

delay whatever. The steamer Algon, carrying the largest cargo of flour ever shipped from any port, occupied but about eight and one-half hours in the trip, except that she anchored for the night at Brookfield.

It is true that much remains to be done and many permanent improvements must be made before ideal conditions prevail in the river.

The six bars above noted require dredging after every high water and a part, if not all, of them must be permanently deepened and maintained by means of properly constructed dykes, in accordance with the present project of the United States Engineers.

Every commercial body and every citizen interested in the welfare of Portland should use his best efforts to induce Congress to make proper appropriations to this end. A few hundred thousand dollars for dredging is well enough in its way, but large and continued appropriations are needed and must be insisted upon for this permanent work.

The advantage of a good channel is well known and it has been abundantly shown that it can be obtained at a reasonable cost.

C. F. SWIGERT,
President Port of Portland Commission.
Portland, Dec. 19.

MULTNOMAH SETS PACE.

Great Progress in Making Good Roads in Populous County.

GOOD roads in Multnomah, as in other counties of Oregon, have gone beyond the stage of agitation in good roads conventions; they are a fact. The County Court has for years pursued the policy of making permanent highways so solid that vehicles stay on their surface in winter as well as in summer. Of the 1000 miles of public road in Multnomah County, about 260 miles have been permanently improved in this manner, about 20 miles having been added during the past year. In this work six rock-crushers and one steam roller are employed, and the county prisoners are required to work on a county rockpile, which conduces much to the creation of good roads and the prevention of crime.

The roads are made on scientific principles, rising to a crown in the middle, and having a drainage ditch at each side. They are covered with a layer of crushed rock or gravel, and the surface is then made smooth with a covering of rock screenings. The whole is then beaten down into a compact mass with a heavy iron roller. On one or both sides of all main roads bicycle paths are made with a thin coat of gravel. These are also used as sidewalks by the residents of the neighborhood, who thus need no longer wear high boots to wallow in mud holes in wet weather.

The county is also doing away with bridges wherever it is possible by filling them with earth as fast as they wear out, and making a surface of rock, with cement or pipe culverts to carry the water.

Good Road Work of the Year.

The permanent road made during the year 1903 is as follows:
From Intersection of Slough and Sandy

roads on Columbia Slough northwest toward Vancouver road, two miles graded.

Taylor's Ferry, graded and three miles covered with crushed rock.

Portland boulevard, one mile graded.

Williams boulevard, three miles graded.

Slough road, from Vancouver road to St. Johns, 1 1/2 miles graded.

Sandy road, near Byron, Reynolds' farm, two miles gravel and crushed rock.

Base Line road, 2 1/2 miles crushed rock.

Twenty-eighth, street from Hawthorne avenue to Base Line road, half-mile gravel.

Barr road, from Sandy road east; one mile gravel.

White House road, two miles macadamized.

The bridges filled are two on the St. Helens road and one each on the Doch road, the Montgomery-street road and the Powell Valley road.

The new roads opened during the year, but not yet improved are:

German town road, extended from Linnton to Washington County line, one mile.

Springville road, from St. Johns to Washington County line, two miles.

From Bridal Veil to new millsite of Bridal Veil Lumber Company, two miles.

West of Lewis, one mile.

From Base Line road to a point one mile beyond Twelve-Mile House toward Sandy River, two miles.

On County line, between Multnomah and Clackamas, from Anderson east at joint expense of the two counties, one mile.

Regular Repairs Provided.

The county is also providing for the regular and prompt repair of roads, a work as important as the original making of them, for the best road will develop its weak spots, and, if neglected, will degenerate into a series of alternate humps and holes. A regular force of men with cart and shovel will each be assigned a certain number of miles of road for this purpose. These men will fill the holes with crushed rock and gravel as fast as they appear, and thus will keep the roads up to the required standard of excellence.

By its good work in this direction, the County Court is steadily removing from life in the country the objections which have driven so many people to the cities. The greatest of these objections has been the impossibility of traveling in comfort in the country in winter on account of the often impassable condition of the roads. Thus country life in America has not had the charms to which so many writers allude as existing in the Old World. Good roads and the trolley-car together will cause the tide of population to set from the city to the country, instead of from the country to the city, and will cause a silent revolution in the conditions of life in the United States.

Weary of the Wallow.

Atlanta Constitution.

The Constitution, with the South at large, has been the strenuous supporter of Mr. Bryan through two campaigns. But the South and the Constitution are not for him now, will not be for him next year and gratefully receive his assurance that he will not now ask for our further support.

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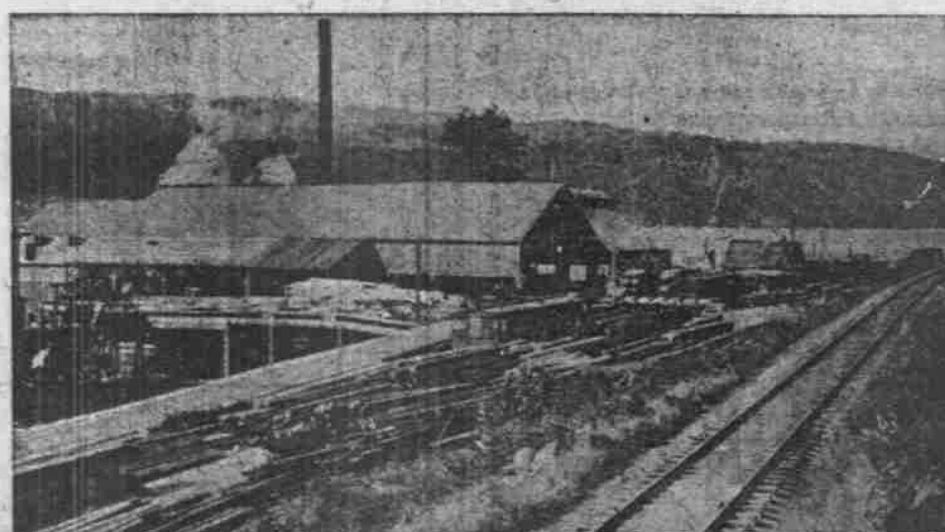
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