

# Oregon City Enterprise.

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CHAS. MESERVE,

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

## GOLD DEFICIENCY.

The steady accumulations of gold by the great nations of Europe who are gathering it up and hoarding it in their vaults as a war treasure, to be used only in case of emergency, is causing much apprehension in financial circles the world over. France by a late report has \$375,000,000 in gold in her treasury vaults, the greater part of which will never leave the government's possession until a war calls for all its resources. Germany is supposed to have about an equal amount, and strives by every way possible to add to her war reserve of gold. Russia, Austria, and the other countries, are hoarding all they can spare from their circulation to enable them to have the sinews of war when needed.

Such enormous sums of gold taken out of the hands of the commercial world cannot but have its effects on the financial problem now confronting us. It is estimated that the amount of gold laid away each year in the war vaults of Europe and that used in the arts almost equal the annual product of all the gold mines in the world. As the commerce of the world is steadily growing and each year requires a larger volume of a medium of exchange, the fact is apparent that some medium other than gold will have to be brought into use. This is the problem of the day. If silver is to be thrown out then paper currency must be pressed into service to fill out the deficiency in the circulating medium. But the volume of gold being so small it will require such an immense quantity of paper that it will be an impossibility to maintain a par value between the two, even if all the nations were to assist in the work. Silver will have to be recognized, though not on the basis advocated by the Nevada and Colorado mine owners.

## UNDER FALSE COLORS.

The Oregonian's financial policy as at last evolved is to burn up all the paper currency now in circulation, abandon the use of silver entirely, have the government give up the money business and coin only such gold as may be brought to the mint and let the currency of the country be issued and controlled by private banking corporations.

The Oregonian is now getting about as far from the principles of the republican party as it was a few years ago when it was advocating free trade. It quotes from the Louisville Courier-Journal and other leading democratic journals arguments in favor of its bank currency as against a government currency. The Oregonian should bear in mind that the republican party is a party of sound money and has always advocated and will so continue to, the government issuing and controlling the money of the country and is irreconcilably opposed to all forms and kinds of state bank-wild cat currency.

If the Oregonian desires to join the democratic party it is undoubtedly free to do so, but to advocate the doctrines of that party and still claim to be a republican paper is going a little too far.

## ROADS AND SCHOOLS.

Good roads and good schools are the main factors in building up a new country, for they attract a class of people who, having the means to make a selection as to their future home, will not settle in a community devoid of these necessary adjuncts to the modern home. Money put into roads and schools is well invested, and will all return to the county treasury in the increased valuation it will bring to the property subject to taxation.

Clackamas county has been fortunate in the present as well as in the previous administration in having a county court friendly to both of these public necessities. Clackamas county's road fund will amount this year to \$22,500. As the road work will all be done on a cash basis, and the money judiciously expended, the farmers may expect that a substantial start will be made toward giving them good roads. The court's levy for school purposes will yield \$31,500, which, together with the appropriation made by the state, which Superintendent Gibson estimates at \$12,000, will give the handsome sum of \$42,500 to go to our schools for the year 1895.

In the perfection of her road and school

systems Clackamas county is not excelled by any county in the state and is equalled only by Multnomah county. Every person who is interested in the future prosperity of our county will sanction the action of the county court in bringing the county up to this high standard, and will encourage them with their financial and moral support.

One of the matters that the legislature should settle is that of mileage and expenses of sheriffs. The present salary law is indefinite as to whether the county shall pay the sheriff's mileage and expenses while engaged in county business or that he shall stand them himself. In this county the county court has decided that the salary paid the sheriff covers all charges against the county, while the sheriff is equally as positive that the salary only covers his office duties and that the extra expenses incurred in hunting up and arresting criminals should be borne by the county. The question is one in which there is a claim of justice on each side, the county feeling that the sheriff's salary is ample to cover all expenses pertaining to his office, while the sheriff argues that the expenses are such that his salary will be seriously cut down.

The action of the caucus at Salem Wednesday evening settles the senatorial fight, and Dolph will receive the full republican vote when the balloting takes place next Tuesday. While there are many republicans in the state who do not agree with Senator Dolph on his ideas regarding silver, yet they are willing to overlook this difference of opinion on the silver question in recognition of the services that his long experience and ability will enable him to perform for our state. The next congress being composed largely of new members, Senator Dolph will have greater advantages than ever in his work of securing legislation favorable to the interests of his constituents.

In changing from supervisors to an engineer to supervise the roads of Clackamas county the county court has effected quite a saving in expense to the county. Last year the county paid the supervisors \$1364 for their services, while the county surveyor received \$407.00 for work done for the county, making a total of \$1,771.00 paid out for the two offices. By combining them into one and paying a salary of \$1200, a saving of \$567.00 is made to the county, for it must be understood that the county surveyor is to receive no extra compensation for laying out roads and other work performed for the county heretofore paid by fees.

The collapse of the New Foundland banks came just in time to illustrate what would be accomplished by Mr. Carlisle's financial scheme when once in thorough working order. The people of that province are all bankrupt, and great suffering will be the result. The Newfoundland financial plan is almost a duplicate of the one championed by Messrs. Cleveland, Carlisle and Springer. All barriers to the unlimited issue of currency were removed, and at the first severe test the bank system collapsed like a house built of cards.

The citizens of Oregon City and this county should aid in a liberal manner the G. A. R. and Women's Relief Corps in their efforts to send supplies to the destitute in Nebraska. As the winter passes the limited resources of the unfortunate settlers become smaller and smaller, and late reports state that hundreds of families are now on the verge of starvation. With the plenty our people are blessed with the committee should experience no difficulty in raising a goodly supply of food and clothing for Nebraska's unfortunate.

THE INTER OCEAN, the stalwart republican paper of Chicago, which as a newspaper and party leader, is as much ahead of the Oregonian as the latter paper is ahead of the Dayton Herald, has come out in favor of silver and advocates its retention as a part of the monetary system of the country.

FRANCE has the largest circulation per capita of any country, the amount being \$30.70. It embraces gold, silver and paper, all issued by the government direct.

## WHAT BEAUTIFUL ROADS.

TO THE EDITOR:—There will be almost as many different ways thought of, and suggested, how to make good roads as there are men. The same with our finances, almost every man you meet can tell you how to fix the money of our country, and how the government ought to be run to make us all rich and happy. That is human nature, and as it is wise to gain information from whatsoever source, I may be excused for writing this.

One of our county's good men has said that he has been studying the road question for nineteen years and is as deep in the mud this winter as ever, so we all would testify, and as he is a truthful man he nor any other mortal man can suggest a plan to make good lasting roads, the way we use them after they are made. We have got to first get out of the old narrow ruts that have been handed down from father to son for generations. And let us do it now, as we have just come to a starting place.

What is the use, in this age of progress, of going to mill on horseback with a bushel of grain in one end of the sack and a stone in the other to balance it, just because our father's did. Can't we grangers and farmers think and change from the old to something new, as well as the steamboat men, and the railroad men, and the motor men? Every man in Clackamas county, if he will stop and think a minute, will know that we cannot build good roads and have them last and keep good, I don't care what you build them out of—stone, gravel, sand, wood, or mud—if we keep on using the roads as we do, and have been doing.

What is the use of believing that two times two are six, when it carries a lie on the face of it. What is the use of believing that a surface or thing will become solid, when you forever keep stirring it up. Two times two are six. What is the use of doing a thing over and over and over, because it is a habit, when to do the same thing another way once, will last forever. Now, come let us reason together. You

would call Seventh street, in Oregon City, a very good road, wouldn't you? If we had 50 miles such roads in this Clackamas county, we would all exclaim, "what beautiful roads!" But that is impossible under the old system—it would cost one million dollars every five years.

But under the new system of which we will soon speak, such a road can be had all over the county in five years. Seventh street will have to be re-graveled, re-sanded and re-rolled before it is five years old, with the present way of using it. Two times two are six.

The Molalla road, for two miles out, was as good a road as rock would build for \$2000 per mile, and it did not last as a road eighteen months, so but what it would give a person the mumps to ride over it. Two times two are six.

The Singer hill in Oregon City, has been filled in and dug away, and graveled time after time, and five years ago it was filled in fifteen inches deep with crushed rock and made as good and as nice as money and time would make it, and in three year's work it was all gone, wore down to the old original boulders, since which time it takes a powerful grip on the seat, and a steady nerve, to keep from swearing while riding down and up that hill in a two-horse wagon.

Fifth street and the new park road to Mt. Pleasant will all be worn out in less than four years. Two times two are six.

Now then, in all soberness, does that kind of foolishness pay? Have the people of Clackamas county got so much money that they can keep on spending it for roads, over and over again every three to five years, and never think or learn where the trouble is—when such a road as Fifth or Seventh streets would last almost forever and one day more, used as a road ought to be used after it is once made at such a cost. It is not so much in the material used in making a road to have it last, as in the vehicles used in wearing it out.

The very first step in the direction of good roads is for Clackamas county to get the state's consent to forbid the use on the roads and streets of all farm or road wagons, and all drays and heavy wagons in town, with tires less than six inches wide, and all two-horse hacks, grocer, butcher and other delivery wagons, the tires not less than three or four inches wide. Our progressive representatives might take hold and at such an instrument through the legislature this winter for Clackamas county. Such an act would be as good for good roads in our county as a million dollars paid down in spot cash.

First, for this reason: With wide-tired wagons, every foot of graded dirt road would be kept and compacted and rolled down into a smooth road bed, and every dollar put into road work would be a permanent improvement.

Second—Every rod of road built, whether it be stone, gravel, sand or dirt, would never rut up nor cut up into mud holes.

Third—Every rod of road built of whatever material would be rolled down smooth, and the more travel on it the harder and smoother it would become.

Fourth—Every rod of road properly graded up into an oval shape from ditch to ditch, having the ditches on either side, at least two feet lower than top center of pike, and then covered with fine gravel or coarse sand would roll down into a solid smooth highway scarcely ever needing any repairing.

Fifth—Such a road would not wash down hill, for there would be no ruts from narrow tired wheels to start the water into trough-like channels, but would naturally run off each side into the side ditches.

Sixth—It would stop all tendency for one team to follow directly in the paths or ruts of previous teams, which are so destructive to the present roads, etc.

If we would try it for one year then all would fall in line without opposition. All our wagons can be changed with but very little expense compared with having good roads. Four wheels for wagons with six inch tires can be bought now for from \$20 to \$25.

The Farm, Field and Fireside has this to say: "The good roads spirit of progress has impressed the value and necessity of wide tires upon all classes of road vehicles. Teamsters, merchants, and manufacturers in towns and cities, are adopting wide tires because they find the loads haul easier and the streets wear smoother and better. Wide tires are imperative on the good roads of France; then how much more important upon our soft dirt roads." A writer in Good Roads says: "In those parts of the country where stone does not abound, and the most available road material is prairie mud, the first, best, and cheapest relief is to use wide tires. Next is to put in under drains and keep the road well shaped up. Such a road, properly looked after, comes very near being right for sparsely settled prairie country, and during a large part of the year is good enough for anybody; but it is absolutely necessary to use wide tires. And what is more, it is profitable to the user in that he can haul double the load to town even when he is the only user of wide tires over that road. And as soon as the flat-footed wagons become general it is not necessary to spend one half the amount keeping up even a common dirt road."

With proper drainage and wide tires a long step is taken in the direction of going to town in the spring and fall. Few localities are so low that drainage is not practical, and even in the lowest bottoms a road properly raised, with suitable side ditches and cross-ties, will be in good shape most of the time; but no such road can stand narrow tires. Get proper highways as soon as possible, but get wide tires now. The meanest road is made better, a fair road is much improved, a soft road is kept smooth, a good road is left so, a hard road is made harder, a smooth road is made smoother, a rough road is leveled, all roads last longer, larger loads can be hauled, larger bank accounts can be maintained, better profits for the farmer, better nature will prevail, and better citizens are made by the use of wide tires; therefore get wide tires first, and good roads will be easier of attainment.

If expressions the country over are an evidence an important factor in the problem of the maintenance of good roads is the adoption of the wide tire on heavy vehicles. Great complaint is heard in the gravel road sections over the destruction wrought by the narrow tires which cut deep into the

surface of even the best roads and leave tracks which quickly wear into ruts almost to the ruin of the road. Abroad they have learned how to preserve the highways which have been built at such great expense, as is thus set forth by an exchange:

In France it is customary to use tires for heavy teams six inches wide, and the forward axles of four-wheeled wagons are made shorter than the hind axles, so that the four wheels roll a portion of the road two feet wide at each passage. Such wagons improve rather than injure the condition of the roads and are easier for the horses; the usual load for each horse in France being two to three tons net load on hard roads. This is more than double the usual load here, even on our best roads.

It is earnestly advocated in some parts of this country that those persons who persist in the use of narrow tires be subject to an extra tax, and there appears to be much justice in the suggestion.

That the wide tire is far preferable to the narrow one, especially so far as gravel or macadam roads are concerned, is thus stated by an agricultural engineer in the Country Gentleman:

"The wide tire is a service to the road, acting as a roller. Unfortunately this matter is not understood, and there is much error in regard to it. The draft of a wide tire is not increased but diminished. When a narrow tire sinks into the soft ground it is equivalent to going up a slope equal to the depth the wheel sinks, and the small distance from the lowest point of the wheel to the level of the road. This is more than would be perceived at first sight, and increases the draft fully a fourth or more. Another thing should be well known, viz: that to travel in a rut is destructive to a road, and every driver should avoid following directly in the track of another wagon. By doing this the road may be made like a floor, all the more so if the wide tires are generally used. All this applies to the use of wagons in fields, but more so to those on roads."

In view of these statements it certainly seems proper that those in charge of this campaign in behalf of road improvement should demand of our wagon makers to show cause why the wide-tire wagon cannot be bought in most sections of the country. Unnecessary wear and tear on costly built country roads is as unjustifiable as neglect or rough usage of railway roadbeds. The question of wide tire vs. narrow tire demands discussion. If good reason exists against the adoption of wide tires on all our heavy vehicles it should be stated; if not, steps should be taken to induce or compel their use. L. H. ANDREWS, Jan. 10, 1895.

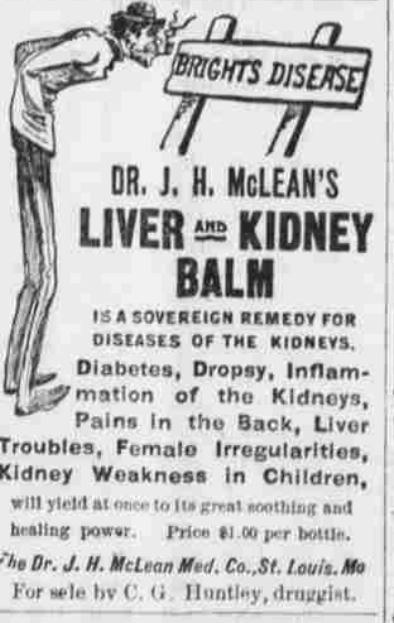
## A USELESS COMMISSION.

OREGON CITY, Jan. 15.—TO THE EDITOR: Allow me to express my pleasure on your remarks on the Dental Commission in last week's issue of the ENTERPRISE, also of those of the Oregonian on the 9th inst., viz: "Abolish the state commission, they are costly and useless." Ninety-nine out of every hundred of your readers will agree with you that the dental commission should be abolished.

Our legislators a few years back took pity on the dear people and provided special means of taking care of them. I suppose they judged by the poor work done in their own selection (knowing themselves best) that the public intellect was weakened so as to be unable to guide them right in other things, amongst these in not knowing who ought to pull their teeth, etc. So these anxious guardians of the public welfare arranged for the governor of the state to appoint four men for this business, not four disinterested men whose pockets were interested in limiting the number of dentists in the field, and as you say in keeping up prices. These autocrats can wink at the law when their own pockets are concerned and bring down its anathemas on any one outside their favors.

The recent prosecution of Dentist Wallens has cost this county a large sum, without any corresponding benefit, and, but for the wisdom and good sense of Judge McBride, he would now be receiving punishment for no fault of his own, nor for having hurt any one, as the opposite facts have been proved but for not being able to comply with a law which with its present defects, is unwise, inhuman, and even brutal to enforce, and any one trying to enforce this law on others should be careful that they are not subject to its full penalties themselves, but a word to the wise is enough. ARMS.

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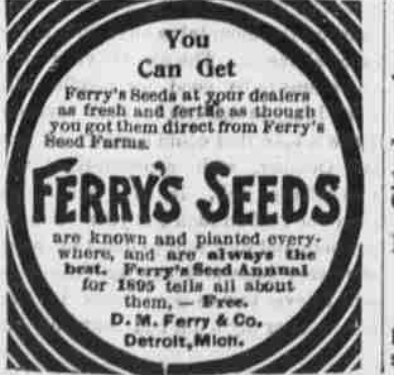


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