AND PROPRIETOR.

SUBSCRIPTION RATES.

One year,	$2 00
Six months,	1 00
Trial subscription two months,	25

A discount of 50 cents on all subscriptions for one year, 25 cents for six months, if paid in advance.

Advertising rates given on application.

Entered at the Post Office in Oregon City, Or., as second class matter.

FRIDAY, OCTOBER 5, 1894.

AGENTS FOR THE ENTERPRISE.

Oswego,	G. W. Prosser
Canby,	Geo. Knight
Clackamas,	A. Mather
Milwaukie,	Gary & Wissinger
Union Mills,	G. J. Trullinger
Alma,	E. S. Bramhall
Meadow Brook,	Chas Holman
New Era,	W. S. Newberry
Wilsonville,	Henry Miley
Park Place,	Hamilton & Washburn
Barlow,	Mrs. G. A. Sheppard
Gladstone,	T. M. Cross
Stafford,	J. Q. Gage.
Mulino,	C. T. Howard
Carus,	R. M. Cooper
Molalla,	Annie Stubbs.
Marquam,	E. M. Hartman
Euttevlile	B. Jennings
Aurora,	F. Giesy
Orville,	L J Perdue
Eagle Creek,	H. Wilbern
Sunnyside,	John Welsh
Damascus,	J. C. Elliott
Sandy,	F. Goetsch
Salmon,	Mrs. W. M. McIntyre
Currinsville,	Geo. J. Currin
Cherryville,	Mrs. M. J. Hammer
Marmot,	Adolph Aschoff

☞ The way to build up Oregon City is to give Oregon City people your patronage.

ROAD BUILDING.

Since a systematic effort is being made in this county to improve our highways, the question of their location as regards grades, drainage and distance is constantly being brought up. Hitherto no particular care was exercised in the laying out of a county road. If there happened to be a grade on it of fifteen per cent. the country was cursed for being so rough and that was the extent of any effort to improve on it. The locating was always done by three honest, old farmers, who had no more knowledge of grades and fills than an editor has on raising pumpkins, and rather than offend some neighbor would run the line of road over a young Mt. Hood utterly regardless as to how large a load could be pulled over it. On this subject Harper's Weekly has the following editorial which is so clear and to the point that it is given in full:

"The engineer retained by Morris county, New Jersey, to advise in the formation of a plan to improve the county roads has come to the conclusion, after a preliminary survey, that half of the money to be spent, $525,000, will have to be used in relocating the roads and in reducing grades where relocations are not practicable. Had this not been the case, the amount of money appropriated would have been sufficient to macadamize one hundred and fifty miles of roadway. At present the roads in the county are located in nearly every instance precisely where they should not be.

"There are high hills in Morris county, hills that make that section of New Jersey the most picturesque portion of the state, and one of the loveliest in the country. But in the whole county there are few instances where there is any necessity to take a main road over any of these hills, as there are valleys in almost every direction which, to the road-builder's eye, seem to have been created for his assistance and convenience. Notwithstanding this, the most important roads at present frequently go directly over the summit of high hills, and in many instances the unfortunate horses that draw the loads the farmers send to market are obliged to drag wagons up a twelve and sixteen per cent. grade—that is, go uphill twelve and sixteen feet in a hundred feet distance. Had these roads been located with intelligence in the first place, the grade need not in any instance have exceeded five per cent., and even then the first cost would not have been greater than it was. In road building the law should certainly require that only engineers of skill and learning be employed, for the errors of ignorance are nowhere more disagreeably and expensively perpetuated than in an improper location of a common country highway. A road once dedicated to public use is a fixture for all time.

"When a railroad is to be located the best engineering talent is obtained, but with a country road any two or three farmers are generally thought to have skill enough to determine where it should go. As a matter of fact, it is more difficult and requires more skill to properly locate a country road than to fix the line for a railway. The road-builder has many more things to consider than the railway engineer. The latter makes his road as nearly an air line as he can with the means at his command. He can establish his grades with deep cuttings and high embankments; he can have long trestles, and can tunnel under the hills, reaching the natural surface only at places for stations. But the roadway engineer has a much more difficult problem. Cuttings and embankments, except for very short distances, are out of the question, and tunnels and trestles entirely inadmissible, for his road must be accessible through pretty near its entire length from both sides, for otherwise it could not be approached by those who wish to use it. He must, therefore, always keep very nearly the natural surface of the ground. And yet he should not have much greater latitude in his alignment than the railway builder, and in grades he is also restricted, for the maximum should never be greater than five, and preferably only four per cent. Heavier grades are an impediment to traffic which smooth stone pavements cannot overcome, for only half-loads can be hauled over them.

"An engineer who will advise the spending of large sums of money in macadamizing a badly located road, with ten and twelve per cent. grades, will at the same time take the responsibility for wasting the money that is spent on these improvements, and will further assist in permanently fixing these errors of ignorance made by the road-builders of former generations. The people in the United States are becoming more and more alive to the importance of better roads, and here and there they are taking action in the matter. It is a good time for them and for all who are interested in the subject to consider very carefully the importance of properly locating the roads that are to be paved with stone. Country people are conservative, and are generally opposed to any radical changes. A man who has driven over a certain road for thirty years is very apt to be disinclined to see that road changed to the other side of a hill half a mile away. Upon the first presentation he is sure to object, but such changes will surely have to be made in the hilly parts of the older sections of the country. To reduce the grades on the old roads would cost more than any save a very rich community could afford to spend; simply to pave the old roads would be to throw away half the money spent on the work. In road-making, as in other things, what is worth doing at all is worth being well done."

ON Monday evening of next week will take place the regular monthly meeting of the Oregon City Board of Trade. Several important questions are to be brought up for consideration. The committee on advertising will be able to report progress on the work on the pamphlet the board is getting up. It is thought best by several members of the committee to get out the pamphlet at once and get it into the hands of eastern capitalists and manufacturers so that they may have time to look up the advantages of Oregon City before deciding on their plans for another year. The board will be asked to use its influence to induce the merchants of this city to adopt the early closing rule for their stores. One or more advertising propositions of merit will be submitted to the board for their consideration. It is expected that a full attendence of members will be out as the opportunity is now offered to the board of doing some effective work for Oregon City.

A MOVEMENT is on foot to bring about the early closing of business houses in Oregon City. There is little need of a mercantile establishment keeping open after 8 o'clock P. M., for the business of the day is practically closed at that hour; besides a merchant needs rest and a time to spend at home with his family as well as the balance of mankind. This early closing should be adopted and then lived up to and not broken by some merchant who thinks he can slip in an extra hour or two in the evening and catch a little extra trade.

CANADA is by no means slow in pushing ahead with important national and internal improvements. It has called for bids on the Pacific cable to be laid between Canada and Australia, the distance being about 8000 land miles. The bids will be on eight different routes, one of which embraces Hawaii, though this is not likely to be chosen. Three years will be allowed for the completion of the work.

THE Kansas republicans are counting upon a majority of 30,000 for their state ticket, and the election of seven of the eight congressmen; and all the indications are to the effect that such a view of the situation is entirely justifiable. In Louisiana the republicans are sure of big gains. They expect to secure three if not four out of the seven congressmen for that state. In the other doubtful states the outlook is equally as bright.

THE East Side Railway Company has at last aroused to the necessity of doing something to hold its traffic, which of late has largely been going to the boats where the passengrs were made comfortable, and is having heaters put into the cars and promise shortly to put on vestibules. With these improvements travel by the electric line will be possible during the winter months and the company's receipts will increase accordingly.

Letter List.

The following is the list of letters remaining in the post office at Oregon City, Oregon, October 3, 1894:

GENTLEMEN'S LIST.

Atkinson, E M	Johnson, John
Banta, I	Jones Jos
Babsch, John	Lane, Norman, Dr
Boston P	McCarthy, Dan
Brady, R L	McNealy, Chas
Bottler, M E	McPhail, Dug
Bushong, E	McCord, Wm
Campbell, H M Dr	Mosier, Silas
Clark, Sol	Milton, M M
Crocker, J P	Mattson, J H
Dalke, Gus	Macintosh, Chas
Dwing, Martin	Nash, C M
Daugles, Jos	Parry, Owen
Field, Amos	Richard, Mr
Frazier, Wash	Philpot, Lawrence
Haylock, John A	Smith, E M
Huffman, L	Smith, C W
Hoover, John	Walker, J H
Hughes, Bill	Wright, Wm.
Hulgum, W L	Wiles, Thos
Huttoon, Arthur	

LADIES' LIST.

Barch, Mrs M	Jeordon, Anna
Banacichs, Mrs H	McKee, Mrs
Boyler, Miss Nealy	Myers, Mrs Ella
Clossner, Emma	Meier, Miss Lestie
Currin, Francis	Smith, Mrs M J
Erickson, Nilda	Wagenor, Mrs E D
Foss, Mrs Minnie	Washburn, Edna
Gail, Alice	

If called for state when advertised.

S. R. GREEN, P. M.

SPIRIT OF THE PRESS.

The editor of the Toledo Leader does not appear to be up in the intracies of the game laws and has evidently run afoul of them on some hunting trip, judging by the following kick he has to make: It would be a good idea for the next legislature to repeal every fish and game law on the statute books, and then appoint a committee with some common sense and practical knowledge, to draft a set of simple laws to take their places. The present laws have been so amended and doctored that there isn't a man in the state wise enough to tell exactly what they mean.

Of the promised good times we were to have with the passage of the new tariff law, the American Economist has the following to say: We have been carefully scanning the columns of the daily papers for those promised good times and better wages that were to come with the democratic tariff. We notice, however, only several disagreements as to a reduction of wages, but where are the higher wages that were promised by the democrats in 1892, if the people would only place the democratic party in control of the administration of our national affairs? The democratic office holders got there, but where are the higher wages for the wage earners? Trot them out.

Of the proposed change in the postal rates the Vancouver Independent has the following to say on the classes that will be affected: The press reports from Chicago in a long article relative to rates of postage which it is claimed are too high, explain the objects sought to be gained. The plan briefly stated is to reduce letter postage to one cent an ounce, and to make merchandise rates eight cents a pound. On the face of it this looks very nice and the proper thing to do, but it is the milk in the cocoanut which the Chicago merchants are after, and in this they will be assisted by the merchants of every large city in the country. The pretended object is to secure the reduction of letter postage, but the real object is to secure a reduction of the merchandise rates so that the city merchants can deal direct with the country folks, the United States mails to be used as a freight department to do the carrying business. Postage rates are already low enough till such a time as the service shall become self-supporting. Even then there should be inaugurated certain improvements in the service rendered the rural communities before the changes sought by the residents of the city should be allowed.

On the question of a newspaper booming aspirants for political honors for the perquisites that there may be in it, the Newberg Graphic has the following sensible comments to make: The publishers of North Dakota have taken a decidedly sensible action in refusing to boom political candidates for the sake of their "hope of the hereafter." With them the candidates must pay for what they get, or not get it. Similar action should be taken by the publishers in every state in the Union. There is no sense, and less business in a newspaper publisher spending his time and money in booming every Tom, Dick or Harry who may want an office.

Of the two great eclipses to take place in the United States in November, the Globe-Democrat gets off the following observation: There will be a transit of Mercury on the 10th of November, invisible to the democracy, which will be curled up on the floor from the effects of the total eclipse a few days earlier.

Our democratic friends have been of late trying to convince American lumbermen that their tariff bill would not hurt the lumber business by reason of Canadian competition, which would be stimulated by a lowering of the duties. This is what the Toronto Monetary Times says upon the subject: What effect the rescinding of the tariff duties will have upon the Canadian lumber trade remains to be seen. Ultimately it must prove of advantage, but as yet no material improvement has taken place. Inquiries are being received from the Eastern States regarding the stocks held here, but American buyers show little or no inclination to purchase stock, and are making attempts to break our market quotations. The transactions made are upon a basis of values slightly lower than the sales at the close of last year. The better grades of lumber, however, are weak stock at the moment, and sales can only be effected by a considerable shading in prices. The operations of American buyers have so long been of a hand-to-mouth character that the lumber yards in the Eastern states must contain light stocks, and it is but reasonable to expect a good trade next spring or later in the fall.

The steel range men got their work in on some of the farmers of this county, and the following advice from the Yamhill Independent will apply to them: Some of the people of Yamhill and Washington counties who bought steel ranges from traveling salesmen last year on five years time are now having to redeem their notes which it seems were only for one year. With merchants on every hand that year in and year out give him credit, and take their pay in chips and whetstones, and who accommodate him in ways too numerous to mention, any farmer who would patronize such folks needs such a lesson as this to teach him who are his friends.

Japan is proving a surprise in more ways than one to Americans. Of late years those Asiatic yankees have been employing the latest improved machinery in the manufacture of cotton goods, and have pushed the production to such an extent that they are now large exporters. On the possibility of their pushing into the American market the Post-Intelligencer has the following to say: The large export of cotton to Japan by the Northern Pacific steamers is an extraordinary proof of the industrial activity of that country, even in time of war. Japan has large cotton mills, which supply the home market and furnish goods for export. Cotton rugs and other cotton fabrics have been sent to the United States for years, even under the McKinley tariff. The Havemeyer act reduces the cotton goods duty by half, and the large import of raw cotton by Japan certainly means that goods are to be made for the American market. The Japanese have the cheapest labor in the world, and with the low duty New England's mills cannot compete with those of Japan.

The following from the Victoria Colonist would indicate that the Americans in Hawaii have lost none of their traditional foresight and energy in their new home, and are as alert as ever to the main chance: The government of Hawaii appears to be wide awake. It makes up its mind quickly and acts with a promptitude that one cannot help admiring. It will be remembered that it is the object of the projectors of the Pacific cable to have their line from beginning to end over British territory and under British control. In order to be able to do this it must have a station on some island of the Pacific, nearly midway between Victoria and Australia. The projectors picked upon the island of Neckar, which is a piece of barren rock not far from Hawaii. The island is of no use except for a cable station. It is not required for military purposes, and, as we have indicated, nothing can be raised on it. The projectors were so rash as to mention Neckar island as one of their stations in their prospectus. It was also rumored in Honolulu that the cruiser Champion was on her way to take possession of Neckar for the British government. When the Hawaiian minister of foreign affairs heard this rumor he immediately sent a government cutter to Neckar to secure the island for the Hawaiin republic. This was done without an hour's unnecessary delay, and before the Champion reached Honolulu the island of Neckar was part and parcel of the territory of the Hawaiian republic. The job was neatly done. If the British government or the Cable company now want this island, they will have to pay a very stiff price for it, or it may be they will not be able to get it at all. The Hawaiians are very desirous to have one of the cable stations on their territory, but as the young republic is pretty sure to be under the thumb of the United States—if it is not annexed to it altogether—it would not be in accordance with the conditions of the enterprise to land the cable on Hawaiian territory.

On the revival of business on the Sound the Trade, of Tacoma, has the following: Signs of returning business prosperity are more numerous at present than they have been for over a year. Returns are coming in from shipments of shingles and lumber to the East, and mills in every direction are starting up on full time with full force. The shipment from Tacoma alone since August 1st has averaged ten cars of lumber and shingles per day, and the shipments from other points in Western Washington have been correspondingly great. Merchants, too, are beginning to feel encouraged by an increased trade and are placing large orders for fall goods.

SUNNYSIDE SAYINGS.

A Parsonage to be Built—Narrow Escape in a Broken Bridge—Potato Crop Short.

SUNNYSIDE, Oct. 2.—The rain seems to have commenced in earnest.

The Methodist church is to have a much needed parsonage. It is progressing nicely.

J. E. Deardorff is baling hay on Columbia slough. He says he is doing well.

C. Moll has rented Mr. Clark's farm at Harmony.

Mr. Backman has traded his place for one in East Portland. He will move soon.

Marion Reed, while hauling lumber from above Damascus had the misfortune to lose the burr off his wheel when the load came down causing him to leave his lumber on the road.

Mr. Summer has had a very sore hand so he has been going one handed lately. It is getting better now however.

A. Hunter went through a bridge with a load of wood but fortunately escaped any damage.

Mr. Fallman is digging his potatoes. They seem to be a poor crop considering the work he has put on them.

The school house is crowded. If one more should go they would have to sit on the floor. We think it is time to do something about it.

Mrs. Ott has returned home after visiting three weeks with her sister.

C. Hunter was hunting up by Beverton. He says he had a good time and killed a good many pheasants.

School Report.

The following is a report of the school in district No. 94 of Logan:

No. of days attendance, 342; No. of days absence, 18; No. of times tardy, 3; Total No. enrolled, 18.

School is called at 8:50 a. m., for singing. The pupils having 100 per cent in deportment were: Lizzie Huber, Henry and Emma Balsmeir, Pearlie, Emma and Lydia Schuttel, Edna and Charlie Chase, and May Wilson. By request of the pupils the noon intermission has been shortened and school is dismissed at 3:30 p. m. The visitors for the month were, Miss Elsie Allen, L. W. Hampton, Arthur Burr, Mrs. C. W. Richey, Mrs. Henry Balsmeier, Misses Louise and Annie Balsmeier.

The pupils closed the month with songs and recitations.

M. L. HAMPTON, Teacher.

Logan, Sept. 28, 1894.

Oregon City Enterprise

$1.50 Per Year in Advance.