

Oregon City Enterprise.

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AGENTS FOR THE ENTERPRISE.

Beaver Creek, Dr. T. B. Thomas	Clatsop, Geo. Knight
Clackamas, A. Mather	Clatsop, Geo. Knight
Milwaukie, Oscar Waininger	Clatsop, Geo. Knight
Union Mills, G. J. Trullinger	Clatsop, Geo. Knight
Meadow Brook, Chas. Holman	Clatsop, Geo. Knight
New Era, W. S. Newberry	Clatsop, Geo. Knight
Wilsonville, Henry Milroy	Clatsop, Geo. Knight
Pa-t Place, F. L. Russell	Clatsop, Geo. Knight
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Orrville, L. J. Perdue	Clatsop, Geo. Knight
Scagle Creek, H. Wilburn	Clatsop, Geo. Knight
Imanascus, J. C. Elliott	Clatsop, Geo. Knight
Sandy, F. Gotsch	Clatsop, Geo. Knight
Falmouth, Mrs. W. M. McIntyre	Clatsop, Geo. Knight
Orrville, Geo. J. Carrin	Clatsop, Geo. Knight
Cherryville, Mrs. M. J. Hammer	Clatsop, Geo. Knight
Marmot, Adolph Aschoff	Clatsop, Geo. Knight

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

THE OREGON ROAD LAWS.

The good roads movement is making most gratifying progress in California and some very fine roads have been built within the last year or two in that state, though their road laws are far from being perfect or even equalling those of Oregon.

The San Francisco Argonaut, which has been the leader of the good roads movement in that state, giving during the past few years many able and instructive editorials on this important subject, in a recent number takes the Enterprise to task for asserting that Oregon has the best road laws of any state in the Union, and proceeds to pick out alleged weak spots in our road laws.

The leading objection which the Argonaut finds is that our laws do not provide for state highways. This assertion is true, but we do not here in Oregon consider it a grave fault, for the state is not sufficiently developed to make inter-county roads a necessity. The great problem with our farmers at present is to get roads passable at all seasons of the year to their nearest and best markets. When this is accomplished it will be in order to take up the building of state roads, but it will be at least ten years yet before Oregon can undertake the construction of trunkline roads connecting the various sections of the state.

In speaking of the road laws we have, the Argonaut gets somewhat mixed, making out that our road work is carried on under both, what is known as the Meldrum and Cross road laws. These laws are entirely separate in their character. The Meldrum law, so-called because its leading features were drafted by Judge Meldrum of this county, provides for the collection of a county road tax in cash and the appointment by the county court of a county road engineer and district foremen and the exclusive control of the roads and road work by the county court. The Cross law, so-called because it was introduced and passed through the legislature by Senator Cross of this county, provides for the improvement of main highways by levying an assessment upon the adjacent property as streets are improved in cities. This law has not as yet been put in operation in this county, all roads being built out of the general fund.

For the enlightenment of the Argonaut and the information of all others who may wish to know of the practical workings of the Oregon road law, and of its local option feature, which is admired by the Enterprise and condemned by the able San Francisco exchange, the Enterprise will briefly outline the system as carried out in Clackamas county. In this county the county court appoints each year a road engineer who attends to the laying out of all roads and who supervises their improvement. The court's rules provide that all petitions for new roads or changes in old ones shall first be approved by the engineer before presented to the court and that all grades shall be less than 10 per cent, unless absolutely impossible and so reported by the engineer. In the improvement of roads already laid out no work is done until the route has been examined by the engineer and if found defective the adjoining settlers are compelled to have it properly located before any money is spent upon it. The engineer is paid by the month and during the summer months gives his entire time to road work. Having all road petitions subject to his approval prevents the county from being put to the expense of surveying routes which are found to be impracticable, he, through his knowledge of the topography of the county, being able to judge as to whether the route is practical or not, without a regular survey being made. Of course, should he be inclined to be arbitrary the court allows the petitioners to ask that they be given a hearing on the merits of their proposed road.

In the work of road building only the main highways are improved first, the plan being to begin at the market end and work out toward the interior. The method of work is that carried out by the best road engineers of the East. Gravel, crushed rock and plank being used, with crushed rock given the preference for producing a permanent road bed in this damp climate, where the ground is soft and yielding for six months out of the year.

That the Oregon road laws are the best of any state in the Union, the Enterprise will still maintain. The California system of which the Argonaut speaks so favorably is weak in several points. The three most vital, being a state road commission at a cost of \$12,000 a year to the tax-payers, making their system too heavy and expensive without a corresponding benefit being derived from the labors of this commission, for the problem with the farmers of California is, as in Oregon, to get to market. The other and greatest defect of all is the election by the people of the road supervisors. That a good vote-getter is seldom a good engineer is plainly in evidence wherever this system prevails, by the poor quality of road work done. The supervisors should be under the direct control of the road engineer and county court as here in Oregon. The failure to have county road engineers is another weakness in the California laws, as well as in nearly every other state of the Union. Successful road building requires better engineering skill than that of railroad building, for in addition to grades, drainage and construction work, he has to contend against the jealousy and obstinacy of many of the settlers along his road routes, as also the limited amount of money that he has his disposal, and with which he is usually expected to do as much work as the railroad engineer with his unlimited funds. Having the control of the roads of a county in the hands of an engineer insures uniformity of work and the opening of main highways through the county, that would be impossible as it was in this county when we had, under the old law, 70 road supervisors, each working according to his own ideas and plans.

SENSIBLE POPULISTS.

In another column the Enterprise publishes a communication from Wm. A. Starkweather, in which he gives his views in regard to the late Simon-U'Ren hold-up in the legislature. Mr. Starkweather is one of the prominent farmers of Clackamas county, and in politics he was a leader in the populist party while U'Ren was yet in the republican party and had not been lured away by the chance of getting an office, which the growing strength of this party offered to men having an insatiable desire to serve the people and especially the taxpayers, as demonstrated by our late populist patriots from this county. In reviewing the effect of the late hold-up, Mr. Starkweather takes the same view of it, as would any republican, democrat or populist who had the welfare of his country at heart and who desired that our liberties and free government should be maintained. As he well says the hold-up is the first step toward a people's political downfall and financial ruin, for it destroys the intent and purpose of our state government and entails upon it unnecessary expenses which the taxpayers can ill afford to meet.

In voicing his protest against the anarchistic tactics of the Simon-U'Ren combine, Mr. Starkweather is reflecting the sentiments of hundreds of populists all over the state, who have found out that populism is a myth when set up as the embodiment of all that is honest and pure in politics and the next election will witness a desertion of these men who have been drawn into the populist party by the glittering promises of political reform and public economy.

THE ROADS OF ILLINOIS.

The good roads movement evidently has not yet made its appearance in Warren county, Illinois, judging by the following local which appeared in the Kirkwood Leader of April 7:

"W. T. Unckles of Hale township had fifty-six fat hogs to deliver in Kirkwood last Wednesday. His neighbors were called on for help, and the porkers were loaded into fourteen wagons—four hogs to each wagon. At the Pape hill the teams stuck, some of the horses miring down in the clay to their bodies, and the wagons dropping down to the hubs. Three double teams were hitched to each wagon, and in this manner they succeeded in getting the fourteen wagons to the top of the hill in three hours. It was a tough job."

While the unimproved roads of Clackamas county have been pretty tough the past winter, they have at no time been so bad as to require six horses to haul a wagon and four hogs over them. Our farmers have been able to get to market at all times during the winter months and to bring in an Illinois load with only two horses. The Enterprise reiterates its statement that Clackamas county is doing as much road work in proportion to its wealth and population as any county in the United States, a pretty broad assertion but nevertheless true, and with five years more work under the present system, and by the way no state in the Union has a better, will place this county in the front rank for good roads. It is the cash system, a skilled road engineer, a live county court and progressive people that is making Clackamas county the leader in the good roads movement for Oregon.

U'Ren, the patriot, like many another good man, has found that "a prophet is not without honor save in his own country and in his own house." Having failed to receive the endorsement in his own county that he expected, he is now holding meetings in other parts of the state, going as far away as Southern Oregon, he having a meeting advertised for the 23d of this month at Jacksonville. Mr. U'Ren will find that the anarchists and hold-up sympathizers are as scarce in the other counties of Oregon as they are in Clackamas and that his revolutionary tactics will be denounced as hard as they were here. If Mr. U'Ren was a wise man, he would do as his partner Mr. Simon is doing, go home, keep quiet and wait for the storm to blow by and the people to forget his connection with the late boodle-yielding hold-up.

The enigma to people not versed in the ways of Simon-populism is how U'Ren, who claims to be a poor man, can take long trips to distant parts of the state, each one calling for quite an expenditure of money,

that is such would be the case were a common individual to undertake these journeys. It may be that he has had his pass renewed, or that that \$80 he received from the boodle fund in Salem is nobly holding out until the end. Who knows?

"The bank clearings throughout the United States, as given by 'Bradstreet's,' were greater last month than during the month of March in any of the three preceding years 1894-6. This shows that there is already more business doing under the advance agent of prosperity, despite the continuance of the democratic tariff for deficiency and destruction.—American Economist.

MR. STARKWEATHER'S PROTEST.

The very unusual proceedings of the late so called legislature induced me to offer for publication an article kindly disapproving the course pursued by those engaged in the hold-up and urging early organization, which was deemed inopportune and went to the basket.

I now say, nothing seems more incompatible with duty and good policy than for a representative-elect, to the legislature, to refuse to take the office he sought and enter upon the discharge of such duties. He is the authorized agent and representative of the people to discharge their will in the most important of all matters pertaining to state citizenship and civil government. He is the supposed representative of the wishes, will and interest not only of the local constituency in local matters, but of the people of the entire state, embracing nearly a half million of people, in his more general duties. If he fails to act they are disfranchised and betrayed for a time. A few men, a score or so, have destroyed one branch of the state government for the time being and incidentally robbed the people of more than a half million of dollars and perhaps twice that sum if present conditions continue two years. Some in the hold-up have said deliberately, that if similar conditions exist two or four years hence, they would or will repeat the action, and then through public convention, officially called, ask endorsement.

To pass to our own party name, populists, without any wish to censure persons, I ask, are we in any meritorious sense populists when we get between the people and the legislature in a semi-official capacity (representatives-elect) and refuse to take the office, the oath of office, to do any of the duties of the office and through criminal disobedience to the law of both state and nation as well as disobedience to the mandates of the constitution, for which disobedience the hold ups and their house associates have already paid the penalty of \$120 each plus mileage? Are they populists who disfranchise the people by breaking up the legislature and destroying state government, while they double state expenses? Their excuse condensed is that other parties behaved so bad that they thought best to tear loose from duty. Every provision of law relating to the duties of representatives in its moral and legal import forbids bad faith on the part of a representative, the name itself implies obedience to the constitution. The penalty for the disobedience alone is insufficient where temptation is strong and therefore the taxpayers are robbed.

Now, as in 1888, people look longingly to the county, state and national treasury for aid. The taxpayers pocketbook is the last resort of corruptionists whoever they may be and wherever found. Politics at Salem are and were congregate during the late session. Four or more factions could (did) each caucus separately and definitely agree on one thing, plunder of the state and the political aspirants for senatorship.

When Simon-Scott-Lord-Corbett, the pope and others consort together look out for confusion in politics and watch the pie counter. We have been told that probably \$70,000 or more of political influence changed hands at Salem during the late hold-up and that then the result was about a stand-off. This leaves out of the account the tax money left over, (which we are not privileged to know by reason of the hold-up) and that to be paid in during the next two years, or the profits thereon. Remember, taxpayers, you foot the bills with interest, and they are always highest in hard times. With all this plotting and visible corruption you are told still that you will save money by the hold-up, and running the state on a credit of two years with a yet darker prospect before you, resulting from the political revenges being taken. This is but adding insult to injury, when the men most likely to profit by the use of your money say run the state on 8 per cent warrants payable 2, 4, or 6 years hence you will find it profitable.

In 1893 we had a little experience in this line. 'Twas panic times then; there had recently been burned up several hundred million dollars of greenbacks, and we were bonded to an equal amount upon which we had to pay interest. We were told then it would be profitable to us; that posterity would help us pay the debt; and now the grandchildren are helping pay. The older people remember that a committee was sent out by congress to see what was the matter with business, which reported a money famine.

Then the Oregon legislature broke up without passing the appropriation bill and we run the state on tick awhile while your h— b— officials used the tax-money. Mr. Gaston, in a paper contributed to the Oregon City Herald, in January last, said this cost the taxpayers \$400,000. I will quote him from memory. He said (nearly enough) "These anarchists violated their oaths—proved false to their trust—betrayed their constituency—broke up the legislature and mulched the state in the sum before stated" and many other things; "and that they finally slandered the populists and therefore the populists were justifiable in doing the same thing."

The state was but a baby then, or a ten-year-old and our necessary expenses not perhaps more than one-fourth what they are now. It may cost you three or four times the amount named should the hold-up continue two years.

Make this matter private for a moment. Suppose you call on Smith to supply you on credit. Call on Smith the merchant. Say "Smith I want to run a bill with you."

"What for?"
"The family."
"How many have you in the family?"
"More than 1000, so has the state."
"For all they need?"
"Yes, food, clothing, doctor-bills, everything they need to buy."
"When can you pay?"
"I think in two years."
"Can you certainly pay then?"
"Not quite certainly; my debtor is perfectly able and can pay at any time but he is capricious and has me entirely in his power."

What do you think a bill of some six or eight thousand dollars worth of goods annually, this being their cash value would cost you on such time—under such circumstances?

We are asked to endorse this bill and the acts that led to it.
With all the animosities engendered in the late unhallowed senatorial contest, and likely to be aggravated and repeated two years hence, in full view, will you endorse? Will you put your ticket on the rack two and four years hence to acquit you of anarchism? But who are the anarchists, you will ask. Were you to ask me who were not anarchists in and around that legislature it would be a far more difficult question. The misfortune to some is that they carried a flambeau in their hand, and are the most visible anarchists. Others set the trap and doubtless will profit by the hold up. Look out taxpayers for your own treasury. Nebraska has recently lost a half million dollars of tax-money and we may lose much more. Let us not endorse, but rather steer clear of the Simon trap. This is my advice and purpose.
Wm. A. STARKWEATHER.

"My landlord will pay for that paper," said a business man to Holman, the wall paper dealer. Holman said it was \$— for the room. "Is that all? Well, I will pay it myself," replied the business man. You will be surprised when you find how little it costs to paper your room when you see Holman and see his up-to-date styles and prices

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Machinist AND Repairer.
Umbrellas, Guns, Sewing Machines,
And all kinds of small machines put in good order. No work too difficult to undertake. Prices reasonable.
Shop in Caulfield building Near Court House.

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Quick, accurate, cheap. All the satisfaction of a personal communication. Distance no effect to a clear understanding. Spokane as easily heard as Portland.
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Portland, Oregon.

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We wish to state that we will place on sale, the finest lot of plants at the lowest price ever offered in Oregon City.
Carnations, large plants in bloom, 12 varieties, 20 cents each. Geraniums, large plants in bloom, 10 cents each. Roses, two-year-old bushes, 25 cents each. Chrysanthemums, all prize winners, including Eugene Dailedouze, Geo. W. Childs, Mayflower, Mrs. E. G. Hill, Philadelphia, and twenty-five others, 10 cents each, 75 cents per dozen. A large variety of other plants. Cut flowers in season.

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The Marketing Point
OF CLACKAMAS COUNTY
The factory towns of the East are noted for affording the best market to the neighboring farmers and gardeners in proportion to the population of any of the towns in that section. The reason for this is that the people of these towns have a fixed income upon which they can always depend, and, as a consequence, they are liberal buyers, paying cash for all their purchases.
As the Great Manufacturing Center of the Pacific Coast
OREGON CITY.
Is Coming to be One of the Best Marketing Towns in the State

This is proven every day by the number of farmers, who are to be seen on its streets selling their produce, who, until just the last few years, sought the markets of other towns. The system of macadamized roads that is being built into all parts of Clackamas county, will enable all the people of this county to share in the profitable market that Oregon City affords. If, as it is sure to do, the demands of Oregon City increase in the next five years as it has in the past five years, this city will rank next to Portland as a market place for
THE PRODUCE
of the Farmer