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FRIDAY, JANUARY 10, 1896.

AGENTS FOR THE ENTERPRISE.

Beaver Creek, Dr. T. B. Thomas	Clackamas, Geo. Knight
Canby, A. Mather	Clatsop, Oscar Winstinger
Clackamas, G. J. Trullinger	Clatsop, Chas. Holman
Clatsop, W. S. Newberry	Clatsop, Henry Miley
Clatsop, F. L. Russell	Clatsop, T. M. Cross
Clatsop, J. G. Gage	Clatsop, C. T. Howard
Clatsop, R. M. Cooper	Clatsop, Annie Stubbs
Clatsop, E. M. Hartman	Clatsop, B. Jennings
Clatsop, Ed Muecke	Clatsop, L. J. Perdue
Clatsop, H. Wilbern	Clatsop, J. C. Elliott
Clatsop, F. Gotsch	Clatsop, Mrs. W. M. McIntyre
Clatsop, Geo. J. Curran	Clatsop, Mrs. M. J. Hammer
Clatsop, Adolph Aeschoff	

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

The work of reorganizing the old republican clubs and of organizing new ones in neighborhoods where none existed, has begun in earnest, and within the next three weeks the club organization for Clackamas county will be pretty well completed, and the republican party will be in shape to go into the campaign in first class condition. It is hoped that Clackamas county will be one of the banner counties of the state in its representation of the state republican league to meet in Portland on Tuesday, February 4. Each club is entitled to one delegate for each 25 members or fraction over 15, and one delegate at large for the club. New clubs just organized will be supplied with a copy of a constitution by addressing the secretary of the Oregon City Young Men's Republican club, or Capt. H. T. Wells, Portland. Speakers will be sent where possible to all club meetings and to meetings where clubs are to be organized.

The congressional fight in this district promises to be an unusually lively one, judging from the number of candidates that are spoken of and who are quietly working up little booms in their own favor. Among those whose names are being brought forward by their friends, are H. B. Miller and W. T. Vawter of Southern Oregon, Judge R. S. Bean of the supreme court, Thomas H. Tongue, of Hillsboro, C. B. Moores and T. T. Geer of Marion county, and George C. Brownell of this city. There are several other aspirants who are discreetly holding their names back and denying all designs on Hermann's place, awaiting developments before making an open fight.

The Oregon Road Club—an organization lately perfected in Portland for the purpose of furthering the good roads movement in Oregon, and to which a number of country suckers contributed an initiation fee, has lately put in a steel bowling alley as an adjunct to their billiard and other road appliances, which is proving, to judge by the protest in the Oregonian, a public nuisance. The club's neighbors complain that they find it impossible to sleep since the alley was put in, so great is the noise produced.

The state democratic central committee which met in Portland Tuesday, fixed April 9 as the date and Portland as the place for holding the next democratic state convention. The representation agreed upon is one delegate for each 100 votes or fraction over 50 cast at the last election for Judge Burnett for supreme judge, and one delegate at large for each county. This apportionment will give to their convention 243 members.

The democrats are fighting the tariff bill the republicans have before congress for all they are worth, their plan of raising more revenue being to place an extra tax of one dollar on each keg of beer manufactured in this country. As beer is not a democratic beverage their willingness to have it bear a high tax is patriotic in the extreme.

The state republican central committee is called to meet in Portland on Wednesday, February 5, for the purpose of determining upon the time and place for holding the state convention, and to transact any other business that may properly come before the committee.

The presidential boom of Governor Morton, of New York, has received a setback as a result of the governor's utterances of peace at any price in the misunderstanding of the United States with England over the Venezuelan boundary question.

New York has the largest population, Texas the largest area, and Illinois the greatest railway mileage of any of the states, while Nevada has the smallest population, Rhode Island the smallest area, and Oklahoma the least railway mileage.

SPIRIT OF THE PRESS

Of a proposed movement for early closing by the merchants of Astoria the Budget has the following: An early closing movement is to be put on foot immediately by some of the merchants and clerks. It is a very good idea and if all our merchants go into the combination and stick to it, as they should, they will all be just as well off, and

better too. There is just so much goods to be sold in Astoria, and every man should be willing to take an even chance with his competitors in the same line of business. There has always been a few merchants in this city who have stood out against an agreement of this kind, and some who have signed have broken faith. Clerks in stores in Astoria are worked longer hours than in any city in the Northwest and their salaries, we are sure, are no larger than in other cities. Let the good movement go on, and let the door of every store be closed promptly at 7 o'clock in the evening. There is plenty of time to sell goods before that hour.

Oregon City may take a pointer from the following from the Hood River Glacier regarding the withdrawal of the boats from that part of the Columbia river: The steamer Regulator was drawn off the route between Portland and the Cascades January 1st. On the 2d the railroad company raised the price of freight on apples from Hood River to Portland from 10 cents a box to the old rates of 17 cents.

To the untrifled, like brother Noltner of the Portland Dispatch, who has been shouting and working for the democracy ever since the days of states rights and secession, the working of the civil service rules gives unspeakable grief and chagrin. In the Dispatch of last week Mr. Noltner denounces the system in the following vigorous kick: It is somewhat remarkable that all those that were dropped out of the Portland post-office happened to be democrats, and it is equally so when we note the fact that the pay was reduced only in positions held by democrats. It is not so strange, however, when we recognize the fact that these changes are made at the recommendation of republican inspectors, and the head of the office dare not protest for fear that he may lose his position. Democratic federal officials seem to be at the mercy of the inspectors and dare not assert their manhood. It is a humiliating position for a man to occupy, but that is what they call civil service.

FOR A ROAD COMMISSION.

To the Editor: On reading an article in your issue of December 13th, in which an opinion adverse to the forming of a road commission for the state is expressed, I was inclined to think that the position of the ENTERPRISE was well taken. But on reflection, and a little study of the attitude of the people of the state on the subject of good roads, I fully realize that there is much to be said in favor of such a commission. If our road laws were understood and appreciated by our people; if they were backed up by a public sentiment strong enough to give them a fair trial, it would be true, as the ENTERPRISE has said, that "there is no state in the Union that has a better system of road laws than Oregon;" and the time would soon come when our people would be enabled to enjoy the comforts and pleasures, and reap the benefits and profits of a system of good roads. But unfortunately this enlightened public sentiment, which is a necessary element in the successful execution of all good laws, seems to be lacking everywhere in Oregon except in Multnomah county, and perhaps in Clackamas county. Although the law establishing the new and better system, applying to counties having ten thousand inhabitants or more, was passed nearly seven years ago, and has only been amended since that time in a very few particulars relating to extending its operation to all the counties in the state, regulating the amount of tax levy for road purposes, and giving the county courts a fuller control of the disbursement of the road fund, chiefly intended to guard against speculation and waste, there has been but little advance made in the movement for better roads in Oregon outside of these two counties. And the resistance to our progress on the correct lines of our laws does not take the form of apathy and inertia only, but some "pernicious activity" in the legislature in the way of passing city charter bills has wrought much mischief, in most cases no doubt without any intent on the part of our honest representatives to do so, but as a result of the careless method of enacting such legislation. To such an extent has this kind of legislation operated to nullify this most valuable feature of our road laws that we seem now to have arrived at the condition in which only Multnomah county can operate successfully under our improved system of working the roads. This is extremely unfortunate, for our advance has been made directly in line with the progressive movement of the most advanced states, in so far at least as the underlying principles is concerned, to wit: The cities and villages are benefited by having good country roads as well as the country people, and they should help to make them. This is the central idea of the New Jersey State Aid Law, which has been so highly commended everywhere by all those publications which have at all interested themselves in the good roads movement. Hon. Edward Burrough, state commissioner of public roads for the state of New Jersey, says: "It will be observed that under this act the property owners pay one-tenth and the state one-third of the costs. These payments are virtually a free gift to the county, which pays the remainder and thereafter must keep the road in repair, thus compelling the citizens of cities and towns to bear the same burden that is imposed upon the farmers. . . . That farmers should be relieved of a portion of the burden of maintaining the public roads is a reasonable demand, and is heartily concurred in by the best citizens of our cities and towns."

In this last statement of New Jersey's commissioner of public roads lies the secret of New Jersey's success in handling the good roads problem, so that she has been visited by commissions sent from other states to study her methods. It bespeaks a condition which, if one is correctly informed, he may use as a criterion, by which, without the trouble of a visit, he can rightly judge and distinguish between towns that are alive to their best interests and make circumstances which tend to their certain prosperity and growth, and those sleepy, sluggish towns which, while they are "waiting for something to turn up," are outstripped by their more liberal and energetic rivals.

In Oregon we have far too many towns of the latter class. The one lonely but not forlorn and cheerless example of the first class is our metropolis, the city of the Northwest, whose liberality has been its inspiration from the beginning.

The early settlers who located in the wilderness on the banks of the Willamette where now is the city of Portland, thinking to build a town there, soon found that their aspirations were frustrated by other settlers along the river, both above and below them, and who claimed, not without reason, that they were more favorably situated to secure the trade of the rich agricultural country of the valley. To overcome these advantages possessed by their rivals the villagers of Portland bestirred themselves about pushing roads into the agricultural settlements for the purpose of securing their trade. In 1831, while yet but a small village, Portland built the road leading from her landing to the Tualatin plains, and a writer on the early history and development of Portland says of it, "Without doubt no other thing did as much as this to fix Portland as the metropolis." This policy of liberality in building good wagon roads into the surrounding country has been steadily pursued by the city of Portland, and she has done, and still continues to do more towards building roads outside of the city limits than all the other towns of the state combined. She has prospered as none of the other towns have prospered. She believes that while she is pursuing the policy of building up the surrounding country she is contributing to the certain advancement of her own material interests, and that where all are benefited each should contribute his proportional share toward securing the public good. Portland indeed is a city of which any true Oregonian may well be proud, and to which all the people of the surrounding country, whether they be of her own or another county, are intensely loyal. Of course Multnomah county then can work successfully under our improved system.

But how about the other counties of the state? One need not extend his search further than to our session laws of 1885 to find facts enough to discourage any but the most ardent workers in the cause of good roads, and bring them to fear that the standard of excellence attained by our road laws is very far in advance of the sentiment of our people; that we are, in fact, in about the condition in regard to this subject that Portland seems to be in, regarding her ordinances against gambling; she is ashamed to repeal them and is not willing to execute them. Outside of Portland the cities and towns appear to be the dark corners of the state, requiring persistent and vigorous missionary work. To illustrate: There is a little town in this state, situated on a level plain where absolutely no grading is required on the streets. Through this town runs a little stream, scarcely large enough in which to run saw logs over which and within the corporate limits of the town, the county a few years ago built a bridge and has maintained it ever since. Our legislature last winter amended the charter of this town. From this amended charter I quote: "Sec. 153. The said city of Sheridan shall have control of all the streets and bridges and roads within the corporate limits of said city, except the bridge over the Yamhill river at Bridge street in the city of Sheridan, said bridge to be the property of the county of Yamhill, state of Oregon, and the inhabitants of said city within said limits, and all property therein shall be exempt from the payment of road taxes of any and every kind to the county of Yamhill, state of Oregon."

But lest this little town should think that "Kello" has sought to render it obnoxiously prominent in its liberality toward the good roads movement, it may be well to state that of twenty-one cities and towns of Oregon, whose charters were either originally enacted, or were amended by the legislature last winter, eighteen have provisions of similar purport, the bridge being only a variation to suit existing conditions of the locality.

Do not the facts recited indicate that we need something further in the way of legislation? Has the advance we have so far made been eminently satisfactory? If we need legislation what legislation do we need? Everybody has different ideas on these points, and if anything is proposed in the way of amendment to our road laws in our legislature, it stirs up the whole pool of ideas, and there is always danger of doing more harm than good. May it not be a good scheme to follow the example of Massachusetts and some other states, and appoint a road commission to study up this subject and propose to the legislature such legislation as will be suggested to their minds after a thorough study of, first, our own road laws and the manner of their execution; our conditions of climate, topography and soil, and also the artificial subdivisions of our lands, farm boundaries, &c.

Second: The system of road management in other states, especially in those states which are successfully wrestling with the good roads problem, together with their experience and the lessons taught by it.

In this connection I would commend to the favorable consideration of all true friends of the cause of good roads, the words of Gen. Roy Stone, special agent and engineer of the office of Road Inquiry of the United States department of agriculture: "How can a people having no surplus capital build good roads? For an answer we must go where they have done it successfully, and study the methods adopted; we can certainly follow these methods; possibly we may improve upon them. First, we must study all the economies possible in construction; second, we must find out all the parties to be benefited and see that each bears his proper share of the cost, whether or not he belongs to the immediate locality, or even to the present generation of men. Third, we must look into the local questions of road materials and transportation, and into all the latest improvements in road implements and machinery. "But who is to do all this? And that brings us to the first practical step in general road improvement, namely, that every state should have a permanent commission composed of the citizens of the highest character to undertake this investigation and recommend the necessary measures to the legislature, to watch the workings of those measures when adopted, and to secure any possible improvement in them." KELLO.

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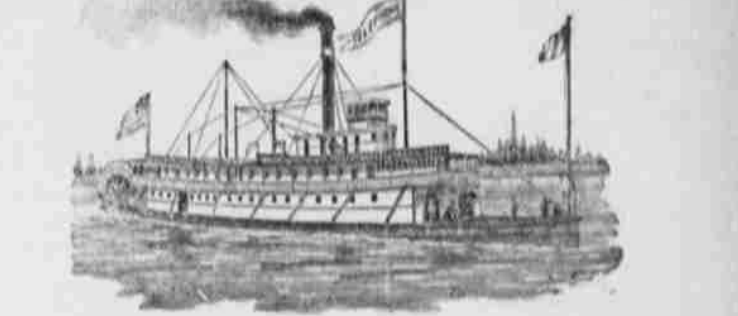
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