

OUR PUBLIC ROADS

How to Best Improve Them at Least Expense.

An Interesting Paper Read Before a Linn County Grange Recently by C. H. Walker.

The subject of good roads is one of ever absorbing interest. Like Banquo's ghost "A will not down."

Good roads are largely an index of a higher and more complete civilization. By this I mean where a country is so thickly settled as to bring into cultivation every available acre, by a people educated in all the arts and sciences, and using modern labor saving machinery.

Notably had in mind are such nations as England, France and Germany. For hundreds of years they have been improving their roads until now they have the most perfect in the world.

There are some portions of our own country where there are very good roads, notably in New York. In that state they are using, to some extent at least, six inch wide tire wagons. The front axle as I understand it, is 12 inches narrower than the hind axle, so that in going over a road the wheels cover a space of twenty-four inches, thus with a heavy load the wheels serve as a roller to pack the road instead of cutting it up.

In many parts of the United States they are practicing about the same primitive methods they had fifty years ago. This is largely the case in our state. I well remember how we worked the roads at least 45 years ago and pretty much the same methods obtain now.

If I remember right—it was not earlier than 1850—38 years ago, that we first began plowing and throwing up the roads in Washington county, and in the spring of that year I held the handles to the first scraper used in road work.

To throw up the roads is about all they can do there, since there is no gravel conveniently near, to top them off with, as is largely done in this country.

As far as making good roads is concerned Linn county has the advantage in at least two ways, over the other counties in Western or Southern Oregon. We have ready access to unlimited quantities of gravel, and larger areas of white sand. Over the latter, a road well thrown up and drained usually makes a good hard road the year round, and serves for all the travel that ordinarily passes over it.

How such a road will stand heavy hauling in the winter time I am not prepared to say. It is claimed by some that it will not stand heavy teaming. There are no doubt those present who can give us some valuable information on this point. Last spring our county court gave out some very good advice as to working the roads. As perhaps many remember they advised to the effect that a start be made at the beginning of a road and complete it as far as it was worked. I venture to say that not a road district in the county was able to carry out the suggestion. Take district No. 14, the one in which I live, there are 2 1/2 miles of road, and includes four out of the six main roads leading to Albany. Over these four, at least three-fourths of the public travel passes. As long as we had the city tax to help us out we had very good roads. We let Albany slip out of our hands, and on top of it for two winters past the unusually heavy teaming of freight for Lebanon cut up and wore out the roads more than all the other travel. The freighting parties I am told barely made expenses, but damaged the road from Albany to Lebanon hundreds if not thousands of dollars. The road tax for the last two years has not been sufficient to properly fill up the ruts and holes, let alone making any one finished road. If this teaming should again be practiced it would seem that we could very properly, though not legally require at least the use of wide tire wagons.

At the experiment station of Columbia, Mo., tests were made as to six inch tires and those of standard width. On a Macadam road the power required to move a ton on narrow tires would move a ton and a quarter on the six inch tires. On gravel roads the power was as 2000 to 2610 in favor of broad tires, on dirt roads, dry and hard, the load pulled "one-third lighter," on mud roads, spongy on the surface and underneath; the load on broad tires "drew one-half lighter," on the same road when soft on top and firm underneath, the load pulled one-third lighter on the narrow tire. When the same road became soft underneath, and the mud sticky enough to gather on the wheels, the narrow tire again had the advantage. But when on meadows or soft ground 3000 to 4000 pounds may be hauled on the broad tires with the same draft required for 2000 pounds on narrow tires, on clay roads badly cut into ruts by narrow tires a number of tests were made.

The first run of the broad tires was accompanied by an increase of draft, the second by less than the narrow tire, and so the third and fourth, each time improving the road and reducing the draft. The good roads of Linn county in the future will no doubt be largely graveled roads. The best plan to make them seems to be, first—throw them up somewhat so as to afford good drainage. Whether thrown up or not, there needs

to be a trench about two feet deep for the main road bed, and then fill this up with a little more than a level with cobble stones and coarse gravel, well settled down with a heavy iron roller. On top of this round off with say eight inches of fine gravel and pack this firm with iron roller. It would no doubt be better were there tiling, say eight inches, placed every twenty feet apart on each side but not opposite to each other, and extending from the sides of the stone road bed, and run to the outside ditch with a good fall, thus securing drainage underneath, as well as on top by running off at the sides.

There should be some kind of a grading machine provided by the county at each gravel bed arranged perhaps after the fashion of a prone grader, or perhaps similar to a farming mill; or rock crushing machines might be provided. Then make it a misdemeanor to haul gravel for the topping off of a road larger than a pheasant's egg. For all that we know a good road is a benefit, I venture to say there is not a taxpayer in the country but what would get out of road work if possible, and paying taxes too. In working roads we seem to have an idea that it will benefit some one else more than it will us, and we dread to start in, and we are glad when the road tax is worked out, we are not apt to work one hour beyond the time our tax calls for.

During these hard times it no doubt has been a real pleasure to many to know that themselves and teams counted for three dollars for three hours work, when at anything else, they would not perhaps get over \$2.00 at the very highest for ten hours work.

But while we make in our pockets, the roads suffer for the want of sufficient work. I believe most, if not all of us dislike to be taxed. We gladly have our property put in at the lowest possible figure, not seemingly to realize that about so much money has to be raised to carry on the county expenses, and the lower property is assessed, the higher will be the tax rate.

For all this dislike as to taxes, I believe a road tax collected with other taxes would give us much better roads. Two dollars in cash expended in an honest, systematic manner, would give larger returns than three dollars does where we work it out.

A supervisor who is an honest and experienced man, and we want no other kind, can take that money and hire the work done by contract or otherwise, much cheaper and better than we can do it. We often have to leave some of our own work that is pressing and sometimes lose by neglecting it more than we gain by our road work.

If that work is hauling gravel we are generally expected to haul so many loads a day, hence have to get our load on as soon as possible, and the more large cobble stones put on the sooner we are off. Often the shoveling is done by men who have no interest in the road and don't care a snap what they put on. There is a piece of cobbled road, I won't say graveled, near Albany that must have been made under such conditions. It is not necessary to tell where it is, for all who have traveled over it know its location. It is as rough a piece of road as I ever traveled over, not excepting Eastern Oregon, in many portions of which rocks abound.

Several years ago the question was agitated, that of putting the convicts in the penitentiary to work upon our public roads, but there were serious objections urged against the plan. The expense of guarding them, the undesirability of having men in prison garb exposed to public gaze, especially of children.

In many parts of the state stone for roads will have to be taken from some quarry. Here convicts could be worked crushing rock, etc. It would help to settle the tramp problem were this class of people compelled to work on the roads, break rock, etc., being fed in the meantime at public expense. As I understand it, in Europe such men and paupers and those who have committed petty crimes are set to breaking rock for roads. We might profit by this example. It would be far better for the petty offenders, and much more economical for the public to thus deal with them rather than to feed them during enforced idleness in jail. It is said that nearly all Macadamized roads in Huston county, Georgia, have been made by convicts.

The roads are made of three layers of broken stone of different sizes, well spread and packed. There were no jails for petty offenders, but as fast as convicted they were sent out to the chain gang and put to work.

It is evident that we must either wait until we have a denser population before we can have really good roads, or double up our road tax, or else go down into our pockets in the near future and provide the means for the work. According to estimates it will cost on the average \$5000 per mile to make a good graveled road.

The value of a farm is largely measured by its accessibility to market, and the time will come when farms eight or 10 miles from Albany will be worth more than now are those within a couple of miles, partly from increased population, partly from good roads.

One of the most celebrated stone roads in the world and probably the most ancient, is in the Apennine leading southward from Rome, Italy. It was commenced by the Roman Censor

Appius Claudius in the year 312, B. C. It is 330 miles in length. It was built of squared stones, or as one authority gives it "of hexagonal or six sided hard rock set in an admirable substructure." It was from 14 to 18 feet wide. It is still in existence in part, showing its durability. St. Paul no doubt traveled this road when going to Rome as a prisoner, nearly 400 years after it was commenced by Appius.

There are no doubt others here besides myself that will remember how well through the fifties the roads leading into Portland were very rough, and in winter almost impassable, and how we had to dodge the mud holes and stumps quite down to Front street of that city. Now some of these roads are fine and some of the streets are marvels of smoothness.

Sometime we will have even better roads than those, and pardon the digression, sometime too there will be seen the best road of all, one so grandly spoken of by one of the old prophets in these words. "And a highway shall be there and a way, and it shall be the way of holiness."

Married.

FAUST-FREEMAN—At the residence of the bride's father in Canemah on Sunday, Dec. 26, by Rev. A. J. Montgomery, Mr. Samuel Faust and Miss Frances Freeman.

FRANKS-REED—In Oregon City on Tuesday December 28, by Justice Schuebel Mr. Marsh Franks and Miss Matilda Reed, both of Logan.

PRAEGER-STRAIGHT—At Parkplace on December 29, 1897, by Rev. Gilman Parker, Mr. P. C. Praeger and Miss Clara Straight.

MOORE-INGRAM—At the home of the bride's parents, near Barlow, on Wednesday, December 22, 1897, at 12 o'clock noon, Mr. B. E. Moore of Wilsoville and Miss Edna Ingram of Barlow, Rev. A. Brady, officiating.

After congratulations all present partook of an excellent dinner. The happy couple were the recipients of many useful and beautiful presents.

MILLER-WILLIAMS—At the residence of the bride's parents, corner Washington and Thirteenth streets, Thursday afternoon at 4 o'clock, Miss Winona Williams to Mr. Charles Grover Miller, Rev. M. L. Rugg, officiating.

To the strains of Mendelssohn's wedding march, played by Miss Veda Williams, a sister of the bride, the wedding party entered the parlor and were united in the holy bonds of wedlock according to the beautiful ceremony of the Baptist church. Miss Edith Wishart was maid of honor and J. U. Campbell groomsmen. The parlor was handsomely decorated for the occasion.

The bride is the handsome second daughter of Mr. and Mrs. C. O. T. Williams, a lady of fine attainments and universally esteemed in the community. The groom holds a responsible position with the Portland General Electric Co., is a young man of excellent business capabilities and numbers his friends by the score.

After receiving the hearty congratulations of their friends the happy couple left for Portland, where they took a Northern Pacific train for the Sound country to enjoy a brief honeymoon. On their return to this city they will be at home to their many friends at the residence of H. J. Harding, corner Fourteenth and Main streets.

MOEHNKE-CUSHMAN—The marriage of Charles Moehnke and Amanda Cushman on the eve of the 25th, inst., was an event of special attraction to the Gladstone people of Oregon City. The ceremony was performed at the residence of Rev. and Mrs. Gilman Parker amid tasteful and profuse adornments. The parlor and reception rooms were artistically decorated with festoons consisting of ferns, evergreens, chrysanthemums and garlands of flowers, dotted with clusters of mistle-toe and Oregon grape, wound about and entwined with white and red tinted ribbons and vines of "Ivy Green," hanging and depending in symmetrical curves about the spacious apartments. The effulgent rays from hanging lamps encircled with dangling transparent prisms, diffused a flood of iridescent light, and shaded the embellishments with a pleasing hue of variegated colors, rich and beautiful.

A few brief moments past the hour of 8 o'clock, with the time of a pleasing legato march from Vibre's "Celeste," rendered by Mrs. Oliver Ohlsen, the little fairy like maid of honor, Miss Amy Ohlsen, entered the parlor bearing the wedding ring in a pretty little receptacle. This little maid was followed by the graceful bride and groom attended by Miss Florence Patty as bridesmaid and Mr. Chas. Rutherford, the "best man."

A pretty array of chrysanthemums, ferns and sunlax arranged in the form of a bell hung suspended from the ceiling, underneath the bride and groom assumed their position. The ceremony was solemn, brief and impressive, the Rev. Gilman Parker officiating, the Rev. A. J. Montgomery offering an invocation at the close of the ceremony. Following the congratulations a brief interval was given to felicitous addresses on married and unmarried life by the "so disposed" of the respective classes. Presents numerous and costly were bestowed the happy couple amid universal good wishes.

After partaking of the sumptuous repast, all retired to their respective homes, thereby consummating the most perfect wedding ever attended with Juno's blessings.

The bride is highly gifted with refined accomplishments and endowed with all

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Our competitors are high priced men, they ask \$15.00 and this is the way we pay your expenses and a days wages.

\$10.00

Buys one of our Cassimere Suits or a Cheviot Suit, and Worsted Suits go for \$10. High priced competitors ask \$15.00.

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the characteristic graces of a lady, and the bride-groom likewise an exemplary and enterprising gentleman. May they have the abundant joy and happiness such virtues worthily merit.

Mr. and Mrs. Moehnke will at once begin housekeeping and reside in West Oregon City.

Those present were: Rev. and Mrs. Rugg and daughter Edna, Rev. and Mrs. A. J. Montgomery, Rev. and Mrs. Gilman Parker and son Fred, Rev. and Mrs. W. A. Woody and son Carroll and daughter Merie, Mr. and Mrs. A. F. Parker and son Ralph, Mr. and Mrs. J. R. Seiver and son Dale, Mrs. O. H. Ohlsen and daughter Amy, Mr. and Mrs. F. E. Donaldson and daughters Lucile and Maurine, Mrs. C. A. McMillian, Mr. and Mrs. Asa Parker, Mrs. C. A. Millian, the Misses Lillian Bunting, Florence Patty, Hattie Thompson, Dollie Cross, Cora Smith, Mrs. Gussie Beach, Messrs. Ernest Segur, E. A. Smith, John Moehnke, J. W. Loder, Percy Cross.

Resolutions of Condolence.
Hall of Falls City Lodge No. 59, A. O. U. W., Oregon City, Dec 27, 1897.
We, your committee to whom was referred the drafting of suitable resolutions on the death of the beloved wife of our esteemed brother, submit the following:

WHEREAS, It has pleased a Divine Providence to remove from our midst the beloved wife of our esteemed brother, Samuel Roake.

Resolved, That while we recognize this divine dispensation as the will of our Heavenly Father and we bow in submission to his ever ruling providence, yet a deep shadow is cast over our lives and our hearts are full of sadness because of our brother's great affliction.

Resolved, That we extend to the bereaved husband and children our heartfelt sympathy and promise to extend our brotherly aid in this, their great affliction.

Resolved, That a copy of these resolutions be given to the family of the deceased, and to the local press for publication.

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Political Speaking.
Senator Geo. C. Brownell will address the citizens of Maple Lane on the political issues on Thursday evening January 6, 1898. All republicans are expected to attend this meeting as it will be the first gathering of the kind preliminary to the spring campaign. Arrangements have been made for a brass band to be present and furnish music for the occasion. Members of all political parties are invited to be present.

Traveling Man in Trouble.
C. W. Cottam, representing an Oakland, Cal., shirtmaking establishment, was arrested here last Tuesday for peddling and when arraigned before Recorder Ryan was fined \$25 for violation of an ordinance which provides that peddlers shall pay a license. Cottam refused to pay the fine and was committed to jail where he remained over night. On Monday L. L. Porter, his attorney, sued out a writ of habeas corpus before Judge Hayes, on the ground that the ordinance under which the defendant was convicted was in conflict with the interstate commerce law. The matter was taken up yesterday afternoon and Cottam was discharged. About seven years ago this man was arrested here for the same offense and was at that time discharged by the recorder. A damage suit for false imprisonment may be the outcome of this difficulty although no steps looking to that end have been taken.

Beware of Ointments for Catarrh that Contain Mercury.
as mercury will surely destroy the sense of smell and completely derange the whole system when entering it through the mucous surfaces. Such articles should never be used except on prescriptions from reputable physicians, as the damage they will do is ten fold to the good you can possibly derive from them. Hall's Catarrh Cure, manufactured by F. J. Cheney & Co., Toledo, O., contains no mercury, and is taken internally, acting directly upon the blood and mucous surfaces of the system. In buying Hall's Catarrh Cure be sure you get the genuine. It is taken internally, and made in Toledo, Ohio, by F. J. Cheney & Co. Testimonials free.

In the Justice Court.
In the matter of the state vs. John Watson, for adultery, heard on Monday, on account of illness of prosecuting witness the case was postponed until January 7th.

George Sutherland vs. C. Zimmerman. J. E. Marks and C. F. Zigler, suit for damages on illegal attachment, demurrer overruled, defendant allowed until January 8 to file answer.

Joseph Meindl vs. George Broughton, alleged breach of contract, set for January 10th.

Will Discuss the Hold-up.
Arrangements have been made for a political meeting to take place at Elliott Prairie school house on Saturday January 15, 1898, at 1 o'clock p. m., at which time Hon. George C. Brownell will talk to the people upon the legislative hold-up at Salem last winter. Senator Brownell is well posted upon the subject he proposes to discuss and can give the people something of the true inwardness of the legislative disgrace. Come out and hear what he has to say.

Robbed in Canby.
Mr. F. Zollner, the Canby photographer, was robbed of \$70 last Friday. Mr. Zollner wishes every reader of the Enterprise to take notice if they should

change any \$20 gold pieces for any person around about Canby. The money taken was three \$20's and one \$10, taken during the day or evening of December 24.

New Council to Meet.
The first regular meeting of the new city council will be held next Wednesday evening at which time the new members chosen at the recent election will enter upon their official duties. At that meeting a city recorder and chief of police will be chosen for the coming year. Other business of importance will require the attention of the council at that meeting.

Legal Notices.
Notice for Publication.
Land office at Oregon City, Ore., Dec. 4, 1897. Notice is hereby given that the following named settler has filed notice of his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver at Oregon City, Ore., on January 19, 1898, viz:

FRANK HANEL.
H. E. 9131, for the S W 1/4 of N E 1/4 of S E 1/4 of N W 1/4, and 1/2 of sec. 6, T. 2 S., R. 8 E.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:
Frank L. Wasco, Abraham Ten Eyck, Robert Alexander, Michael Kelly, all of Marmot, Oregon. 12-10-14 CHAS. B. MOORE, Register.

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PRESTON BONNEY.
H. E. 9651, for the S 1/2 of S E 1/4 of Sec. 2, T. 5 S., R. 3 E.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:
Frank Robinson, Joseph Car son, U. S. Dix, Peter Lasterly, all of Clifton, O. 12-10-14 CHAS. B. MOORE, Register.

Executor's Sale.
Notice is hereby given that by virtue of an order of the County Court of Clatsop County, Oregon, made on the 6th day of December, 1897, in the matter of the estate of Sarah Jane Scott, deceased, I will sell at auction, to the highest bidder, on the premises, on Saturday, the 15th day of January, 1898, at the hour of ten o'clock A. M., the following described real estate, situated in Clatsop County, Oregon, to-wit: The south half of the north half of the northwest quarter of section 21, T. 3 S., R. 1 E., containing 40 acres, sale to be approved by the County Court, December 5, 1897. A. B. MARQUAM, Executor of the estate of Sarah Jane Scott, deceased. H. E. CROSS, Attorney for Es. at. 12-10-17

Notice of Final Settlement.
NOTICE IS HEREBY GIVEN THAT THE undersigned, administrator of the estate of Aggie Kellogg, a minor, and filed his account for final settlement in the County Court for Clatsop County, Oregon, and that said account has been appointed Monday, the 31 day of Feb. at the hour of 10 o'clock A. M. to hearing objections to said account and settlement thereof. Dated Dec. 15, 1897. J. T. APPERSON, Administrator of the estate of Aggie Kellogg, a minor. 12-17-14

Notice of Settlement of Account.
In the County Court of the State of Oregon, for the County of Clatsop. In the Matter of the Estate of Peter A. Weiss, deceased. Notice is hereby given that the final account of the executors of the estate of Peter A. Weiss, deceased, has been rendered to said court for settlement in so far as their duties as administrators or executors are concerned, and that on the 7th day of February, 1898, at 10 o'clock A. M. has been duly appointed by said court as the time for hearing and settlement of said account and of objections thereto. A. L. FRANK, Executor of said estate. 12-17-14

Notice of Final Account.
In the County Court of the State of Oregon, for the County of Clatsop. In the Matter of the Estate of George Fritz, deceased. Notice is hereby given that the final account of the administrator of the estate of George Fritz, deceased, has been filed in the County Court of the State of Oregon, for the County of Clatsop, for settlement, and that Monday, the 3rd day of January, 1898, at 10 o'clock A. M. has been duly appointed by said court as the time for hearing and settlement of said account and of objections thereto. Dated November 16, 1897. CHARLES HEINZ, Administrator of said Estate. 12-13-14

Notice of Final Account.
In the County Court of the State of Oregon, for the County of Clatsop. In the Matter of the Estate of Job Thomas, deceased. Notice is hereby given that the final account of the administrator of the estate of Job Thomas, deceased, has been filed in the County Court of the State of Oregon for the County of Clatsop for settlement, and that Monday, the 3rd day of January, 1898, at 10 o'clock A. M. has been duly appointed by said court as the time for hearing and settlement of said account and of objections thereto. Dated November 18, 1897. CHAS. OTTE LONDON, Administrator of said Estate. 12-13-14

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