

LOS ANGELES TO HAVE BEST ROADS

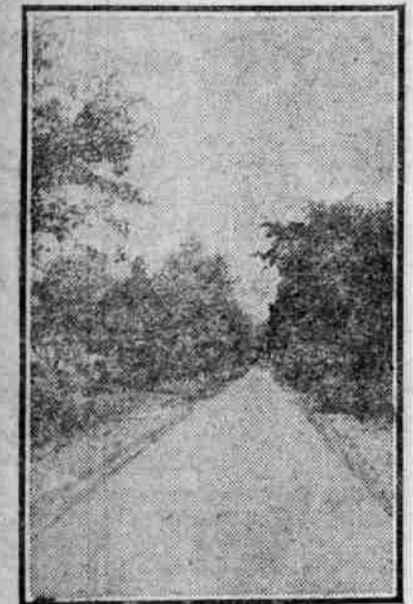
Established Plans Call For Seven Hundred Miles.

TOTAL COST \$7,000,000.

Climatic Conditions in California Enable Proper Maintenance at Small Cost—Four Hundred Miles Already Completed.

Los Angeles county, Cal., is determined to have the very best roads in the United States, according to F. H. Joyner, chief engineer of the good roads commission of that county. Wonderful progress has recently been made there, and the work is being continued on an enlarged scale.

In 1910 the road commission of Los Angeles county was revised, an entirely new staff of officers being placed in control. From the moment that the new men entered upon their duties they immediately began the task of improving the roads, which were in a deplorable condition. Now, after two years and a half of hard work, the roads of Los Angeles county are without doubt the equal of any roads in the United States, and, quoting Mr.



EXCELLENT MACADAM ROAD.

Joyner, "it will not be many years before they will far outstrip those of any other road system of any county in America.

"One of the greatest reasons why the roads of southern California can be brought up to and maintained in such excellent condition," continued Mr. Joyner, "is that the climate there, unlike that of the north, particularly in the northeast, where one half of the year is extremely cold and the other half hot, is fairly even throughout the entire year. These extreme changes of temperature have, of course, a tendency to break up the roadbed, particularly in the spring, when the frost is coming out of the ground, and a road well made one spring is often entirely ruined the next by the frosts.

"For these reasons quite often as much money is required to keep the road in repair each year as was the initial cost, while in southern California little money is needed once the road is well made, and the money the northern counties use to repair the roads can be used to improve more roads."

Already more than 400 miles of road have been macadamized and are being kept in perfect condition, and about twenty miles are under construction. About 300 miles have still to be constructed before the great work will be completed. All of the smaller towns lying in Los Angeles county have been connected with Los Angeles city, and now all that remains is to connect these towns with one another and the roads at intermediate points. Besides the 400 miles of road completed, there is a matter of fifty miles that has been greatly improved, but not as yet macadamized. This is included in the 300 miles that are yet to be completed.

The cost of the work so far has been \$4,000,000. The average mile, of course, has cost \$10,000, although some miles have run as low as \$7,000, while others have run as high as \$15,000, where it was necessary to do a large amount of grading. The cost of the remaining 300 miles will average about the same, \$8,000,000.

How to Maintain a Road.
There is only one way to maintain a road. The slightest injury to its surface or any defect likely to work an injury must be corrected the moment it appears. Each little depression must be filled in. Every obstruction to drainage must be removed before it has an opportunity to do its destructive work. Such care involves a patrol system, which is nothing more or less than a continuous inspection of the roads by persons capable of correcting defects as they occur and fully equipped to do so. It will be more satisfactory and less expensive in the long run.

Co-operation Greatly Desired.
The nation can do a great deal of good by showing the states what to do, and the states can do a great deal of good by showing the counties what to do, and all can accomplish the desired end by co-operation in the construction and maintenance of public roads.

Obedience.
The famous Field family, Cyrus and his brothers and sisters, were brought up to obey. The father was a clergyman with \$800 a year for nine children, and frugality and right living were absolutely necessary. Once a useful rat trap was missing. The father gave orders that when it was found it should be brought directly to him. A few days afterward during service, when the sermon was in full swing, there was a clattering on the aisle. It was two of the Field boys, carrying the lost rat trap. They gravely set it down before the pulpit. One of them said simply, "Father, here's your rat trap." Then they turned and went out.

ROOM AT THE TOP.
THERE'S ever a crowd in the valley,
For the lower a soul descends
The more it finds of the smaller minds
That seek out their selfish ends.
There's companionship in the valley,
With others your lot is thrown,
But the man who tries for the larger prize
Must travel the heights alone.
He must make for himself a pathway
Where no other foot e'er trod
Till he grows complete in contentment
And sweetest.
As he learns to walk with God,
There is glory upon the mountain,
Though the summit is cold and bleak,
Yet the radiant burst of the dawn falls first
Like a blowing rose on the peak.
Then dare the paths of the mountain.
Oh, spirit with godlike fire,
Whose depths are stirred by an inward word,
To struggle and to aspire,
Be not content with the sluggish,
In the valley of life to stop,
But with purpose bold heed the adage old:
"There's always room at the top."
—J. A. Edgerton.

New Yorker—One thing I'll say for these eggs—there's nothing bold or impudent about them. Landlady—Bold or impudent! I don't understand. New Yorker—Why, not a bit too fresh, you know.

SENATOR THOMAS STERLING

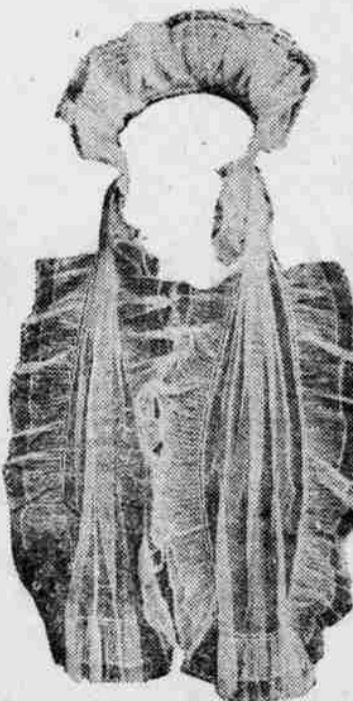


New United States Senator from South Dakota, succeeding Robert J. Gamble. He is a Progressive Republican.

USES OF TULLE.

Fashion Approves of Wash Net in the Cross World.

Now that the bodice of almost every frock is extremely low cut from the chin down, the wide or narrow V space thus formed must be partly filled in one way or another. An easier filling in method than the attached vest or than the detached chemisette which has an annoying fashion of drawing out of position and lending the bodice an askew look, is to have a tulle waistcoat which is separately put on. This accessory is easily made and fitted if cut after the body of a well fitting shirt waist, as that will be a correct



ATTRACTIVE MEDICI COLLAR OF NET.

guide for the shoulders and the armholes. And to make the shoulders and the armholes feel comfortable is all that is necessary, as an elastic ribbon run through a casing at the lower edge of the waistcoat will draw it smoothly over the bust and back and about the waistline. If the lower two-thirds of the waistcoat's back is of batiste the garment will be firmer and wear better, since that portion of it must stand most of the strain. The fronts may be solidly pin tucked and fastened blindly with hooks and eyes or finely tucked in groups at either side of a row of tiny crystal buttons, while the neck may be finished with either a standing or a turned over collar a-jour stitch bordered. The Medici collar illustrated is a dainty adjunct to wear with the tulle waistcoat. It is also made of tulle or wash net trimmed with lace.

Americans Love Power.
The American, the average American, I am sure, loves power, the ability to do something far more earnestly than he loves mere living. He wants to be an officer or a director of something, a poet, anything you please for the sake of being it, not for the sake of living.—Theodore Dreiser in Century.

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URGE BILL TO CREATE ROADS ACROSS AMERICAN CONTINENT

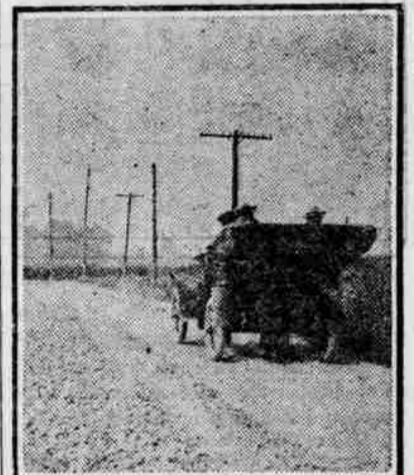
Convention to Ask Congress For Cross Country Military Roads.

Steps to lay before congress the necessity of building cross country military highways and the passage of such bills, as well as to bring before the state legislatures bills for the construction of lateral roads connected with the federal cross country highways, will be the purpose of a six days' convention of the United States Good Roads association in St. Louis. The association was formed at Birmingham, Ala., and is a consolidation of forty road building organizations that will have headquarters in St. Louis. The association wants the east and west roads to be federal highways constructed by United States engineers and maintained by the government. An important feature of the convention will be an exposition of road building materials and machinery, under the auspices of the conventions bureau in Suburban Garden, where the convention also will be held. It is believed the entire eighty-six good roads organizations in the United States will be affiliated with the new association by November.

AUTOMOBILE TRAFFIC HARD ON ALL MACADAM ROADS

Repairs, Needed Once a Year, Are Difficult and Short Lived.

Highway engineers long ago discovered that the ordinary macadam road has no chance under automobile traffic. The best of them, well founded and crowned and surfaced, hardly last a season. "Spotty" repairs are difficult and short lived, and a highway nine-tenths of whose surface is in good condition soon has to be entirely made over because of the ruined one-tenth. The various forms of surface bound macadams—tarred, oiled, etc.—have given better service than the plain macadams, but they, too, are comparatively short lived under heavy motor traffic and similarly defective in requiring complete renewal when but a small part of the road is worn out. The result of this new situation is that the macadam road, which furnished a comparatively cheap and satisfactory highway for horse traffic, has become one of the most expensive forms of road surface. The fact that



MACADAM ROAD USED ONE YEAR.

but a small part of the road surface is needed for motor traffic (a highway not much traveled could carry 99 per cent of its traffic on two strips six inches wide; where there was more travel four strips would be necessary) has led to the suggestion that the railway track principle be applied in building automobile highways. Apparently a test of this plan has not been made—at least not on a scale sufficiently large to furnish conclusive information as to its practical value. Such strips have been used on bridges and about factories, where heavy truck loads have to be moved.

Recently, however, the subject has been taken up in England, and there appears some probability that the "hard road strip" will be given a thorough test in the near future. A British engineer, discussing the problem, suggests the following possible hard strip materials: Asphalt, wood paving, metal plates, concrete blocks. The most obvious difficulty to be overcome in these strip roads is that of maintaining the proper relation between the strips and the rest of the road surface. There will always be a tendency, for the macadam to break along the edges of any hard strip, and the problem of keeping the surface in good condition at these points will necessarily be a difficult one.

Will Destroy Objectionable Billboards.

Advertisers who use objectionable or disfiguring signs or billboards along the highways on Long Island and in Westchester county, N. Y., have been warned that their advertisements will be destroyed by the National Highways Protective society of the state and that the infringers, persons or firms will be prosecuted for violating the law which makes such signs a misdemeanor.

Roads Increase School Attendance.

Seven millions of the 25,000,000 school children in the United States do not regularly attend school, and one-half of these live in the country, where bad roads, muddy roads, rutty roads, and dangerous roads not only prevent them from getting to school, but their impoverishment of the farm prevents the existence of any good schools for them to go to.

The First Candlestick.

The first candlestick was a boy. He sat in the corner of a Scottish kitchen holding a piece of fir candle in his hands, from time to time cutting and trimming it to make it burn brightly. The fir candle was a length of wood cut from a kind of fir tree which is found embedded in the peat. This kind of candle is still used in some parts of Scotland. It usually fell to the lot of the "herd laddies" to act the part of candlestick; but should a beggar ask for a night's lodging he was expected to relieve the "herd laddie" of his duty. A candlestick is still called in Aberdeenshire a "puir man," or "poor man."—Chit's Hour.

Acting Governor of New York At Home With His Pet Dogs



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THIS is a home picture of acting Governor Martin H. Glynn of New York. It shows him playing with his pet dogs, apparently unconcerned over the tangled affairs of state. Mr. Glynn became acting governor through the impeachment of Governor William Sulzer, although Mr. Sulzer refused to surrender the prerogatives of his office. The governor was impeached by the state legislature after it had been charged by the Frawley investigating committee that Governor Sulzer had made fraudulent returns of his campaign funds and had used some of the checks for speculating in Wall street. The impeachment was the culmination of Sulzer's fight against Tammany Hall. The trial was set for Sept. 18 at Albany, N. Y.

Judgment Day For Tongues.

We have often fancied, in penitential moments, a day of judgment for us who write, when we shall stand in flushed array before the ultimate critic and answer the awful question, "What have you done with you language?" There shall be searchings of soul that morning and searchings of forgotten pages of magazines and "best sellers" and books of every sort, for the candor that may bring salvation. But many shall seek and few shall find, and the goats shall be sorted out in droves, condemned to an eternity of torture, none other than the everlasting task of listening to their own prose read aloud.—Atlantic.

Miners and Suicide.

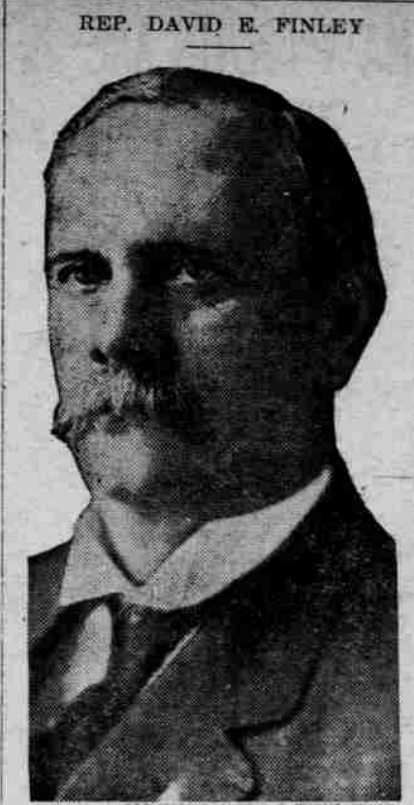
There are fewer suicides among miners than among any other class of workmen.

London's Actors' Church.

Covent Garden is one of the sights of London, but few visitors go to see St. Paul's, Covent Garden, which has been called the "actors' church," yet probably next to Westminster abbey and St. Paul's cathedral here is the church of greatest interest to the historian, for its famous dead number among them not only actors and dramatists, but famous people in every walk of life. Butler of "Hudibras" fame; Claude Duval, the highwayman; Lely, the painter; Macklin, the actor; Arne, the musician; Grinling Gibbons, the sculptor, are but representative of the celebrated folk buried in St. Paul's.—London Cor. New York Sun.

Tomtits.

Tomtits are passionately fond of suet. A lump hung in a tree will soon be found by them and devoured.



Of South Carolina. Vice-chairman Joint Postal Committee.

Mrs. C. W. Smith and little daughters who have been visiting in Scotland have returned to Gladstone.

CATTLE DEMAND IS POOR; HOGS WEAK

Receipts for the week at Portland stock yards have been: Cattle 2064; Calves, 91; Hogs, 829; Sheep, 4096, and Horses 1.

The cattle market has suffered a decline since last Saturday and while not severe, it amounted to a quarter. Buyers could not be induced to bid over \$8 for any quantity of choice steers. A few picked from the lot sold at higher prices but the bulk was a \$7.50 to \$7.75 affair. Half fat and poorly finished beef is a drug on the market, unless of feeder quality. Desirable feeders are selling freely at \$6 to \$6.50. Butcher stock has been uneven and prices ranged wide. Good cows at \$7 and steers at \$5. Bulls at \$5 and calves at \$3 are liberal quotations in the cattle market.

It was a difficult hog market to judge. One short car sold Thursday for \$9.60 and one car of contracted stuff came into the yards Friday, but these were the only two at the unloading chutes on these days. Monday's top sales were \$9.30 and one load Tuesday "off cars" at \$9.70. What the market would do in the event a reasonable liquidation occurred and buyer had a respectable hog spread is hard to conjecture. Monday had the only receipts of the week and the total was extremely light. On the basis of majority of swine transactions the prices seem strong at \$9.00 and \$9.50 and demand firm.

Mutton and lamb buyers furnished the only interesting feature to the otherwise drab livestock market. Wether scales at \$4.25, ewes at \$3.85, and \$4.00 and lambs at \$5.25, created an active trade. Killers are not short on sheep house supplies, but they fancy the prime stuff evidently, which is but a small proportion of the total receipts. Prices are considered steady.

Livestock, Meats.
BEEF—(Live weight) steers 7 and 8c; cows 6 and 7c, bulls 4 to 6c.
MUTTON—Sheep 5 to 6 1/4; lambs 6 to 6 1/2c.
POULTRY—(buying) Hens 11 to 12c.; stags slow at 10c; old roosters 8c; broilers 20 to 21c.
WEINIES—16c lb; sausage, 15c lb.
PORK—9 1/2 and 10c.
VEAL—Calves 12c to 13c dressed, according to grade.

Fruits.
APPLES—50c and \$1.
DRIED FRUITS—(buying)—Prunes on basis 4 for 35 to 40c.
ONIONS—\$1.00 per sack.
POTATOES—Nothing doing.
BUTTER—(buying) — Ordinary country butter 23 to 25c.
EGGS—Oregon ranch, case count 26c; Oregon ranch candled 27c.
Prevailing Oregon City prices are as follows:
HIDES—(buying)—Green sealed, 9c
MOHAIR—28c.
CORN—Whole corn, \$32.
to 10c; sheep pelts 75c to \$1.50 each.
WOOL—15 to 16c.
FEED—(Selling)—Shorts \$28; barn \$26; process barley, \$30.50 to \$31.00 per ton.
FLOUR—\$4.50 to \$5.
HAY—(buying)—Clover at \$8 and dairy feed \$1.30 per hundred pounds.
OATS—(buying)—\$28; wheat 93c; oil meal selling \$38; Shay brook \$9; oat hay best \$11 and \$12; mixed \$9; Idaho and Eastern Oregon timothy selling \$20.50 to \$23; valley timothy, \$12 to \$15.

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Swissco Hair Remedy is for sale by all druggists at 50 cents and \$1.00 a bottle, but the free bottle can only be had by writing direct to the Swissco Hair Remedy Co., 000 P. O. Square Cincinnati, Ohio, enclosing 10 cents as an evidence of good faith. The 10 cents does not cover actual postage and packing on the 25-cent bottle we send you. For sale and recommended in Oregon City by Jones Drug Co.



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