

WHERE DID CAIN GET HIS WIFE?

This question has puzzled all Bible Students for ages. We confess that we don't know.

However we do know that we can buy goods in the market as cheap as the City Stores, and our expenses are so much lower than Portland Houses that we can and do undersell them from \$2.00 to \$5.00 on every Suit.

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NEWBERG GRAPHIC.

ISSUED EVERY FRIDAY MORNING.

EDITORS AND PUBLISHERS:

E. H. WOODWARD & O. M. C. EMERY.

FRIDAY, JUNE 24, 1892.

Entered as second class matter at the post office at Newberg, Oregon.

THE BOY FOR ME.

I make no vain pretension
To wings before my time,
Nor do I seek perfection
In this ideal of mine.
His years not over thirty,
No fossil dry or cold,
But one who'll just remember
And smile when I'm old.
Just some of this world's here
To brighten the years as they go,
And enough of Murray and Webster
To hide what he doesn't know.
I want no tailor's model
Nor a form to sew the crown—
I seek not handsome features
Nor an inexpressible nose.
Let his locks grow straight or curly,
So long as they cover his cranium,
Not etched a skating rink.
A man all men call manly
And women dare to call old,
Who holds deceit dishonor
And life a sacred trust.
With reverence for his Master
And talk as firm as the Ark,
Who prefers a Sunday sermon
To a baseball game at the park.
And if it be so faded
That my ideal remain unknown,
Thank God, I still shall be happy
In solving life's riddle alone.

—Exchange.

EMMONS BLAINE, son of James G. Blaine, died suddenly at Chicago on last Saturday. This is the third child, the untimely death of which the parents have been called upon to mourn in the past two years.

The city election held in Portland last Monday resulted in favor of the Citizen's Ticket. It is to be hoped that the police force of Portland will be reorganized and made such that it will be a credit instead of a disgrace to the city. Many of the force are said to be looking for a change of pasture soon.

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MAKING GRAVEL ROADS.

The cost of good gravel roads is less than is generally supposed. It is frequently stated in print yet that the cost of gravel roads, when the gravel must be hauled five miles, is from \$2,500 to \$3,000 per mile. I have seen the cost put as high as \$5,000 per mile when the gravel must be hauled an average distance of five miles. This last figure is about three times too much, when the work is properly managed. A good gravel road can be built for from \$1,200 to \$1,500 per mile hauling the gravel five miles. This includes crowing up the earth foundation and cutting proper ditches at the sides. In our level prairie country, and where the subsoil is not favorable to drainage, this is of much importance. The earth roadbed should be crowned up eighteen inches in the center, nicely rounded off, and rolled down smooth and solid. Twelve feet is wide enough for the earth roadbed, and it should not be wider than fourteen feet. It is a common error to make the roadbed wider than this—a needless expense for construction and a waste of ground.

With us the crowing up of the roadbed and the cutting of a ditch at each side is done with a large road grader, operated by a dozen horses or steam power. This road grader is bought by a county, and with it all the roads in the county are graded up whether they are to be gravelled or not; or the grader is bought by a township and hired out to others. In quite stony ground it would not be possible to use this grader, but in such ground ditches and high crowing of the roadbed would not be necessary.

We do not longer use a substratum of broken rock. We have found this not necessary when the earth roadbed is thoroughly drained, and that it is cheaper to drain the earth roadbed than to use the layer of rock. I have found that the advantage of the broken rock layer has been overestimated. It is not so important or so advantageous as the books would lead one to think. Its only advantage worth speaking of, is to secure better drainage. With us it is more economical to get proper drainage by other means. This might not be the case where rock is very abundant.

We make the gravel twelve to fifteen

inches deep. When the earth foundation has been well prepared, gravel nine or ten inches deep makes a good and durable road. But it is more economical to make the gravel at least twelve inches deep. Not more than three inches of gravel should be put on at a time, this being rolled down thoroughly before another layer is put on. When three strata of gravel have been placed, making the gravel nine inches deep, it is well to allow the road to be traveled three months before the next layer of gravel is put on.

When a good gravel road is once made it requires very little work to keep it in repair, provided that work is bestowed promptly when needed. It is well to leave a dirt track at the side of the gravel track where the width of the road will permit, as it will in almost every case in the west, and in many cases in the east; when dry and hard the earth track will be preferred by most drivers, especially those of the lighter vehicles; and it is just at this time that gravel roads are worn. We find that the chief wear of the gravel is in dry weather when the dust is blown off the road.

The money expended for gravel roads is kept at home. Material or labor is not brought from a distance. A friend, a farmer, was recently telling me that when they began to gravel roads in his neighborhood, this fact struck the people as a pleasant surprise. The money paid for hauling gravel was paid to teamsters in the nearby villages, who paid it, either direct or through merchants, to the farmers for food for man or beast. The employment given the teamsters made better business in the towns and created a brisker demand for farm products. Thus the farmers got their road tax back and better prices for their products. The money was all kept at home.

It has been found that a good part of the hauling will be done by farmers and at prices that materially reduce the cost of the roads. There are certain seasons of each year when there is very little work for farm horses on the farm. At such times, rather than have them idle and bringing in no income, farmers will use them on the roads at low prices. It has been found that farmers will readily haul gravel for roads in their neighborhoods, at certain seasons, for two dollars per team, wagon and man per day, when the gravel is not other work would be three dollars, especially at other seasons. The farmer gets employment for his teams when otherwise they would be idle, and he gets gravel roads in his neighborhood; and at the same time any reduction in the cost of the roads lessens his road tax. When farmers thus did the work, good gravel roads have been made for \$800 to \$1,000 per mile, the gravel being hauled two to five miles.

It is remarkable how much gravel, and good gravel, will be found in a neighborhood supposed to be devoid of it until a search is made. I have in mind one county in Illinois that it was supposed three years ago had no gravel within its borders, except a little along some streams; today at least a dozen good banks have been discovered and are being drawn upon for road-making.

The gravel must be selected intelligently and carefully. We find that practically all of our pit gravel is excellent for road-making. Usually it is covered with a clayey soil about a foot deep, and in cutting down the gravel three or four feet deep this clayey soil should be mixed with it. It and the gravel will pack solidly together and the clay becomes hard, making a smooth, solid surface. Much of our creek, or "wash" gravel is worthless for road-making. Its quality for this purpose can be determined only by trial.

Good gravel roads would put every year \$500,000,000 into the pockets of the farmers of this country. When properly constructed and managed they are among the most profitable investments that can be made.—John M. Stahl, in Metropolitan and Rural Home.

suspecting, however, that it is due to eastern capitalists investing capital there. Arriving at Tacoma at 3:30 p. m. gave us ample time to see some of the city, whose beautiful residences and well kept lawns, overlook the Sound.

We retired early in the evening so that we might be well rested and ready for the scenes of the coming day. On going down to breakfast Wednesday morning, we were pleased to meet the remainder of our party viz. Mr. and Mrs. Stabler and two sons, who had gone by rail from Portland to Tacoma the previous night. Our party numbered fifteen, including the dear little boy of three summers whose jolly face was the light of the crowd, and an example for some of us who were inclined to get cross if discommoded in the least.

Nowhere can human nature be so thoroughly studied as on a tour of this kind, when the ugly phases of the disposition are more prone to make themselves manifest than at any other time, perhaps, unless it be in our own homes for in the words of Ella Wheeler Wilcox, "We grieve our own with look and tone that sorrow can never set right. We have careful words for the stranger, and smiles for the sometime guest, but we grieve our own with look and tone though we love our own the best." Suffice it to say that our company was an exceptionally congenial, good humored one. Now, we have been told that the trip up the Sound was a fine one to take, and knowing that to "go up on the Sound" is quite the proper thing to do, we gladly availed ourselves of the opportunity, now that it was afforded. The electric cars conveyed us to the steamer "City of Seattle" at 8 o'clock Wednesday morning and we soon were speeding away over the blue waters of the Sound. We had very much hoped to be able to get a view of Mt. Rainier or Tacoma, as the people of that city are pleased to style it, but the clouds hung about the horizon all day, so that our hopes were never realized. Some of the party, however, took a jaunt Wednesday evening from Tacoma, and were repaid by a splendid view of this snow cap. The Chautauquians of Newberg may be interested to know that we pass near Vashon Island where the Puget Sound Assembly is held. They will not be surprised, either, to know that we took the glass over our noses to see a Chautauquan, but the search was fruitless, they not having arrived yet for the July Assembly.

We reached Seattle at 9:40 a. m., but did not tarry long there. The straits of Juan De Fuca were passed late in the afternoon. Several light houses and some snug little residences were passed. The day was fine, and most of our party were out on deck all day except at lunch time, viewing the scenery, some of us being quite demonstrative, to the amusement of some who had made the trip before. Reaching Victoria at 4:15 p. m. we went ashore, and soon were exploring the capital city, quite a novelty to those who had not set foot on British soil before. We could see readily that we were in a strange land, especially when they discounted our money.

The thing that most attracted us here, was a large castle, owned and occupied by one Lord Dunsmuir, a wealthy Englishman. The castle is surrounded by several acres of land, not all kept in perfect trim, yet the grounds immediately in front are quite pretty with pebble walks leading from the gates to the castle. Iron gates guard the entrance, but finding them unlocked, and seeing not so much as a watch dog what danger could we see? The ladies of the party pushed right in as if members of the Royal family, determined to invade the grounds, much to the discomfort of the sterner sex who stood without, amazed at our temerity. At the hotel whither we wended our way for dinner at 7 o'clock p. m., we were greeted in the parlor by most an amiable English lady, who inquired how many wanted "tea," smiling the while as if to call us by name. It was rather a late hour for so large a company to drop in, but we found the landlady equal to the emergency, and tea was soon on our tables. On taking our leave the landlady said: "Well, come back this way if you are acomin'" and hastened away to make ready to attend a wedding later in the evening. We greatly admired the rosy complexion and fine physique of this lady, but when on seeing so many of this type, one of the party laughingly twitted us about being stunted, expressing his admiration of the English woman, our lips cooled and nothing more escaped our ears concerning her capability or her beauty. The climate is that of the south of England, and the town is peculiarly English in all its characteristics. Besides the government offices, the city has many fine public and private buildings. After purchasing souvenirs we went aboard the steamer Yosemite at 8:30 p. m., just in time to see the "City of Seattle" beautifully lighted with electricity, leave for Tacoma. We watched the "moon rise over the city," and then went to our state rooms and slept until 2:15 when the whistle aroused us and we looked about us to get a last glimpse of this weirdly fascinating place. The scenery was too pretty to admit of a morning nap, so we were on

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deck quite early to view the numerous green isles that dot the Sound so thickly. Mt. Baker arose in majestic splendor, her snow crowned summit glistening in the sunshine.

At Sand Point, we passed the wreck of the "Beaver," the oldest vessel that ever ploughed the Pacific—1835. They are attempting to raise her to take to Chicago to place on exhibition at the Exposition, but we predict that she must be taken in pieces, for she certainly is too moss grown and dilapidated to be taken whole. A guard is placed over her, so that it is not possible to obtain relics. We landed in Vancouver at 8:30 a. m. today, leave at 2:30 p. m. for Winnipeg, the eastern terminus of our journey on the Canadian Pacific. Vancouver claims a population of 20,000, but we are informed that until May 1886, its site was covered with a dense forest. That its growth was rapid from May to July, but in July a fire spreading from the surrounding forest, swept away every building but one in the town, so that with this one exception, every building now seen has been made since that time. The situation is most perfect as regards picturesqueness, natural drainage, harbor facilities and commercial advantages. The buildings are mostly of brick and granite, some of them would do credit to cities of a century's growth. The city is supplied with pure water by means of pipes laid under the inlet from a mountain stream opposite. The scenery all around is magnificent, the Cascade mountains near at hand at the north, the mountains of Vancouver Island across the water at the west, the Olympics at the southwest and Mt. Baker looming up at the southeast. We are told that opportunities for sport are unlimited, the hills abounding in mountain goats, bear and deer, trout fishing in the mountain streams, and sea fishing in endless variety.

Though we greatly enjoyed our trip on the water, we are somewhat happy in the thought of railway travel now. It will be a change, and it is characteristic of Americans to enjoy variety. If this letter is not consigned to the waste basket, we hope to say something next week of the latter part of the journey.

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