

**POTATO GROWERS ARE RAPIDLY ADOPTING MOTORTRUCKS TO CARRY LOADS TO MARKET**



Tubers Being Unloaded From Refrigerator Car Into Motortruck.

In regions where potato production is specialized, motortrucks are being rapidly adopted for hauling even when the distance to the railroad siding is relatively short. Two-ton trucks are popular for this purpose, and 100 bushels, or 6,000 pounds, are commonly taken at a trip. One business-like potato grower whose farm is four miles from railroad states that he averages five trips a day, hauling 100 bushels to a trip; that he uses the truck little except during a two-months' shipping season; that his haulage costs, allowing for interest, repairs, storage, depreciating and driver's wages, averages about \$2.25 a trip, or 2 1/4 cents a bushel. He states that the haulage cost would be noticeably reduced if he used the truck over a greater period.

**Five Trips Per Day.**

He figures a ten-mile round trip, three tons being carried in going. It would be possible to make six trips a

day. Instead of five, he says, were it not for the inevitable delays which occur at the station. Heavy shipping causes congestion, and new arrivals must wait their turn to unload the truck.

**Fruit Growers Favor Trucks.**

Fruit growers are another class among whom autotrucks are becoming common. The big fruit farm, hauling its own fruit to the railroad, uses horses in the fall out of all proportion to farm needs at other seasons. Numerous large fruit farms formerly made no attempt to keep draft horses in the numbers required for fall hauling and instead let this work out on contract, at so much a box or barrel. The autotruck interests this class; during the long, idle periods it consumes no oats. The autotruck is also proving valuable to growers of perishable fruits, permitting them to ignore the express route and find a market in a hurry when required.



**GOOD ROADS**

CONSTRUCTION OF GOOD ROAD  
Concrete Highway Is Composed of Mixture of Sand, Stone, Portland Cement and Water.

The concrete road is composed of a carefully proportioned mixture of clean, hard, well-graded sand, pebbles or broken stone, portland cement and water. This mixture is laid upon the subgrade to a depth of 7 inches or more for the entire width of the road, and soon hardens into a mass as hard as rock. The materials are bonded together by the cement so firmly that it is impossible for traffic to loosen or separate the particles. For this reason no expensive maintenance is required.

The foundation or subgrade is compacted where the concrete is to be laid and the roadbed is drained so that no water will remain under the slab, writes A. L. Pettibone in Dakota Farmer. Upon the foundation concrete is laid in one or two courses. A one-course concrete road consists of a relatively rich concrete mixture throughout. A two-course road consists of a somewhat leaner mixture for a base with a richer top or wearing course, applied before the concrete in the base has begun to harden. Frequently re-enforcement in the form of wire fabric or steel rods is embedded in the concrete. This assists to prevent cracks in the slab and aids in keeping cracks which may form from opening to any appreciable extent.

The high wearing quality of the concrete road results from using properly graded, clean, hard sand and pebbles or crushed rock. These must be combined with portland cement in carefully measured proportions, mixed with a power-operated batch mixer to produce a stiff plastic consistency, then placed upon the foundation and struck off with a template or strike board, so shaped that the surface of the pavement will have the desired crown. After rolling with a light metal roller to compact the concrete and remove excess water used in mixing, the concrete is finished by seasawing a section of rubber or canvas belting along



An Improved Highway in West.

the pavement, leaving a true, even, gritty, dense surface. When sufficiently hardened to prevent pitting or marking, the surface is sprinkled with water, then covered with 2 inches or more of moist sand or earth, which is kept wet by sprinkling for from ten days to two weeks to prevent the concrete from drying out too rapidly. Under no circumstances should a concrete road be put in use until it is 14 days old and in cool weather a longer time is necessary. This is a brief summary of the essentials of the construction of a concrete road.

**GOOD ROADS ARE PROFITABLE**

Authorities Should Act to Meet Growing Demands Before Trade Goes Other Ways.

Good roads are a paying investment. Local authorities in cities, towns and counties should act without delay to meet the growing national and local demands before trade goes in other directions. It is almost impossible to get back the lost advantage after other districts have won it.

**NOT AFFECTED BY WEATHER**

Heat or Cold, Freezing and Thawing Does Not Injure Concrete Once It Is Hardened.

Concrete roads are not affected by heat or cold nor by freezing or thawing when it is once hardened. Other materials tracked upon concrete have no effect upon it. Heat does not soften the binder permitting it to flow; cold does not make it brittle, causing it to chip.

**Proper Grade of Road.**

The grade of the road is important, for on this depends the weight of the load which can be hauled economically.

**Improvement in Texas.**

Texas this year will spend a total of \$78,216,000 on improved highways, according to figures compiled by the state highway department.

**Building Roads Is Important.**

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**OREGON NEWS NOTES OF GENERAL INTEREST**

Principal Events of the Week Briefly Sketched for Information of Our Readers.

The sugar shortage in Pendleton is becoming more acute.

The average age of Oregon men killed France was 23 years.

Portland will celebrate armistice day, which falls on November 11.

There is a great shortage of dwellings and rooms in The Dalles this year.

Public night schools opened Monday in six of Portland's school buildings.

Registration in The Dalles schools surpasses that of last year by 211 pupils.

An army retail store has been opened in Portland at Fourth and Pine streets.

Prices at which cull apples are selling in Hood River are far above those of former years.

Women workers in the Sheridan cannery in some instances are earning as high as \$7 a day.

Twenty-three elementary schools and six high schools of Lane county still lack teachers.

A. E. Rowland, a well-known business man of Corvallis, died suddenly of heart disease, aged 58.

**WE HAVE SOME BARGAINS In AGRICULTURAL IMPLEMENTS FARM WAGONS WIRE FENCE ETC. FOR CASH COLLINS W. ELKINS**

W. W. Johns, Oregon pioneer of 1852, and for many years a resident of Salem, died following a stroke of paralysis.

With the opening of the new packing plant Roseburg now has three big prune packing establishments in full operation.

Judge Harry H. Belt of Polk county donned overalls and went to work in the orchards to help harvest the big prune crop.

Julius H. Barnes, United States wheat director and president of the United States grain corporation, will visit Portland October 9.

With a large membership Illahe division of the Ladies' Auxiliary of the Brotherhood of Railway Engineers, was started in Roseburg.

Reports received at the office of the Oregon public service commission indicate that the car shortage situation is becoming more acute.

Shipping of sheep owned by ranchers in the Antelope and Maupin country from summer to winter range will be started from Bend this week.

**Chinese College Girls.**

The most picturesque school in Nanking is Ginling college, a recently opened institution, operated by five boards, presided over by a faculty of eight and including 18 girls. As this is only the second year of operation, 18 is a goodly number. Last year there were hardly enough girls to go around. The college is housed for the present in a charming old "kung wuan" or official residence belonging to the estate of Li Hung Chang, and once occupied by one of his relatives. For Chinese women to come into such an inheritance, even by renting it, is enough to make anyone enthusiastic. Only two years of college work are done at present, but a year's work is being added over autumn, so that it will soon tax the eight teachers to keep the class work up to the high standard that has been decided upon. —Christian Herald.

**Rigorous Mourning.**

"Germany's week of mourning over the harshness of our peace terms was rigorously observed—nit," said Major Frederick Palmer, the famous war correspondent.

"There's a story about the week of mourning from Berlin. A Berlinese assistant theater manager said to the manager:

"Is our burlesque going to observe the week of mourning, boss?"

"Rigorously, sir, rigorously," the boss replied.

"Close down—is that the idea?" said the assistant.

"Close down nothing!" said the boss. "We'll put all the chorus girls in black silk stockings."