

Geadlight.

WAGON ROADS AND HIGHWAYS.

Those Abroad.

LLAMOOK, OREGON, THURSDAY, AUGUST 11, 1892.

\$1.50 Per Year.

BALDNESS HEREDITARY.

How Those of America Contrast with There Is a Vast Difference Between So Says a Hairdresser in a Learned Dis-

Those Abroad. One of the most interesting govern-ment reports ever published is that enti-the difference in the subject. In France, where they have the best roads of any country in the world, the difference is the subject. "About bald heads, now," said a hair-dresser who professed to know all about tled, "Streets and Highways in Foreign highways are divided into several classes, hirsute deficiency and its causes, "they Countries," just issued by our depart-ment of state and consisting of reports from United States consuls upon the construction and maintenance of high-ways in foreign lands. If anything were necessary to show the great superiority of European roads over our American This method of building and main-

becessary to show the great superiority of European roads over our American wagon roads, these reports would do it most effectually, but America has long been known to be so deficient in the con-struction and maintenance of wagon bud the time of the provident taining roads in France was started by the first Napoleon, who appears to have been the earliest European statesman who clearly saw the great economic ad-brade the the bild of the provident taining roads in the provident taining roads roads that the object of this report as compiled by the state department is to indicate how they may be improved. The report is too voluminous and em-braces too many countries to be even re-viewed in an editorial, but we may take that portion of it which refers to Switz-erland as a specimen of the whole. The network to highways with which The network of highways with which Switzerland has been covered consti-minimum. France is the only country thus are rarely chronically bald.

"Maybe they are right, but I don't berepublic. Switzerland has nearly 9,000 are not dissatisfied, and where they do miles of splendid country wagon roads, not feel that they have a harder time as the head of the family, has to go to alded to the faculty, and additional apparatus supplied. A diploma the school entitles one to teach in any county in the state wilhout fur-xamination. A diploma ally constructed and best maintained wagon roads in the world. Whether they climb mountain roads or extend into the remotest valleys, they are beed advantages in Vocal and Instrumental Music. A Year at School for \$1.50. ced to \$6.25 for Normal, and \$5.00 for Sub-Normal, per term of ten . Board at Normal Duning Hall, \$1.50 per week. Furnished rooms per week. Board and lodging in private families \$3.50 per week ful and healthful location. No saloons. First term opens Sept 20

the main highways of Switzerland, and it is the following of the plans they pro-vided and the methods they adopted does not seem to the rural mind to cut

reports from Switzerland—that made by Mr. L. T. Adams—which we wish par-munication. — John Gilmer Speed in Professor Eaton, an English scientific person who has made investigation on the subject a specialty for years, does not believe it, and stoutly declares that the

lows: "The worst surface with a good foundation affords a better road than the costly surface without a foundation. This is probably the most important lesson to be got from European experience in roadbuilding." The west has a difficult problem before it to provide good country roads. Our alluvial soil, which lacks the stones and gravel used with such good effect in Switzerland, presents problems in tire state. There are 102 counties in the state, divided into 1,700 townships. lost it for good. If it wasn't so do you ded doctors and barbers?" - New

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quired to keep them in order and pro-vide police surveillance for them.

particularly demands good country wagon roads, should especially seek to profit by the experience of the Old World, for the Old World is as far

ticulary to impress upon our readers as Christian Union. worthy of remembrance. It is as fol-

tutes the pride and glory of that little in Europe where the agricultural classes

FRENCH AND AMERICAN ROADS.

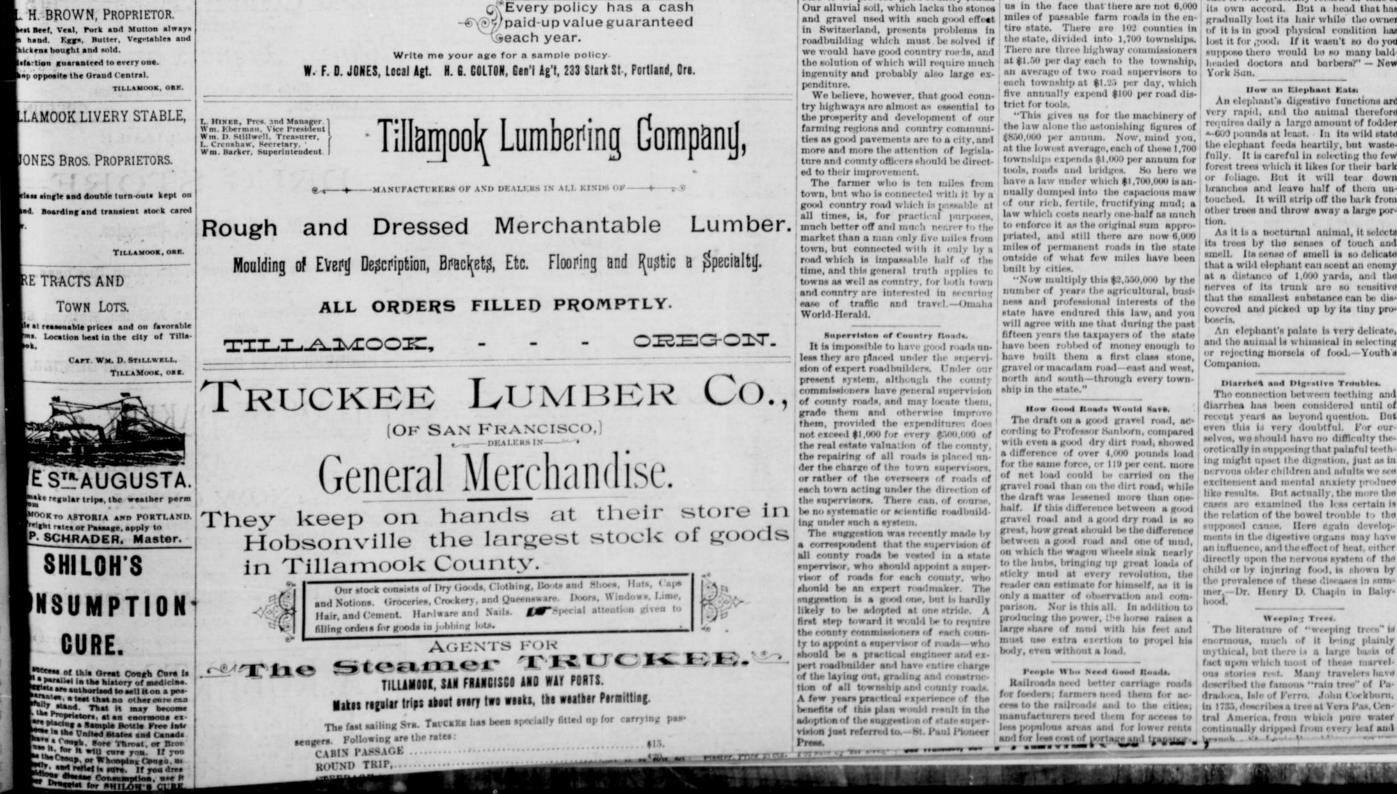
Them-Improvements

legislation in favor of good roadbuild- man vide police surveillance for them. It is nearly 2,000 years since the Ro-man engineers first laid out a few of men, and have pretended to think that tion, but then what will explain its prev-

The Roads of Illinois.

which make the roads of Switzerland so much of a figure in the economy of the disappointments? Thus we see the easy they fill now with equal perfection the were made for children to slide down grandfather was at seventy. We see the peaceful uses of commerce and agri-culture, and make traffic and travel in Switzerland delightful and easy. and that gates were hung for little girls men were selfish, of course, in starting pampered child of fortune, son of a mil-lionaire father, who toils not, neither doth ho spin, yet Elijah, whom the bad Productive Farm Land. TOWNSITE TOWNSITE

> ahead of America in the matter of wagon roads as America is ahead of foreign lands in railroads. and simple living, and yet they are as any right to feel proud when he thinks any right to feel proud when he thinks There is one sentence in the consular of the muddy and dusty ways which can be made of this mysterious depar-



in Switzerland, presents problems in roadbuilding which must be solved if we would have good country roads, and There are three highway commissioners suppose there would be so many baldthe solution of which will require much at \$1.50 per day each to the township, h ingenuity and probably also large ex- an average of two road supervisors to York San. each township at \$1.25 per day, which five annually expend \$100 per road dis-We believe, however, that good coun-

try highways are almost as essential to trict for tools. the prosperity and development of our "This gives us for the machinery of the law alone the astonishing figures of farming regions and country communi-\$850,000 per annum. Now, mind you, ties as good pavements are to a city, and more and more the attention of legisla-ture and county officers should be directat the lowest average, each of these 1,700 townships expends \$1,000 per annum for tools, roads and bridges. So here we

The farmer who is ten miles from town, but who is connected with it by a nually dumped into the capacious maw of our rich, fertile, fructifying mud; a law which costs nearly one-half as much to enforce it as the original sum approgood country road which is passable at all times, is, for practical purposes, market than a man only five miles from priated, and still there are now 6,000 town, but connected with it only by a road which is impassable half of the built by cities. time, and this general truth applies to

"Now multiply this \$2,550,000 by the number of years the agricultural, busis ness and professional interests of the

Supervision of Country Roads. It is impossible to have good roads un-less they are placed under the supervi-sion of expert roadbuilders. Under our present system, although the ship in the state."

How Good Roads Would Save.

The draft on a good gravel road, according to Professor Sanborn, compared with even a good dry dirt road, showed a difference of over 4,000 pounds load for the same force, or 119 per cent. more of net load could be carried on the gravel road than on the dirt road, while the draft was lessened more than onehalf. If this difference between a good gravel road and a good dry road is so great, how great should be the difference between a good road and one of mud, on which the wagon wheels sink nearly to the hubs, bringing up great loads of sticky mud at every revolution, the reader can estimate for himself, as it is only a matter of observation and comparison. Nor is this all. In addition to producing the power, the horse raises a large share of mud with his feet and must use extra exertion to propel his ty to appoint a supervisor of roads-who should be a practical engineer and ex-pert roadbuilder and have entire charge

People Who Need Good Roads.

Railroads need better carriage roads for feeders; farmers need them for ac- dradoca, Isle of Ferro. John Cockburn, cess to the railroads and to the cities; in 1735, describes a tree at Vera Pas, Cen-

How an Elephant Eats:

An elephant's digestive functions ard very rapid, and the animal therefore requires daily a large amount of fodder ~-609 pounds at least. In its wild state the elephant feeds heartily, but wastefully. It is careful in selecting the few forest trees which it likes for their bark or foliage. But it will tear down branches and leave half of them untouched. It will strip off the bark from other trees and throw away a large portion.

As it is a pocturnal animal, it selects miles of permanent roads in the state outside of what few miles have been built its trees by the senses of touch and smell. Its sense of smell is so delicate that a wild elephant can scent an enemy at a distance of 1,000 yards, and the nerves of its trunk are so sensitive that the smallest substance can be discovered and picked up by its tiny pro-

Diarrhea and Digestive Troubles. The connection between teething and diarrhea has been considered until of recent years as beyond question. But even this is very doubtful. For ourselves, we should have no difficulty theoretically in supposing that painful teething might upset the digestion, just as in nervous older children and adults we see excitement and mental anxiety produce like results. But actually, the more the cases are examined the less certain is the relation of the bowel trouble to the supposed cause. Here again develop-ments in the digestive organs may have an influence, and the effect of heat, either directly upon the nervous system of the child or by injuring food, is shown by the provalence of these diseases in summer,-Dr. Henry D. Chapin in Baby-

Weeping Trees.

The literature of "weeping trees" is enormous, much of it being plainly mythical, but there is a large basis of fact upon which most of these marvelous stories rest. Many travelers have described the famous "rain tree" of Pa-