

LINCOLN COUNTY LEADER

—W. L. DAVIS, Editor.—

SUBSCRIPTION RATES.

One Year	\$1 50
Six Months	75
Three Months	50

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Official County Paper.

FRIDAY, OCTOBER 7, 1898.

A Needed Road.

EDITOR LEADER:—

We have been called a crank on roads and schools and yet we cannot help saying that at present time there are some roads in Lincoln county that should be opened and we have one in view now that is practically the only way a large number of people have to reach the county seat to do business. One of the great reasons urged in dividing the county was the great inconvenience and expense of reaching Corvallis, the county seat of Benton. At the present time the people living on the south side of the Bay are compelled to reach the county seat by way of Newport or Yaquina at great cost and loss of time, and, as most of these people are taxpayers, we do not hesitate to say that the county should aid these people in securing an outlet.

Some four years ago a road was surveyed from Toledo to a road at or near Beaver creek and considerable work was subscribed by the citizens of Toledo and also Wright creek and later quite a sum was subscribed in money and labor by the people of Alsea and Beaver. But the road has never been opened and it is impossible for the people living along this road to ever complete it without county aid.

We remember that in building the first road years ago from Pioneer to Toledo and Newport, had it not been for outside help we never could have obtained anything more than a horse-trail. We believe on general principles that any money donated by the county to aid in opening public highways is, after all, only a loan to the people at a good rate of interest, for the increase of value arising therefrom will readily repay the county interest and principal in ten years. We believe, therefore, that our county should use a liberal policy in the matter of county roads and that policy should be to aid all the people in constructing county roads to trade centers. We urge the importance of river transportation in order to lower freights and compel railroad companies to give the farmers a living rate, but we often overlook the fact that good roads mean cheaper transportation for our farmers.

Our farmers have hay, potatoes, apples and other produce for market and it is bad enough to have to use four horses to haul 20 bushels of apples to market, but it is certainly a greater hardship to be compelled to pack their produce to market on a horse or on their own backs as we have seen some of our worthy citizens do in the past.

We know of one section of Lincoln county where an outlay of \$100 would open three townships of government land for settlement and at the same time afford an outlet for about fifty families who are already building themselves homes.

But to return to the question we now have in view—the road from Beaver creek to Toledo. The distance from Alsea via Beaver creek is but little greater than to Yaquina, and a good road can be built over the entire distance; in fact,

much of the road is now made, and if the business men and merchants of Toledo will join hands with the farmers living along this road and all pull together on the enterprise we are satisfied the county court, whom we believe to be reasonable men, and who are only the servants of the people, will assist this much needed road.

We have been working roads in this county since 1870 and are still ready to lend our muscle to all such enterprises and we would suggest that the people living along this road head a subscription list with from one to two days' work and then present the same to the merchants of Toledo and get what they can, and ask the county court to appropriate the balance needed to complete this road. "God helps them that help themselves."

B. F. JONES.

A Merchant Marine.

The restoration of the American merchant marine has been for many years a standing theme of the public press without partisan distinction, and of all platform makers in national and state conventions. Measures for it without number have been introduced in congress, and the failure of the merchant marine to be restored has been a continuous source of campaign material for use against the party in power.

But a writer in the New York Sun contends that "if the virtues of all the bills in congress and speeches on the stump were solidified and applied to the promotion of the cause in question, it would be in practical effect as nothing compared to the planting of the United States flag along a continuous chain of harbors from San Francisco to Manila, across the Pacific, where the prophecy of William H. Seward foretold a field for American enterprise to surpass all others known to us. With the stars and stripes flying throughout the voyage from San Francisco to Hawaii, from Hawaii to Wake, from Wake to Guam, in the Ladrone, from Guam to Yap, in the Carolines, and from Yap to Luzon, American shipping would enjoy the security and advantages of domestic waters. The road to China is ours for the clearing. War has brought to us, and to us alone, a dazzling opportunity such as before Dewey's guns opened we might have dreamed of receiving at the hands of a magician."

Here is the chance for the revival of the American merchant marine—for the realization of Seward's dream.

The ships required to do the great carrying trade that will spring up will be built on the Pacific coast. Then will Oregon come to have the great industry of ship building, for which she is naturally so well adapted; having all the raw materials necessary for the construction of vessels of any class.—Statesman.

McKinley's committee of investigation, who will look after the truth as regards Secretary Alger, has begun its labors. The commission effected an organization by electing Gen. Dodge, president; Richard Weightman, secretary; and Major S. C. Mills, recorder. The President is understood to be thoroughly pleased with the personnel of the commission, which is composed of Gen. Denby, ex-commissioner to China, Gen. John M. Wilson, Capt. Evan P. Howell, of the Atlantic Constitution, Gen. Grenville M. Dodge, Col. Jas. A. Sexton, grand commander of the G. A. R., ex-Gov. Beaver of Pennsylvania, Major Stephen C. Mills of the regular army, ex-Gov. Woodbury of Vermont, Richard Weightman, a prominent journalist of Washington and an ex-confederate.

SPINAL weakness easily cured by Dr. Miles' Nerve Plasters.

A novel plan for elevating the morals of Georgia has been formulated by a well known citizen of Atlanta. He proposes that each county shall decide by vote on January 1st of each year who the very worst man in the county is, and the man receiving the highest number of votes shall, on the ensuing February 1st, be hanged. It is claimed for the plan it will induce bad men to emigrate, and that the "complimentary vote" received by those who had just begun to be bad, but were not generally recognized as such, would tend to create a desire within them to be enrolled among the well behaved. The plan, at first thought, seems to have some merit.—T. M. It would be about the only time when you could with safety bet a man didn't vote for himself.

Kind Words.

W. L. Davis, a son-in-law of G. W. Cressy, of this city, is now at the helm as editor of the LINCOLN COUNTY LEADER and is making it a good paper.—West Side.

C. L. Gowell, who recently purchased the LINCOLN COUNTY LEADER, retained the editorial chair but a short time. After publishing one issue he sold the paper to W. L. Davis.—The West.

C. L. Gowell conducted the LEADER for one issue and then turned it over to Wesley Davis, who proposes to run the paper. Wes. ought to get out a lively paper, and we wish him success in that regard.—Post.

The LINCOLN COUNTY LEADER has been going through the process of evolution from the grub of populism—or silver democracy—to the bright and lively butterfly of gold standard republicanism. Three weeks ago Editor Stewart wielded a silver-democratic pen; the week following, C. L. Gowell controlled and made a silver republican journal; last week it passed into the hands of W. L. Davis and hereafter will support the administration and the St. Louis platform.—Union.

If you want to buy a new dress, look over the dress goods, gingham, outing flannels and calicos at Telferson's Cash Store, Yaquina City.

A CRITICAL TIME

During the Battle of Santiago.

The Packers at the Battle of Santiago de Cuba were all heroes. The Heroic Efforts in Getting Ammunition and Nations to the Front Saved the Day.

P. E. BUTLER, of pack-train No. 3, writing from Santiago, De Cuba, on July 23rd, says: "We all had diarrhoea in more or less violent form, and when we landed we had no time to see a doctor, for it was a case of rush and rush night and day to keep the troops supplied with ammunition and ration, but thanks to Chamberlain's Colic, Cholera and Diarrhoea Remedy, we were able to keep at work and keep our health; in fact, I sincerely believe that at one critical time this medicine was the indirect saviour of our army, for if the packers had been unable to work there would have been no way on way of getting supplies to the front. There were no roads that a wagon train could use. My comrade and myself had the good fortune to lay in a supply of this medicine for our pack-train before we left Tampa, and I know in four cases it absolutely saved life."

The above letter was written to the manufacturers of this medicine, the Chamberlain Medicine Co., Des Moines, Iowa. For sale by O. O. Krogstad.

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