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FRIDAY, JANUARY 4, 1895.

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

CHARTER REVISION.

The action of Councilman Meldrum in bringing up in the last meeting of the city council the question of having the charter amended, was timely, and the matters should receive the careful consideration of the council and citizens. There are several very important changes needed, the most urgent being that of providing for the payment of street assessments on the installment plan. Without this system there will be little street work done for years to come, as the expense is too heavy to be met in one payment without working a hardship on a majority of the property holders. The manner of making street assessments should be simplified so as to avoid the endless litigation and expense now had on every street improvement made. Who are qualified petitioners and remonstrators on street improvements should be made more clear. The city boundary needs changing. A large section lying east of town is anxious to come into the city limits so that they can have the privileges of the city schools. There are several other changes which it would be wise to make in the charter. If the council does not care to assume all the responsibility in the matter the board of trade could be asked to appoint a committee to assist in the work of revision.

THE ROAD LEVY.

The only tax that is levied on the people that immediately returns to them is the road fund. This bulk of it is distributed directly among the farmers and at once gets back into circulation. The farmers then should be the last to kick against a liberal appropriation for the roads, especially as they get a double benefit by having good roads and the use of the money expended in their construction. The average farmer pays taxes on a valuation of about \$1000. By a 5-mill road tax he would contribute but \$5.00 toward the improvement of his roads, a sum so small that it would embarrass no one. Yet a five-mill levy on the total valuation of the county would give a road fund of about \$28,000. This amount expended judiciously each year, for five years, would give a perfect system of highways, capable of use twelve months of the year, to Clackamas county. The farmer who opposes a five-mill road tax works against his own best interests and deserves to wade through mud to his neck the balance of his days.

THE ENTERPRISE is gratified at the number of compliments it has received of late both from farmers and business men for the aggressive stand it has taken on the road question. Such interest shows that the days of the kicker is about past and that the county court will be aided instead of hampered in the work of building a system of public highways in Clackamas county. The property holders are beginning to see that money expended on roads is well invested and will return to them an interest not excelled by any other kind of an investment. The business man realizes that his trade would be largely increased by good roads while the farmer sees that a decrease in the expense of getting his produce to market means an increase to his profits.

FOUR more articles on the road question, besides some points by the regular correspondents, appear in the ENTERPRISE this week. They are worth reading and advocate some good and some bad road ideas. The plan advocated by J. S. Wolfe, of Sunnyside, is impracticable and out of date. Small road districts, each working on a separate plan, would result in endless confusion and it would be impossible to build thoroughfares through the county that would be satisfactory to the general public. The plan advocated by "M" is the only way by which a system of good roads can be had in this county. Eventually it will be adopted in every county in the state. The county court should have exclusive control of the roads.

NON-RESIDENT TAX-PAYERS hold over \$899.00 worth of property in Clackamas county. A five-mill levy would cause them to contribute over \$4000 to the road fund. As good roads develop a country and add to the value of all property, these speculators could well afford to help on the road work.

Good passable roads that can be traveled at all seasons of the year would boom this county more than all the immigration literature that could be sent out. Men of families and of means would be attracted to our county, for such men always locate where the most conveniences are to be had. A thousand such men would bring in more wealth than the cost of the roads would amount to. A settler on each piece of vacant land would do away with much of the present loneliness of farm life, and their help would materially assist in sustaining the schools, churches and social gatherings, and give life in the country more bright spots than it now has.

THE greatest blunder of this stumbling democratic administration was the annulment of the reciprocity treaties. Not only is it closing the best markets that the United States could ever hope to attain, but it will also create the impression in the minds of our neighbors that our legislation is too feeble to make it safe to renew mutual trade relations. The mischief already done in this respect cannot be cured in many years of diplomacy and energetic work.

IT is nothing more than justice that non-resident land holders should contribute toward the improvement of the roads. Every dollar spent on the roads tends to increase the value of their property, and it is for the gain on this land that such large bodies held by speculators. Under the old system the settlers built the roads and the speculators received an equal share of the benefit with no expense to them.

THE Baltimore plan of state bank currency appears to have collapsed. Perhaps it is just as well. Pretty nearly everybody would have collapsed had the scheme been carried into effect.

SENSIBLE ROAD TALK.

TO THE EDITOR: The absorbing question at present is "roads;" how to get good roads, what kind of material should be used, etc. The first thing that must be impressed upon everybody is that there is but one way for Clackamas county to get good roads, and that is to go to work and make them. To do that some persons must pay out some money and a good deal of it. There can be no other way to get the much desired good roads.

As to the system that should be adopted there are as many ideas as there are people. If the people are in earnest in this matter it will soon take tangible form. Now what is the best form? That question is hard to answer. I think the first thing to be done is for the county court to appoint a competent engineer. Then before one cent is expended upon any road in the county toward a permanent improvement the engineer should examine the places of proposed improvement and put the road on the best route for cheapness in construction, and where practicable shorten them. Set the grade stakes and have the work brought to a proper grade, and compel the work to be made straight, not snake fashion.

The first thing after locating is to see that proper drainage can be had, in fact must be had, to make a good road. If it becomes necessary in order to get a good grade to relocate the road and putting it on entire new ground, let that be done. The county court should not expend one cent upon a road until it is shown that it is in the proper place. This thing of improving a road and in a few years find that it is not where it should be, ought to be abandoned at once. Remember that we are going now to enter upon a system, if carried out, that will be roads for all time. The engineer should have the oversight of the whole system, he having competent foremen under him to supervise and keep the work moving. When the engineer finds that the work is not being done according to plans he should see to it that more competent men are placed in charge. The county court should hold the engineer to a strict account for all the work done on permanent improvements of roads. All reports to be made to him and he to the court.

As to the material that should be used after the grading is properly done, is a question. Of course everybody will admit that macadam properly done is the most substantial of all; but unless properly done it is a nuisance. If properly done it will be a road for all time to come and will practically be a smooth road. Plank makes a good road for a few years, and it might be best to use plank in some localities for a time with the understanding that eventually macadam would succeed the plank. Of course my idea as to the cheapest way to get the most work done for the money expended, would be for the engineer to be authorized to let all the work out by contract to the lowest bidder, first throwing this safeguard around the letting of the contract and the laborers, that all should be bona fide residents of Clackamas county. No outsider allowed to bid on a contract and no outsider permitted to work on said contract work.

How shall the funds be procured to do the required work? As the present state constitution stands, there is only one alternative: that is, by taxation. Here we enter upon ground that is standing about all the burdens that can be borne. Taxes ought to be reduced; if so, no more road work will be done. That is an evident fact. Can the people stand any advance? Last year we had two mills. If we could have four mills this year it would, or ought to, do more than twice the amount that was done last year. Also, the county court should make a levy exclusively for bridge work alone, segregating that from the general fund; and when a surplus of the bridge fund let it be transferred to the road fund.

I think the county court should adopt some system whereby repairs should be made on roads where they are almost impassable. In many localities there has been nothing done in that line for two years or more. Such should simply be repaired for the present.

I have taken far more of your valuable space than I expected, and I find I have scarcely touched upon the question. M.

MR. CARTER EXPLAINS.

Witholt, Dec. 30.—TO THE EDITOR: You will pardon me, as one who ought to be deeply interested in the road question, for asking space in your paper for a few more

remarks on the subject, partly in answer to an article from Molalla signed "H." I have no quarrel with "H" for his criticisms; on the contrary I thank him for his fairness, feeling that I would far rather be classed incompetent than as dishonest. Incompetence may be overcome, but dishonesty, seldom or never.

I shall speak with special reference to my own experience as supervisor, but have no doubt my remarks will apply as well to the rest of the supervisors under the system now in operation.

During the nineteen years I have been in Oregon I have never traveled the roads without studying the problem of how to get better roads, and I think to some purpose, enough, at least to be able to tell at a glance what kind of soil will make a good dirt road and what kind will not. Have also read all the opinions of road builders I could get on the subject. But now comes in the most difficult part of the problem—how to put in practical operation what little knowledge one may have on the subject on the allowance of twenty-three hundred dollars, which was increased somewhat by some allowance for special work. This amount to be spread over several hundred miles of very bad roads, very many of which are covered by heavy timber, to clear away which requires more expense than to build a good road in a prairie country. How much "scientific" road work can ever so able an engineer do under these circumstances? Add to this the fact that the people were bitterly hostile to the present policy, and fought us constantly whenever we attempted to relocate and straighten roads, even refusing to remove their fences out of the roads until compelled to, every one wishing us to spend what little money we had to spend on his particular road, and you have but a small part of the discouragements we have labored under. When, for instance, we had a piece of road requiring a thousand dollar expenditure to finish and reach an outlet for the surface water, with perhaps only two or three hundred dollars for that particular piece of road, what could your civil engineer do under such circumstances except to start his road looking two or three years ahead to finish it, and receive the curses of the people, and be dubbed a fool who did not understand the first principles of road building, just the same as

However, I believe these four "riding bosses" have filled an important position in the evolution of road building now going on in this country. We have done our best under very adverse conditions, receiving the abuse of the people during the worst part of the agitation for better roads. And now if it is the judgment of the people and the court that one civil engineer can do the work better than the four, by all means employ such a man; but remember that however competent he may be it will take money to build roads, and it will also require a hearty co-operation by all interested in the matter of good roads. The time will come when the people of Clackamas county will appreciate the efforts of the county court who had the courage to inaugurate the campaign for good roads in spite of the opposition they were obliged to meet on every side. And the time will come when they will recognize in Judge Meldrum one of the best county judges we have ever had, notwithstanding some mistakes he may have made.

As to "H's" ideas in regard to locating roads, I agree heartily. I have long seen the defects in the old system of locating roads, and since my term as supervisor have refused to work many such impracticable roads, and have been roundly abused for it, too. The courts has refused to spend public money on some such roads and has also been abused for such refusal. But the court is not to blame for locating such roads. They are located according to law, and we can do nothing to remedy the matter until we change this law.

I also agree with "Junius" about plank roads. They are but a make-shift, and an expensive one at that. There is a great part of Clackamas county in which rock roads are the only permanent roads which can be built; but there is considerable of my district south of the Molalla river in which good permanent dirt roads can be made, provided the legislature will pass a law compelling the people to use a wagon with a tire of not less than five-inch width for all heavy hauling. They will complain bitterly at first at such a law, but will be obliged to come to it before we can ever have any good roads, rock or dirt.

As this article is already too long I will leave until some other time the question as to how to make good roads.

E. P. CARTER.

FOR GOOD ROADS.

HARMONY, Dec. 31.—TO THE EDITOR: It is noticeable in the ENTERPRISE that the reports of the condition of the roads are very different from what they were two months or so ago. Before the fall rains their five condition was commented on. But now it is right to the contrary, and different plans are suggested as to their improvement. Probably many miles were graded this year, and the condition of these roads at present tells us plainly that it is useless and a waste of money to grade them only, not putting on plenty of gravel or other substantial material.

A grade may be made ever so good and well ditched on each side, but it will cut up and become muddy when much rain has fallen on it where there is much travel. The continual traveling on it in the center where it is left comparatively level for heavy hauling will form ruts or tracks from one to two inches in depth so that the water will stand to some extent on the road and soak in, making it too soft to bear up a loaded wagon.

Most any one in the county will acknowledge that we need good roads, such as will stand heavy hauling in the winter season, as well as the summer.

If we pay a 5-mill tax for road building and get good roads, we might say we get the roads without cost, and not only without cost but with gain also. As to the question "How?" I refer you to the table given in the ENTERPRISE a few weeks ago, showing the difference in hauling on a good road and a bad one.

A 5-mill tax would make over \$25,000. A good gravel road can be built, counting grading, at about \$600 per mile, and proba-

ble in some places at \$400 per mile. This would give us about fifty miles a year of good roads, so that in a few years we would have good roads throughout the county. The tax could then be lowered to one or two mills and be used for repairing and building where a new road might be laid out.

A somewhat difficult task would be to appropriate the money to the satisfaction of all. Viewing it from a reasonable standpoint it appears the main thoroughfares of the county should have attention first, the money being equally divided to the parts where it is most needed.

The work of building roads is another important part. Probably a good way would be to let it out to the lowest bidder, requiring him to furnish bonds to the amount of the contract to insure the county against loss on the part of some of the work not being thorough, which might otherwise be the case.

Plank road, it appears, would cost many times that of a gravel road. Let us say, for instance, a road built of plank three inches in thickness, (which would make it more durable than one of thinner plank,) and eighteen feet long; for one mile it would require 274,500 feet, and at \$5.00 per thousand would cost over \$1,372,500, besides the timbers to lay the plank to and the work of building, hauling, etc., which would amount to several hundred dollars. The cost of hauling of course would be determined by the location, etc. from the saw mill. In a few years the plank would have to be replaced at greater cost than when first built. One of lesser dimensions could of course be built for less money; but one narrower and of thinner plank would wear out sooner than the larger one and thus necessitate replacing oftener.

It is probable that any plan that might be proposed would meet with objections more or less. However, if this question receives consideration from a majority of the people of the county, and the roads are improved and made substantial, we will all be benefited.

ROADS.

STAFFORD NOTES.

STAFFORD, Dec. 21.—Weather is frosty, a light flurry of snow last night. Roads are dry and dusty, creeks are becoming low.

Christmas is past and a very pleasant day it was, although cool in the wind it was very comfortable in the sun. A dance was given in Larson's hall which was lightly attended on account of the many Christmas trees and other dollars going on at the time.

Gideon Newton and his young wife from Independence are visiting at Mr. Phillip's.

Miss Amelia Mayer, of Highland is visiting at her uncle's, Samuel Mayer. Sam Mosier is at Bethany on holiday business.

Priester sisters and brothers are in their old haunts once more, at Frog Pond. The Turner boys are getting up a dance for tonight at the grange hall.

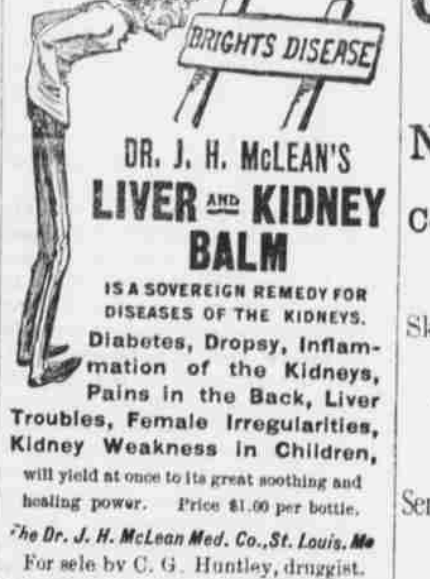
Conrad Schroeder will give a dance tonight at his hall.

Rev. Gronde has taken his place in the pulpit at the Baptist church and will act as pastor there the coming year.

Henry Melcher has resumed work on his 24x60 hog pen.

It is reported that Mrs. Augusta Melcher buried about \$1000 in her daughter's garden. (Mrs. Emma Bieler) on Christmas day and two days later went to take a prep at it when, to her dismay she found it all gone. Rumor has it that there is some shenanigan about it as there is some trouble in tax by affairs, but, as the family are all very reticent about their personal matters it is almost impossible to learn anything positive about the same.

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1.50 I Kip double sole, 1.15	2.00 Kangaroo Calf, button, 1.35
1.75 I Kip double sole tap, 1.35	2.00 Genuine Calf, lace, 1.35
1.75 A Kip heavy sole tap, 1.35	1.50 Common Dongola Tip, 1.30
1.50 Milwaukee Oil Grain, 1.35	2.00 Good Kid Tip, \$1.40 to 1.70
2.00 Full Kip by Double Sole, 1.50	2.00 Majestic Fine Kid Tip, 2.00
2.00 Fine B Calf lace, 1.35	4.00 Hand-sewed French Kid, 3.00
2.00 Fine B Calf lace, 1.45	4.50 French Kid, latest style, 2.95
2.00 Fine B Calf Congress, 1.45	2.50 Kid Cloth Top tip, 2.00
2.00 Fine good Buff lace, 1.60	Christmas Velvet Slippers, .85
2.25 Fine Glazed Calf, 1.75	MISSSES' SHOES.
2.50 Glazed Warranted Calf, 2.30	Pebble Grains, \$1.05 to 1.20
2.75 Heavy Warranted Calf, 2.40	Soft Calf School Shoes, 1.30
4.00 Porpoise Waterproof Heavy, 2.75	Kid \$1.00; Good Kid Tip, 1.25
4.00 Calf or Kangaroo, 3.00	Extra Fine Good Kid, 1.45
2.50 Calf Boots Tap, 2.00	BOYS' Oil Grains lace, 1.00
Oil Grain double sole Tap Boots, 2.65	1 Kip buckle, .90
4.00 Fine Calf latest style, 2.95	Best Kid lace, 1.50
2.00 Dongola Pomp, 1.50	CHILD'S Kid, .90 to 1.35
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