

HOW TO GET GOOD ROADS.

May Be Built In Systems Miles at a Time.

PUBLIC SHOULD BE TAXED.

Would Remove a Heavy Burden on Farm Property—1,000,000 Miles of Highways Out of 2,300,000 Are Used For Rural Free Delivery and Are Thus Post Roads.

It would save a deal of time, trouble and expense if the state or community would profit by the experience of others in the matter of road building rather than persist in going forward by fits and starts and generally making a mess of it before learning what to do and how to do it. It would shorten the process, and the same end would be the sooner reached. New York began with an appropriation of \$50,000, but in five years voted a bond issue of \$50,000,000 and is expending \$5,000,000 a year. Maryland is expending one-third as much. Pennsylvania is putting millions every year into good permanent roads. Illinois, Iowa, Missouri and other valley states should sit up and take notice.

The split log drag or its equivalent is a very valuable road tool. Its use should be encouraged. We should not, however, deceive ourselves that the road drag is a solution of the good roads problem. Nothing short of a hard wearing surface upon the main roads will meet the need of the age.

The money required to build good, permanent roads throughout the country would reach enormous figures, and if it were an item of expense that must be paid now one might well regard the task as hopeless. However, the situation when understood is not at all discouraging from a financial viewpoint. The only drawback is the reluctance of the public to study the question closely.

If the following points are kept in mind it will aid to a clearer conception of the facts involved in the good roads question:

First—Every good road built is an asset. It adds to the property value of the country more than its cost. It



GETTING THE ROAD IN CONDITION. (From Good Roads Magazine, New York.)

increases the value of all forms of property, but farm property most of all. This receives the largest and most direct benefit from good roads. So good roads are an investment as surely as building barns, drainage or any other improvement that adds value.

Second—The roads ought to be built in systems, many miles at a time. In this way better work can be secured and the cost per mile will be much less. If twenty to thirty miles are built at a time competition will be sharp. Contractors will plan to use the latest and most approved methods, and the result will be a better job at 10 to 25 per cent less money. There is apt to be better inspection and construction, consequently less cost to maintain, than if built in short strips.

Third—The payment of the original cost of building the roads ought to be extended over twenty or thirty years. There is no valid reason why those now carrying the burden of taxation should bear the whole load. A stone, brick or even a good gravel road if well built will serve for a generation with a moderate up keep expense. Why should not those who come after us and enjoy the benefit help pay the bill? This makes the payment comparatively easy.

Fourth—The roads belong to the public. Their condition affects the public welfare. They are used to carry the food supply of the world's market and to return a large part of the factory output to the farm. It is equitable that at least one-half the expense of building and caring for good roads should be chargeable to the public as a whole and the other one-half paid by the locality receiving the immediate and most direct benefit. This takes a heavy burden off farm property.

Fifth—Out of approximately 2,300,000 miles of highways in the United States about 1,000,000 are used for rural delivery and are thus post roads. It is estimated that four-fifths of all the traffic the country ever passes over one-fourth of the road mileage. If these roads with the heavy traffic which should receive the first attention, if 400,000 miles of good stone or gravel roads were added to those already built it would give a complete network of good roads from ocean to ocean and from the lakes to the gulf and would serve from 75 to 80 per cent of all the traveling upon the public highways.

Just Received.

Just received, screen doors, panel doors, sash doors, front doors, windows, tents, camp stoves, stools, tables, cots, hammocks, paints, etc. A. H. Lippman & Co. 6-28-11

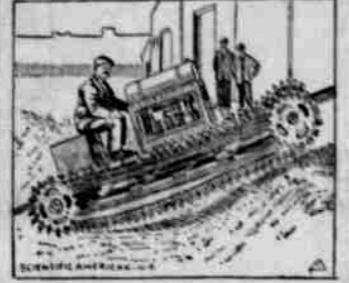
Horses for Sale.

On the old C. Sam Smith ranch, near Prineville, 125 head of mares and geldings, large enough for work horses, will be sold in any number at reasonable prices. For further information address G. H. RUSSELL, Prineville, Oregon. 6-16-11

NOVEL MOTOR SLED.

Vehicle to Be Used by Captain Scott on His South Pole Trip.

The practical success achieved with the gasoline propelled motor sleighs on the Shackleton and Charcot polar expeditions has prompted Captain Scott to include a vehicle of this type for his forthcoming dash to the south pole. This vehicle is, however, distinctly different from the motor sleighs hitherto used. In the two previous cases the front of the car was mounted on runners or skis, a chain and sprocket with spuds which gripped the snow and ice being fitted at the position occupied by the wheels in the ordinary motorcar. In the new sleigh, however, what may be termed an adaptation of the pedrail or caterpillar system has been resorted to, which imparts a greater degree of efficiency



FEDRAIL MOTOR SLED.

to the vehicle and enables it to surmount obstacles and to travel over rough ice and snow with ease. In view of the conditions prevailing and the work it is intended to fulfill in the south polar regions, the engine is of a special type. It comprises four vertical cylinders, cast in pairs and developing twelve brake horsepower.

The sleigh is fitted with a runner, upon which bear the rollers of the chain. The latter, passing between this runner and the ground, supports the whole vehicle and propels it as the wheels revolve. There are no brakes provided, as the big reduction ratio of the worm renders it completely irreversible, so that brakes are not necessary. Similarly steering gear is dispensed with, as such is not requisite, for in any open area, such as an ice field, steering is not demanded. When it is required to deviate to the right or left ropes attached to the front of the frame can perform this function.

Turning sharp corners under these circumstances is admittedly exceedingly difficult, but when working in its designed sphere this drawback will not be serious, as sharp turning can be generally avoided. The sleigh has a substantial wooden frame, and underneath is fitted a large undershield, extending from end to end so as to present a perfectly smooth surface to the snow. When the sleigh is under way a curious fact is observable. The chain where it touches the ground appears to stand still while the sleigh slides over it. This is the motion that actually takes place, for the top of the chain travels forward at twice the speed of the sleigh. It will thus be seen that in reality the lower part of the chain in contact with the ground constitutes a surface over which the vehicle itself can move.

The driver has his position on a box behind the engine, which seat forms a receptacle for tools, spare parts and other accessories. That the vehicle has great climbing power has been conclusively proved, for it will ascend steep banks of earth and ride over serious obstacles easily and without any appreciable diminution in speed.

Although this sleigh can carry a party and full equipment, its actual function is to act as a tractor for the haulage of ordinary sledges, the trailing vehicles carrying the loads.

Pressure in the Ocean. Water is but slightly compressible, fortunately, else substances falling into the sea would never reach the bottom. It can be shown that if water were as compressible as atmospheric air iron would float at a few hundred feet below the surface of the sea.

Still, in the deeper parts of the ocean the pressure amounts to four or five tons to the square inch, and at a depth of five miles, where the action of gravity suddenly ceases, the waters of the ocean would rise 500 feet above their present level from expansion, showing that water is compressible to a considerable degree under enormous pressure.

Primer of Explosives. The geological survey has issued a primer for the use of those who have to do with explosives, telling in technical language how and of what explosives are made, pointing out the dangers and showing how these may be reduced to a minimum.

Pay Up. All persons knowing themselves indebted to the firm of Lively-Jordan-Lewis Company will please call on Harry Lewis and settle.

L. O. F. LODGE meets every Saturday night. Strangers welcome. W. Frank Pettit, S. G. H. Constable, V. G. H. L. Hobbs, Sec. 6-2

Jersey Cows for Sale. For further information, address H. E. RIMMOCT, Prineville, Ore. 7-28-11

Great reduction on all kinds of Summer Millinery. Large assortment to select from at

Mrs. Estes Corner 2d and Main Streets PRINEVILLE, OR.

CULVER

The Junction City of the Deschutes The Railroad Town of Central Oregon

Has a Remarkable History--A Great Future

PLACED upon the market but one month ago, yet the interest shown by the general public, the sale of lots and especially the railroad development in and for Culver, has made it imperative that the townsites owners, in order to protect their own interests, must almost immediately advance the price of lots. We believe that sufficient time has already been allowed those who were anxious to secure lots at first cost, however, these prices will be held open for a short time longer and if you wish to embrace this opportunity to secure a choice selection at introductory prices we urge you to lose no time.

What is Doing at Culver?

The machinery is on the ground and work begun on the well which is to supply water for townsite purposes until the development of the town will warrant the installing of a gravity system of waterworks.

The new \$3,500.00 hotel is nearing completion and shortly will be ready to offer the traveling public good, neat, clean service.

Practical tests of available material are being made preliminary to the establishment of a brick manufacturing plant in Culver.

The Postoffice Department has issued orders for the old Culver postoffice to be moved to the new town on the railroad.

As soon as material can be secured for the purpose a number of business buildings are to be erected in Culver for the housing of various industrial enterprises.

That Culver is the railroad town of the Deschutes Valley is beyond question now. The new railroad plat of Culver Junction shows four tracks through the town--one main line--two long sidings--and an industrial track facing the warehouse site which are laid out by the railroad company and extend from the junction point entirely through the townsites.

Besides being the junction of the Hill and Herriman main lines Culver will also be the junction of the branch road which will be built to Prineville at no remote period. We are not prepared to state if this road will be an electric line built by Prineville capital and maintained by the power company, which owns the power site west of Culver in Crooked river, or if Herriman interests will extend the Deschutes road from Culver junction to Prineville, or yet if L. W. Hill has design on this splendid route to Prineville, but that this line will surely be built we are reasonably certain.

In the meantime Culver is the distributing point for Prineville and other towns of less importance and will be the terminus of the main line for freight and passenger traffic for several months until the bridge is completed over Crooked river.

all upon Young at our Culver office. Harmon look at our Laidlaw office, or Henderson Investment company at Prineville, and see the official Oregon Trunk Railroad plat of Culver, showing trackage and warehouse sites.

Deschutes Valley Land and Investment Co.

301-2 Buchanan Building, Portland, Oregon



Suits With Character

Those "touches of tailoring" that give character to a suit or coat, are what every woman wants.

La Vogue garments excell in this particular.

Our styles are full of clever bits of tailoring here and there, adding much to the appearance of the suit and giving an individuality to each style.

Quality is there in every stitch and seam and line of the garment.

They fit with a graceful ease that makes you feel comfortable at once.

Come in and try them on. No trouble to us. Buy only if they please you.

Clifton & Cornett, PRINEVILLE, OREGON

City Meat Market

J. W. Horigan, Proprietor

Beef, Pork, Mutton, Wholesale and Retail

All Kinds of Sausage Nice and Fresh

Home Cured Bacon and Lard. Fish and Poultry in Season.

Butter and Eggs. Give us a call and we will save you money.

LUMBER

Shingles, Mouldings, Windows, Doors, Glasses, Etc. Etc., Etc.

SHIPP & PERRY PRINEVILLE, OREGON

24-Hour Service PRINEVILLE EXCHANGE

The Pioneer T. & T. Co.

Rural service from 6 a. m. to 9:30 p. m. Calls from 9:30 p. m. to 6:30 a. m. on rural lines 25 cents extra, excepting calls for doctors, which are free to subscribers at all hours.

Notice for Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, August 1, 1910.

Notice is hereby given that Joseph Gerardo, of Prineville, Oregon, who, on August 2nd, 1905, made Homestead, No. 14638, (Serial No. 029778) for SE1/4 section 4, township 18 south, range 10 east, Willamette Meridian, has filed notice of intention to make final five-year proof, to establish claim to the land above described, before Warren Brown, county clerk at his office, at Prineville, Oregon, on the 13th day of September, 1910. Claimant names as witnesses: Robert L. Kitching, William B. Kitching, John D. Agostino, Robert G. Smith, all of Prineville, Oregon. C. W. MOORE, Register.



"I. W. HARPER"

the Prince of fine Whiskeys

Admittedly the BEST for generations past; better now than ever.

Sold by Silvertooth & Browder Shaniko, Oregon

Millinery Clearance Sale

Great reduction on all kinds of Summer Millinery.

Large assortment to select from at

Mrs. Estes Corner 2d and Main Streets PRINEVILLE, OR.