

THE TELEPHONE-REGISTER.

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Thursday, December 8, 1892.

When Mr. Whitney declares that he doesn't want an office he becomes a freak in the eyes of the Ohio people.

The trial of Dr. Briggs for heresy is marked by the same technical delay that often ousts justice from the vulgar courts of mere worldlings. The guilt or innocence of the defendant is probably a matter of general indifference, but the weariness caused by the quibbling the public cannot escape. So far the prosecution object to all that Briggs advocates, and Briggs objects to all that the prosecution advocates. The fraternal regard that was on the programme has apparently broken its contract.

The proposition, says The Dalles Times-Mountaineer, that convict labor could be profitably employed in constructing public roads is one that meets with general favor, and this would in no manner cause unfair competition with wage-earners in any of the usual vocations. There is the greatest necessity in Oregon for improved highways, and the reason they are in the present deplorable condition is that the counties through which they run cannot afford to better them. Every year the roads to the interior require a great amount of work, and this is quite a hardship on farmers and taxpayers. The convicts in the penitentiary if put to work on these would find constant employment, and they would not be doing work that was the means of furnishing bread to honest laborers.

AN EXTRA SESSION NECESSARY.

Speaker Crisp strongly favors an extra session in March.

It need not last long, he thinks, or undertake anything but preparatory work.

The house, as the speaker points out, should be organized at that time. A committee of ways and means should be appointed to consider and prepare a judicious tariff reform bill for submission and passage during the succeeding autumn.

The democratic party is charged with the duty of reforming the tariff. It must not unduly delay the work. Still less must it do the work with such hurry as shall exclude deliberation and involve danger of blundering. The task is one of extreme delicacy which requires circumspection at every step.

If there is no extra session this work cannot be begun till the beginning of 1894. A bill could hardly be perfected and passed before the late spring, and it would be unsafe and unfair to business interests to give effect to a new tariff without adequate notice.

If there is no extra session the new tariff cannot go into effect before September or October, 1894. On the eve of a congressional election it would certainly be misrepresented, and misrepresentation might be the means of defeating the democracy in that year.

But if there is an extra session in March for organization, the work preparing a tariff bill can be begun at once by the ways and means committee and carried on deliberately during the summer, with the advice of such men as Carlisle and Mills in the senate and other democratic statesmen and business men whose counsel is of great value.

Upon the meeting of congress again in the fall the work of the session, so far as this most important measure is concerned, would be fully laid out. The tariff bill could be passed early in 1894, and go into effect in the spring or early summer, thus giving time for its benefits to appear before the people shall be called upon to judge of its wisdom.

An extra session will hasten the work without hurrying it. It will secure ample deliberation. It will prove democratic good faith and commend the democracy anew to popular favor. It will bring relief to the people many months sooner than would otherwise be possible. It will give to business of every kind the notice it needs of the changes to be made in business conditions.

With such a plain warrant from the people it is no time for the democratic party to shirk its duty or to delay unnecessarily the fulfillment of its promises.

THE ROADS OF FRANCE.

History of the System, how Constructed and the Benefit to the People.

The press of the state is talking road, the farmers and business men are talking road and road history is now interesting matter to nearly everyone. Agreeable to promise we begin the publication of articles pertaining to the roads of foreign countries in order that some of their ideas in road making can be known and if found good, adopted. From the report of Commercial Agent Loomis, of St. Etienne, France, to the secretary of state, we learn that the modern system of France was inaugurated by the First Napoleon and carried forward to its satisfactory and splendid conclusion by the late emperor, Napoleon the Third.

The roads of France are now practically all built, and they are substantial monuments to the Napoleonic foresight and shrewdness. The work of the engineers in the department of public works in France today is not to build new roads, except in rare instances, but to keep those already constructed in a state of high efficiency. There have been no important new roads opened in France for a dozen years, and the country is so traversed with excellent roadways that no more lines of communication are likely to be exploited save in case of military necessity. The wagon roads of France, always passable and reaching all centers of population, no matter how small, are the chief competitors of the railways, as means of communication by water are not numerous.

The road system of France has been of far greater value to the country as a means of raising the value of lands and of putting the small peasant proprietors in easy communication with their markets, than have the railways. It is the opinion of well-informed Frenchmen who have made a practical study of economic problems, that the superb roads of France have been one of the most steady and potent contributions to the material development and marvelous financial elasticity of the country. The far-reaching and splendidly maintained road system has distinctly favored the success of the small landed proprietors, and in their prosperity, and the distribution of wealth, lies the key to the secret of the wonderful financial vitality and solid prosperity of the French nation.

The French roads have compelled the respect and admiration of foreigners for a century, and of all the roads in the country those considered the most excellent and at the same time the most difficult of maintenance, happen to lie in this mountain district, which contains in the Isere some of the most rugged of the French Alps, with their peaks forever snow clad and rising to a height of 11,000 feet.

In the high, mountainous regions of the Isere I have seen, after violent summer rains of 36 hours' duration, 50 yards of national road, including a small bridge, washed away by a fearful torrent rushing down from a cloud capped field of ice, with an almost vertical fall of 2,000 feet. In three hours and in the midst of a severe storm, I have seen that same road repaired temporarily and made passable by the road men in this remote and little frequented region.

It is this never-failing watchfulness and promptness in repairing roads, coupled with thorough and honest construction, which gives France a system of roads which is at once a source of national pride and strength and of national pride.

The greater part of the roads in France are macadamized; it is only in towns that paving stones are used. The layer of broken stones composing the road is from 12 to 15 centimetres thick. This layer is placed directly on the beaten ground. In exceptional cases a layer of sand intervenes, or even stones of a certain magnitude, in order to facilitate the drainage. Sometimes the stones are undressed cobbles, such as are found in the beds of rivers or on the seashore, but this kind of pavement is seldom used now. The paving most generally used is made of hard granite, and laid at right angles to the axis of the road. The uniform paving stones vary from 10 to 20 centimetres in depth; much larger ones are sometimes employed in the principal streets, however.

A good pavement should meet the following conditions: First, it must furnish a good foothold for horses drawing heavy loads; second, the stones should be placed so that the wheels shall not run between the interstices for any distance; third, one part of the pavement should not be more resisting than another.

The construction of a pavement consists at first in hollowing out the bed for the stones and in placing a layer of sand of from 15 to 25 centimetres in thickness. The stones are then placed side by side and the interstices filled up with sand. The operation is completed by an instrument called a demoiseille, which drives home the pavement and makes it regular. This demoiseille is a heavy rammer made of wood, and bound at the bottom, which is the larger end, with a strong iron hoop, and on each side a handle.

When a road is finished and opened to traffic it is not left to itself, for otherwise it would soon deteriorate and become bad. To keep

it in proper repair two operations are necessary, that of removing the waste, such as mud and dust, and that of supplying new material to replace the loss by wear and weather. To the removal of mud and dust the French give great attention.

When a road is run over freely by vehicles for several days and the weather is dry a slight layer of dust is formed. This dust annoys the passengers and the horses and renders the road heavy for traffic. If rain falls the dust is converted into mud, producing ruts and faults of every sort, consequently the dust must be removed, and the instrument used is the broom. A well swept road leaves no mud after rain, at least not for several days. However, if the humidity continues the road becomes at first sticky and is finally covered with mud, which should be promptly removed, as the mud makes the tracks of the wheels apparent, and as those tracks constitute a smoother surface for running on than the rest of the route other vehicles follow in them, and after awhile regular ruts are formed, which injure greatly the road. All the while, moreover, the wear and tear continues, although slowly, and consequently at certain periods the road must be repaired. As a rule wet weather is chosen for this operation, and the principle which ought to guide the roadman in his work is the avoiding of creating a special track in the road for traffic. The vehicles should run over any part of the surface to prevent the depressions alluded to.

Formerly a road was opened to traffic immediately after construction while the stones were yet loose, but the inconvenience of this method has disappeared since use has been made of heavy rollers, which compress the material. A roller or compressor as it is called here, consists of one or two heavy cylinders drawn by horses or propelled by steam. The cylinders weigh four tons, but this weight is subsequently increased by filling the large box over the cylinders with stones. The rolling machine is first passed over the road with only its own weight, that is to say empty, and gradually stones are added. In order to effect properly the operation the road is previously well watered. Constant repairing is required, especially after heavy rains, but the material being always at hand, the work is promptly executed by the roadman.

Since 1846 the French engineers have generally used basalt instead of crushed granite on the roadways which are built for heavy traffic. This basaltic rock is found in great quantities in the adjoining department of the Haute-Loire. The basalt costs \$2.50 per cubic metre, and 300 cubic metres are used for each kilometre, or six-tenths of a mile. It is not only far better, but about 30 per cent cheaper, than the crushed granite, formerly so much used.

The cost of constructing a paved roadway is \$2.35 per square metre and the cost of keeping it in repair is 8 cents per square metre per annum, while that of a macadamized road is from 5 to 10 cents.

The road and bridge service of France is a strong and effective organization. Responsible men are employed in it, thoroughly trained, and their work is subjected to close inspection; the routes are divided into sections of half a mile to 3 miles in length, according to the importance of the road, each of which is confided to a man or a number of men so that every foot of the roadway is inspected daily and is kept in thorough repair.

Average cost of building a road per kilometre, \$6,000.00. Cost of a road in the valleys per kilometre, 4,000.00. Cost of a road in the mountains one region per kilometre, 9,000.00. Cost of keeping in repair per kilometre and per annum, 400.00. Cost of embanking per cubic metre, .18. Cost of paving streets per sq. metre, 2.43. Cost of paving stones (1,000 stones), 48.26. Cost of ordinary workman per day, .58. Cost of man and horse hire per day, 1.55. Cost of foreman per month, 20.00. Cost of supervisor per annum, 600.00. Cost of engineer of roads per annum, 1,000.00. Cost of head engineer, 2,000.00.

One striking and satisfactory feature of the French road system is that furnished by the substantial bridges which are seen in every place where the slightest need for them exists. These bridges are generally of stone, except in some cases where large streams are to be crossed, and then the suspension system is most frequently employed with satisfactory results. However in the case of road bridges where the span exceeds a certain limit iron is supplanting stone considerably in their construction.

It seems that McKinley doesn't know any more about political campaigning than he does about the tariff. He intimates that we can't do it again.

Probate Court.

Adoption of Ella M Woods—Petition for the adoption of Ella M Woods by Gus Johnson and Jessie Johnson allowed and name changed as prayed for.

Adoption of Lovell J Anderson—Petition for the adoption Lovell Anderson by Jeremiah Williams and Hattie H Williams, allowed and name changed as prayed for.

Estate of Joel Stowe—Report of sale of real estate filed and sale confirmed to T M and P M Stowe.

Estate of H G Burns—Inventory approved.

Hors. Collard—To the wife of F. W. Collard in LaCamas Wash., on Dec. 2 1892, a daughter.

MARRIED.

MORRIS-CARTER—At Hotel Yamhill, in this city, Tuesday, Dec. 6, Mr. Henry Morris and Miss Laura Carter, Judge Galloway officiating.

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PARIS FASHIONS. Sometimes one wonders who wears the feathery and awful gowns and bonnets that are pictured in the fashion journals and that one really does see in reality in the magazines in Paris, and if one happens to wonder about the polite attendant says: "Oh, those are for the American Trade!"

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Notice of Final Settlement. NOTICE is hereby given that the undersigned as the administratrix of the estate of Edwin B. Fellows, deceased, has filed her final account as such administratrix, One of the county court of Yamhill county, Oregon, and said court has set the 2nd day of January, 1893, at the hour of ten o'clock a. m. of said day at the county court room at McMinnville, Oregon, as the time and place for hearing said account.

Therefore all persons interested in said estate are hereby notified and required to be and appear at said time and place and show cause, if any there be, why said account should not be allowed and said estate be not finally settled and said administratrix discharged. ELLIEN B. FELLOWS, Administratrix, F. W. Fenton, Attorney for Estate (Nov. 17-18)

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