

COL. RICHARDSON ON GOOD ROADS

(Continued from page 3.)

attended the convention at Dallas a year ago, heard yourself and others talk on the benefits of permanent roads, and how they might be secured by each community or district making a beginning. I resolved to try, and this is the result of the first year. We find that we can build them; that they are the most economical, and our county judge and road commissioners are enthusiastic for extending these roads throughout the county." I mention these two cases to show you what has been done, and it may encourage you to do likewise.

System of Patch and Mend.

The trouble with our road affairs is not so much with our road officials as it is with the system. We patch and mend without durable construction and maintenance. Our time and money is therefore almost wasted from year to year. If it should become the fixed practice of the counties to build each year on some one road, at least one mile or more of permanent road, it would be surprising how rapidly the leaven of the experiment would work in that community, and how soon would be realized the extension of permanent surfacing upon all the principal highways.

It is usually in the beginning where the difficulties are to be contended with. There is a demand that the limited road fund must be sprinkled in patchwork all over the county, and if any substantial portion is segregated to permanently improve any one road a howl immediately goes up that the county court or commissioners are spending all the money on one road, neglecting the others. These officials are censured and placed under the ban of political disfavor, and their chances of commendation for service, or return to office, are discouraged. It takes a good, nervy, patriotic man to stand firm for the best public interest against these influences. We do not always find them these days. Our public men, as a rule, are followers rather than leaders. I have never known, however, where a county official was firm and patriotic enough to public interests to do right, and give to the people some substantial return in the way of improvement for the money expended during his term, that while he might not have met with temporary reverses on account of the prejudice engendered, still, in the end, he would receive the encouragement and commendation his administration deserved and merited. Therefore, I appeal to the road officials to make a beginning in their county and road district in the state, by building, each year, a section of permanently surfaced public road. I believe the day will come, and it is not so far distant, when the government will lend its aid, at least to the construction of great trunk-line highways, crossing the continent and connecting the great cities and commercial centers of the country. The states will classify, build and aid in constructing principal state roads, connecting each and every county. Each community will always have its portion of local roads for their own construction and maintenance. Therefore, begin now, and build at home and agitate for the larger development in state and nation.

"Good Roads Day."

The fifth annual National Good Roads convention will be held in the city of Portland, at the auditorium, Lewis and Clark centennial exposition, June 21-24, 1905. Saturday, June 24, is designated as "Good Roads Day" on the exposition grounds. It will be observed by appropriate addresses by distinguished men, learned in all the sciences, arts and technique of the subject. Arrangements are being perfected for an object lesson road to be constructed on the grounds for exhibition purposes. This road will show the principles of construction, from foundation to finish. It will exemplify modern methods of grading, crowning, rolling, surfacing and drainage, together with the operation of the latest improved road-making machinery. The deliberations of the convention will be devoted to the description of the practical, scientific, ethical and economic phases of the subject. Engineers and experienced road builders and experts will talk upon the construction, the use and application of proper road material, the cost and maintenance. It is urged that the cities, the business interests, the educational, as well as the agricultural, of the state, be represented in this convention by full delegations. Much will depend upon the energy and effort of the State association and the Development league to insure its success.

There is much to be learned about roads and road-making. No man can seriously study the question without becoming an enthusiast. Knowledge makes us masters. If we would have and appreciate good roads, we must know how to build them. The task is not an insurmountable one. Modern science and practice has demonstrated that durable roads can be built without a great expenditure of labor and money, as under the old methods. The base or foundation of the road is the natural earth, therefore, in the improvement of your dirt roads, build them with proper grade, foundation, drainage and crown, that in time, when you come to surface them, you have the principal part of the work accomplished.

Make the Best of Dirt Roads.

I would not discourage the improvement of the natural dirt road, and of its careful and constant attention. Much benefit may be derived from this. We cannot hope to macadamize and gravel all our roads

at once, and a large proportion must necessarily be the common, every-day dirt road, and always a certain per cent of the lateral or neighborhood roads will remain of nature's material. While this is true, I must admonish you that it is impossible to have a good, durable road, that will resist the wear of travel and traffic all seasons of the year, unless you surface it with some kind of hard material and keep it in proper repair. A good macadam road is five times better than a good dirt road, when measured by traction resistance. In other words, you can haul five times as much with the same power over the macadam surfaced road as you can over the dirt road, with the best conditions. A macadam road is open and ready for traffic at all seasons, while the dirt road is subject to varying conditions, either mud, dust, ruts or rocks, and rarely ever, in the major part of the country, in ideal condition, except, maybe, in rare short distances.

To build a road under present methods, it is not necessary to lay the material to such great depth or to such great width. The secret of a good road is in the construction. The foundation, which is really the sustaining part of the road, must be properly prepared and rolled; then the material crushed or broken to uniform size, laid upon the road and rolled to uniform depth and compactness, placed on in two layers, with a finishing course, that binds and cements together, making a solid, impervious roof, which sheds the water, and of a top material hard enough to resist the abrasions of traffic; the thickness of material compacted six to nine inches, according to conditions and amount of traffic; the width, nine to 16 feet, governed by the character of the road, as to being the main thoroughfare, or a lateral country road.

Experts Are Cheapest.

No county judge, road official or commissioner is justified in expending the public monies in the building of roads, unless he is master of the art, or secures an engineer or expert road builder. It is proper construction that brings permanent results more than anything else, and the practice of careless, slipshod methods brings disaster to road improvement. How many officials waste money and time by simply lumping material indiscriminately upon the surface of the road, leaving it to be compacted by traffic. There is no chance for surface drainage; the water soaks right down through the rocks and gravel and destroys the foundation. What would you think of a public official, who would build a court house, or a postoffice, or a school house, placing the material in the construction in such a manner that the water from the rains percolated down through the roof and walls and foundation, for their undermining and destruction? Yet this is the same principle involved. Slovenly methods of road building are in use in too many places in this country.

It is not a difficult matter to gain the knowledge of how to properly build a road. The libraries are full of good, practical books, dealing with every detail of the subject. The government division at Washington, D. C., will furnish, free of cost, upon application by postal card, bulletins telling you how to grade and tile and crown and surface and finish a road.

Good Roads Pay for Themselves.

But some will say to me: "We may learn all that, and may employ engineers and experts to build roads, but where are we going to get the money? Here is the problem." Yes, it is true, it is the problem under our present system. It has been solved by other countries, states and communities, equitably and justly, and ample means have been provided for this improvement, without laying the burden too heavily upon any. The principle involved is that the public road is a distinct public improvement; that its use and benefit is shared alike by all people, and all interests, commercial and industrial, as well as agricultural, and that the means should be provided by a tax levied equally upon all property, and that the money be expended under proper management and intelligent supervision. This is no longer a theory; it has been in actual practical demonstration in several of the older states for 10 years or more, and has proven to be the best and proper solution of the road problem. The principal highways should be placed under such supervision and control, and a general uniform system should be adopted, connecting the counties and principal cities by a network of state roads.

Much might be said in favor of the states aiding in the building of mountain roads, which would develop their scenic grandeur. This pays handsomely. It is said that Switzerland turns "the golden glow of her sunsets into the coin of the realm" by her scenic roads. That America alone spends many thousands each year to climb these mountain roads for the scenery of the Alps. Counties and towns along the Blue Ridge and Appalachian ranges have their own well-organized Mountain Road associations, and these scenic roads are ever increasing means of revenue. Where in all the world, is to be found such scenic grandeur as in the Rockies, the Sierras and the Cascades, where nature tumbles and rolls, and expands in chaotic splendor; where basalt ledges lift their massive-like cathedral walls; where cascades rush their limpid waters, leaping sometimes hundreds of feet, from the heights to the glen; where mountains, verdure-clad at their base, studded with gigantic forests of majestic trees, their snow-mounted peaks and domes mingling with the cloud, and lifting one's inspiring soul to God. The eye sweeps the plateau plain, that yields in bounteous plenty when touched by the flume and the dam, while the valleys groan with waving grain, and on the hillsides cluster luscious fruit, on the tree and vine.

Good roads mean all this and more in the progress of your glorious development.

MARSHAL NEY'S DEATH.

The Dramatic End of the Brave French Soldier.

Ney refused naturally to place himself on his knees and to allow his eyes to be bandaged. He only asked Commandant Saint-Bias to show him where he was to stand. He faced the platoon, which held their muskets at "the recover," and then, in an attitude which I shall never forget, so noble was it, calm and dignified, without any swagger, he took off his hat, and, profling by the short moment which was caused by the adjutant de place having to place himself on one side and to give the signal for firing, he pronounced these few words, which I heard very distinctly, "Frenchemen, I protest against my sentence, my honor!"—At these last words, as he was placing his hand on his heart, the detonation was heard. He fell as if struck by lightning. A roll of the drums and the cries of "Vive le roi!" by the troops formed in square brought to a close this lugubrious ceremony.

This fine death made a great impression on me. Turning to Augustus de la Rochejaquein, colonel of the grenadiers, who was by my side and who deplored, like myself, the death of the brave des braves, I said to him, "There, my dear friend, is a grand lesson in learning to die."—"The Empire and the Restoration," General Rochechouart.

THE USE OF JEWELRY.

It Is Something More Than a Love of Pretty Trifles.

Even in its modern form when ornament has been left almost wholly to women it is something more than a love of pretty trifles. On the persons of the female members of his family the man loves to see the display of the wealth which in these days is power, and, if modern taste will not allow it in himself, it is still indulgent to his vicarious display of it through his women. So far as women themselves consciously aid and abet in this assertion of power, so far they may claim to be acquitted from the charge of sheer vanity. Women of families who have become recently rich love most to display their jewelry, and it may be there is not so much vanity as assertion in it of their claim in virtue of wealth to be respected and honored. Those women who have undisputed claims to distinction exercise more discretion, and their chief displays are on those occasions when it is congruous to emphasize their social power and influence. Thus to the end we have the close connection between ornament and money which has existed from the beginning.—London Saturday Review.

FIGHTING OXEN.

The Hottentots Trained Cattle to Charge Headless into Battle.

When the Dutch first settled at the Cape they found that the original Hottentots owned large herds of cattle, which they regularly rode and traiged to act as guardians of their other cattle and their camps. So admirably were these animals trained that they used to charge before the tribesmen in battle, apparently without riders, though there may have been mounted leaders.

An old writer named Kolben says: "Every Hottentot army is provided with a large troop of these war oxen, which permit themselves to be governed without trouble and which their leaders let loose at the appointed moment. The instant they are set free they throw themselves with impetuosity upon the opposite army. They strike with their horns, they kick, they rip up and trample beneath their feet all that opposes them. They plunge with fury into the midst of the ranks and thus prepare an easy victory. The manner in which these oxen are trained and disciplined certainly does great honor to the talent of this people."

The Difference.

A delegate from Boston to an educational conference in Philadelphia told of the answer given by a certain pupil in one of the public schools of the Hub in answer to a question put by a professor of natural history.

The question was, "What is the difference between a biped and a quadruped?"

The pupil's answer was, "A biped has two legs, a quadruped has four legs; therefore the difference between a biped and a quadruped is two legs."—Woman's Home Companion.

Announced Himself.

While looking for stragglers just as a Welsh regiment was about to sail from Cape Town for England an officer found a private standing at attention in a shed. "What are you doing here?" he was asked. "Please, sir," was the reply, "I am a lunatic, and I am waiting for the corporal's guard." He was right; he was a lunatic, and his guard had forgotten him.

Lifted.

City Cousin—Now, you farmers don't have the trouble of house hunting like city folk. Kansas Uncle—Don't, eh? Well, I've been hunting for a house that the cyclone carried away for two years, and I haven't found it yet.—Chicago News.

Just a Hint.

Reggie—A-a-h. Miss Merrlegh, speaking of confoundrums, do you know—a-a-h—the difference between a financee and a financier? She—Is there any? There shouldn't be, Reggie.

A Beautifier.

Miss Planely—Reggie says I grow prettier every time he sees me. Miss Roastem—You ought to have him call oftener.—Cleveland Leader.

Vanity keeps persons in favor with themselves who are out of favor with all others.—Shakespeare.

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