The Santiam News

POLITICALLY INDEPENDENT

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EDITOR AND PROPRIETOR.

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GOOD ROADS NOW A NECESSITY

THAT GOOD ROADS become a necessity as a state becomes more densely populated, is a fact which every practical thinking man will admit. In the early history of Oregon when there were but few people, a mere trail answered the purpose of a highway. Then people produced most of what they consumed, and consumed about all they produced. What little they needed to purchase could be obtained from the primitive trading post and was carried home either in the saddle pockets or on the pack animal. But when, in a few years, there was a market and the people raised something to sell, then roads which would sustain loaded wagons became necessary.

When Oregon was first settled, the settlers was allowed to take up a donation land claim—640 acres. These claims were selected just about as the settler pleased. The country had not yet been surveyed. When the survey was made, it was made to conform to the lines the settler had established for his donation claim. These claims had been selected so as to include as much cultivatable land as possible and the primitive roads were laid around rather than through these claims. As a result the road was often crowded into the foot hills. The prevailing idea then seemed to be that land, which was good for nothing else, would do for the road. And so long as light wagon loads would serve the purpose of the settler, these crudely laid out roads answered the purpose. But now, when roads are required which will sustain heavy traffic and heavy loads as well, the primitively laid out roads will no longer serve the purpose. It is now found that, for purposes of real good road construction, these first laid out roads must be changed. Indeed, in some places the cost of making good roads of these first located, is so great as to become prohibitive; when if taken through, instead of around the farm, the cost would be comparatively light and the road would be infinitely better. So the tendency now is, to relocate roads wherein it seems necessary. The time has now arrived, in Oregon, when a system of good hard surface roads are a necessity and land owners must be willing to aid the good work, by permitting roads through their premises, if necessary. This will have to be done before a really first-class system of roads can be established.

A farmer loads his wagon with farm products to take to market. The load is, necessarily, gauged by what his team can draw over the most difficult portion of the road. Possibly this difficult place limits his load to a ton or a ton and one-half in weight. Whereas, if the difficult place was removed, by relocation of the road if required, his team could draw double the weight and without being worried so greatly. This difference in loads illustrates what this one bad piece of road is costing the farmer every time he hauls a load to market.

A railroad necessarily requires a level roadbed or one with easy gradients. To secure this, the roadbed is located in the direction desired upon land which offers the least resistance. Section lines do not figure in the calculations of the locating engineer. Farms are bisected diagonally or longitudinally, as may be required. Nothing is permitted to interfere with the best possible roadbed. Suppose our main thoroughfares were located in this manner? Even our present crude method of road building would make splendid highways of them.

Oregon has an abundance of the very best of roadbuilding material. Crushed rock with easy gradients, make ideal country roads. Heretofore, gravelbeds have supplied the hard surface material; but crushed rock has been found to be so much superior to gravel, that future scientifically constructed roads will be surfaced with this material.

The time has arrived in Oregon when good hard surface roads, sufficient for both winter and summer freighting are required. Men will no longer be content to be bottled up from transporting their produce to market, for three or four months of the year. The successful farmer must have roads over which he can haul his produce to market when the best prices prevail, and this is, as a rule, in the winter time.

If a system of hard surface roads could be constructed, over which an ordinary team of horses could draw four or five tons at a load, the cost to market a farm crop would be reduced one-half. In the older states and in Europe, they have such roads. There, one horse draws as much or more than two can, over our present roads. Nor would the increased size of loads be the only gain. The wear and tear on team, wagon and harness would be greatly lessened, and the value of the farm would be greatly increased.

These facts every farmer and teamster knows to be true. Then would it not be good economy to secure at once, such a system of roadways in order that these results may be reached?

To establish such roadways, the services of a good road engineer are first requisite. Then land owners should be willing to allow roadway through their lands, wherever the best road can be constructed. Of course, the public should pay the land owner sufficient money consideration to justify him for so doing. Then, under the direction of a competent road builder, the road should be constructed with just as much care, as is now given to the construction of a railroad. With such roads the gain to the farmer or teamster can hardly be estimated. The cost of marketing a crop would be diminished, because of the less time required to do the hauling. If it now costs the farmer $200 to market his crop, then it would cost him but half as much. And if every farmer and teamster would donate each year, what he would thus save, the problem would soon be solved. Indeed, the NEWS believes that every county in the state would be justified in bonding itself for a sum sufficient to construct this class of roads. It would not only reduce the cost of teaming, as above stated, but would enhance the value of every farm in touch with the system.

PRESIDENT TAFT

PRESIDENT TAFT has been in Western Oregon and has departed. Of course any state of the Union gladly gives the president a cordial and patriotic reception, whenever he pleases to visit it. It is not the man but the office he holds which the people delight to honor. President Taft as a citizen, is but mediocre. There are thousands of citizens in every state of the Union, who are just as meritorious as he. But when he or any other man comes among us as president of the United States, the people delight to honor him. In the past men have visited Oregon, whose deeds of daring and valor or whose accomplishment as scientists, caused the people to receive them with enthusiastic acclaim. President Taft is not of this class. The people accord him honor rather for what they expect he will do than for what he has done. The NEWS believes that our Nation's president should travel about and mingle with the people. The people want to see and, mayhap, shake hands with the ruler of the greatest nation of the earth. They love to accord him honor.

For this reason, the president should so arrgnge his visits to a state or section, that the largest possible number of citizens can see him and hear him talk. As all of the people are paying the cost for him an almost royal passage through the land, they have the right and the President should feel in duty bound, to gratify this laudable curiosity.

President Taft's trip through the Willamette valley has not been arranged with a view of seeing the people and allowing them to see him. He arrived in Portland early Saturday morning and remaining there, hobnobbing with a few select persons, playing golf, etc., until 6 p. m. Sunday evening, when he entrained for California. None of the people of Salem, Albany, Eugene, Roseburg, Grants Pass, Medford or Ashland, were permitted to see him, unless they were willing to incur the expense of a trip to Portland for that purpose. Just who is responsible for this miscarriage of arrangements, is not in evidence. The start south could have as well been made at 8 a. m. as at 6 p. m. Then all of the Willamette valley towns could have seen him, at least, and give him greeting.

There is a disposition on the part of some people to appropriate and absorb the attention of notable public men whenever they are on their travels. This disposition is largely true down at Portland at this time. President Taft is just as much the president of the digger of ditches, as he is of the rich nabob or the sycophantic office holder. He is and should be the president of all the people, the poor as well as the rich and in his tours, he should endeavor to favor the people all alike, as nearly as possible, on his lines of travel. The itinerary of the President through Oregon, has been arranged in the interests of Portland, only. Nor do we believe that President Taft has added to his popularity, in allowing such onesided arrangements made.

But for all that, the people of Oregon who did not have the chance of shouting themselves hoarse at his Portland reception, wish him God Speed on his journey and a safe arrival home to the Whitehouse.

Rev. Carman on His Travels

Edmonton, Alberta, Oct. 2, 1909.
Editor Santiam News:

Possibly I may have a few friends in Scio and vicinity who will be interested in my whereabouts, so I venture a few words along that line.

I left Scio the 22nd of September, headed towards the north pole and pursued my journey in that direction until I reached the invisible but real dividing line between the Stars and Stripes and King Edward's land where we halted until our worldly possessions were examined and as we had nothing that anyone coveted, I was allowed to pass on into a country of which I studied when a boy but which mine eyes had never seen. I found the soil, timber, scenery, etc., very much like that of the United States, and kept on my way northward till I reached the capital of the wonderful Alberta region where I halted to take in the city and get a good breath of fresh air. Finding there a lady by the name of Mrs. Carman, I ventured to make her acquaintance. She seemed very cordial for one so far from my home in the South and we enjoyed each other's company so well that I concluded to remain a few days. In the meanwhile, I read a good deal of the squabble of Cook and Peary over the North Pole, and not wishing to add a third name to the embroglio, and afraid that in their desperate wrangle they had so marred the end of the earth's axes that I would not be able to recognize it if I saw the concern, I determined to proceed no further until I have more encouragement than is now visible, so for the present my address will be 84 Clara street, Edmonton, Alberta.

I have not yet definitely decided whether I shall become the king's advisor or janitor or some washerwoman.

The people here are very appreciative, especially of real talent. On the day of my arrival, they began preparations for a grand reception. The streets were decorated at an expense of over a thousand dollars and culminated in the coming of Earl Grey, the king's deputy, to take a prominent part in the festivities and the corner stone of the parliament building was laid in my presence. Some who did not know me very well supposed that all the display consisting of seven brass bands, mounted police and various orders, thousands of children, etc., was in favor of the governors presence.

Well, with Scio behind and winter before, here I am where the nights will soon be the longest I ever experienced, the snow deep, the cold intense, the days short and the purse penniless.

They say the winters here are long, lingering and lonesome like, while the summers are short, sweet, sunshiny suitable for sowing seed and having something to satisfy the stomach and prevent starvation in winter.

It is a little out of the bananna belt, and lemons and oranges are not raised in any great quantities, cyclones are not a howling success and grasshoppers are not often a good crop, but to see the fields of wheat and oats and vegetables of nearly all kinds and note the quality and quantity, makes one feel that the soil is rich beyond description. Fuel is cheap, houses built warm, but little wind in winter and cases of freezing to death are pretty rare.

Mrs. Carman and I have taken up our abode in a house that did not cost less than ten thousand dollars, and has all the modern accommodations and conveniences, but we do not occupy it all.

We attended the Baptist church last Sunday and formed a part of a congregation of about eight hundred. People here go to church.

With kind regards to all the good people of Scio including the editor, I remain as ever,

Yours truly,
A. H. CARMAN.

Jury List

The jury list was drawn Tuesday for the term of court beginning October 25. A remarkable thing is that both state senators, not on jury list for years, are both in it. Here they are:

Albany.—G. C. Moon, M. M. Meiser, F. J. Miller, A. A. Bender, J. E. Gaines.

Brownsville.—A. K. Kirk, Ed Holloway.

Center.—W. S. Churchill.

Halsey.—E. B. Penland, P. B. Beatty, F. C. Jackson.

Harrisburg.—Will Grimes.

Lebanon.—T C. Cheshir, M. A. Miller, D. F. Sturtevant.

Lacomb.—M. W. Yoeman, E. B. Barnes.

Price.—H. Bryant, E. J. Wilds, W. T. Carey, N. L. Pratt, E. J. Wills, E. M. Burkhart.

Orleans.—J. E. Hamilton, A. C. Miller.

Tallman.—W. A. Long.

Tangent.—W. W. Green.

Shedd.—J. E. Archibald, S. S. Myers' Geo. T. Bayne.

Jordan.—Chas. R. Irvine.

Scio.—O. B. Cyrus.

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Cup For The Annual Rose Show

J. F. Wesely has just received a magnificent silver cup, valued at $32 which is now on exhibition at his grocery store. The cup is to be awarded at our annual rose show to the grower of the best named ten choice varieties of roses, to be raised within the territory embraced within the forks of the Santiam. The cup must be won in two seperate annual competitions by the same party before final ownership passes; not necessarily successive but when awarded the second time to the same party.

This is simply one of the magnificent prizes, which will be up for competition next year, for there will be others. This prize is offered now, so that competitors will have plenty of time to select and plant their roses, as the fall is said to be the best time for planting. For best results 2-year-old bushes should be set out. Mr. Wesely is quite an expert at growing roses and he will willingly give any information within his power as to varieties and methods of culture. Mr. Wesely will not be a competitor for this particular cup, but this does not bar him from competing for any other prizes offered.

Equalization Notice

The County Board of Equalization of taxes will meet at the office of the County Clerk, Monday October 18, 1909, and remain in session for six days, for the purpose of publicly examining the assessment roll and to correct errors in valuation, description or qualities of land, lots or other property. All persons interested are hereby notified to appear at the appointed time and place and, if it shall appear to said Board, that lands, lots or other property, be assessed twice, or assessed in in the name of any person or persons not the owner thereof, or assessed under or beyond its value, or any land, lots or other property not assessed, they will make the proper correction.

D. B. MCKNIGHT
County Assessor.

Grangers Take Notice

Owing to the fact that the sale of the property of our late Brother Jas. Crabtree occurs on the same date, the Grange meeting of October 16 will be only an afternoon business meeting. This is ordered out of respect and good will for our late brother.

E. C. PEERY
Grange Lecturer.

Notice to Water Consumers

Water consumers who are receiving water from the Scio water plant, are hereby notified that they must notify the superintendent of the plant either verbally or in writing, when they wish to discontinue receiving the water, for they will be charged for the water up to date of notification.

F. B. WEST
Superintendent

Don't Forget

That I have a full line of Candies, Nuts, Cigars, Tobacco, Groceries, Post Cards, Stationery and the famous "Royal Table Queen" bread.

C. G. GOUGH.
Successor to F. M. Arnold

To Arrive

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N. I. MORRISON.

1613 Portland, No. 02774

Notice For Publication

United States Land Office

Portland, Oregon, August 27, 1909.

Notice is hereby given that the Northern Pacific Railway Company, whose post office address is St. Paul, Minnesota, has on this 25th day of August, 1909, filed in this office its application to select under the provisions of the Act of Congress, approved July 1, 1898 (30 Stat. 597, 620) as extended by the Act of Congress, approved May 17, 1906, the Ne¼ and Nw¼ Sec. 3, Tp. 11 S. R. 3 East, W. M.

Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to applicant, should file their affidavits of protest in this office, on or before the 16th day of October, 1909.

Algernon S. Dresser

Published in the Santiam News, located at Scio, Oregon.

Algernon S. Dresser, Register.

First publication September 10. Last publication October 15.

1-16 Portland, List No. 02181

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