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THURSDAY - NOV. 30, 1911

MAKING THE SMALL FARM PAY

The land owner who attempts to raise wheat alone on less than 320 acres is not wise, unless he is in an especially favored section. Even then he should have resources sufficient to carry him over one or two years, made lean by total or partial crop failure or abnormally low prices. It is to be presumed that the farmer with more than half a section will also be prepared for like periods, but unless he is in debt he ought to have sufficient credit to carry him through.

Nor should the orchardist with forty acres or less rely upon any one or two kinds of fruit. If he does he is taking a great risk. He is as sure to strike lean years as is the wheat grower. If upon his forty acres he has a variety of fruits, such as grapes, berries, apples, pears, plums and prunes, it is not within a probability that they will all fail in any one year.

But it is unwise for any man of ordinary means to rely upon any one crop, no matter what it may be. The capitalist who has a large body of land, orchard or agricultural, can afford to take the chances, but the man expecting to make his living each year from his land cannot with safety specialize so closely.

The best farmer is he who diversifies his industries, crops his land intelligently and takes, so far as possible, the profits that the specialist throws to the middleman. That is, he feeds as much as possible of his products to livestock, turning it into pork, mutton, poultry or beef, or preferably into milk and cream.

Almost all of the good things open to the farmer will come through the dairy cow. The landowner, be he orchardist or wheat grower, who does not find that out early in his career is missing the one best bet open to the agriculturist or horticulturist. It is true the proper handling of cows to get the best results is a business requiring close attention to details, and there is work to do, work that must be done, every morning and every evening of the year through. But there is no other work that brings surer rewards than the work with the dairy cow.

Any man with a tract of good land of forty acres, or under the best conditions with twenty acres, and a dozen good cows, is better off than the specialist with two or three times that area and resources of \$5,000 to \$10,000. For the dairyman who is fully taking advantage of his opportunities is not a specialist. He must, if pursuing his business with intelligence, maintain such a rotation of crops as to have green food for his cows all the year through. He will raise root crops of various kinds, cabbage and kale.

And as one of the most profitable branches of the industry will come the hog, that greatest of all money-makers in this section of the country. And if wise, he will pay a good deal of attention to poultry, for where there is a good supply of green food and skim milk the cost of keeping a large flock of chickens is scarcely appreciable. But the hogs should have first call on the by-products from the dairy.

These facts are as old as the hills. You may go to any dairy section and see them verified on all hands. And when you get into a dairy country you will find the most prosperous of all agricultural communities. You will find the people well housed, the children being brought up under the very best conditions, good

school and church and facilities, and the landowners as a rule out of debt and with good credit. Above all you will find the farmers' wives enjoying more of the comforts of life than in any wheat country on earth.

While these statements are true of the country as a rule, they can be emphasized in our own section. The climatic and soil conditions here are practically ideal for the dairyman, making the industry not only more profitable than anywhere else in the country, but more pleasant. We have seen it stated, and believe the statement to be true, that the same intelligence displayed here as in the favored dairy sections of New York and Illinois will give returns of more than twenty-five dollars per cow per year in our favor.

One further thought: The dairy business will not be overdone, at least not in this or the next generation. It will grow more profitable year after year. It will become less drudging. With all of the improvements, such as milking machines, separators, the cheap generation of power, the automobile truck and multiplication of creameries, the future dairyman may even do his work in his Sunday clothes without soiling his kid gloves.—Portland Oregonian.

Redmond, according to the Hub of that town, is going to rid herself of all undesirable characters. At the last meeting of the city council resolutions were adopted instructing the marshal to drive all gamblers and women of questionable reputation from the city. It also passed a motion to economize on the matter of printing. Invariably the first thing a town does when it shuts off its revenue from one source is to reduce expenses in other departments and the printer is generally the one to suffer. The Hub says it is in favor of saving the city every cent possible, even in regard to printing, but it criticizes the council for attempting a reform at the end of a political year.

A Unitype typesetting machine has been ordered by The Pioneer and will be installed about the first of the year. The machine was shipped from New York last Monday. With the exception of the linotype, the Unitype is the best machine manufactured today for use in the printing office. For several reasons it is better in a small country office than the linotype, in that the expense of operating is much less, yet they do almost as much work. The Bend Bulletin has ordered a linotype, which will be in operation about the same time as the Unitype in this office. These two machines will be the only ones of their kind in use in Central Oregon.

The number of fatalities in the great game of football is less this season than for the past ten years. Only 9 dead and 177 injured is the result of this innocent game; considerably less than half what it was last year, when the names of 22 dead and 499 injured appeared on the statistic book. The death toll from year to year is greater in football than all the rest of the sports combined. Some of the colleges in the east have abolished the game entirely and others will follow. Wausau and Neenah, two Wisconsin college towns, disbanded their teams on orders from the city council.

Manager Chapman of the Commercial Club promotion committee was advised a few days ago by Will A. Campbell, secretary of the Northwestern Land Products show, to be held in St. Paul, December 12-13, that the Northern Pacific has offered a number of silver cups for the best exhibits. A cup is offered for the best sample of alfalfa from Central Oregon and another for the best exhibit of processed

fruits from Washington or Oregon.

By a vote of 114 to 48 last Wednesday, Bend adopted a city charter providing for six councilmen and a mayor. It is possible now for them to vote bonds for municipal improvements.

The Pioneer extends to its readers and friends, best wishes for a pleasant and happy Thanksgiving day.

HOW TO BUILD A SAND-CLAY ROAD

Proper Drainage Must Be First Consideration.

SIDE DITCHES ARE GOOD.

Before the Combination of Sand and Clay Has Become Thoroughly Dry It Should Be Dragged Every Morning to Smooth Out the Ruts—Care Should Be Taken to Keep Ditches Clean.

When a sand-clay road is built upon a clay subgrade proper drainage is one of the most essential things, for unless the subgrade of the road is dry and firm the surfacing of sand-clay is sure to break through, says Professor M. G. Homes of the University of South Carolina. Ordinarily side ditches, which must be large enough to carry off all of the water falling on the road, will be sufficient.

These side ditches should be wide and shallow rather than narrow and deep, as thus they will not be hard to keep open nor dangerous to travel. They should be from four to five feet wide and from one to one and a half feet deep, sloping three to one on the side next to the road and down to one on the outer side, and they should have outlets as frequently as possible to carry the water entirely away from the road. When the subgrade is wet or damp most of the time or is through swampy land tile subdrains should be laid in order to keep the foundation of the road dry and firm. It must be borne in mind that greater care must be exercised to keep the clay subgrade dry and in the majority of cases of a subgrade in sandy soil.

The roadbed should be graded true to the lines and grades established by the engineer. All spongy material, vegetable matter, trees, roots and stumps should be carefully removed from the roadbed and the space thus filled in with sound material, and the surface of the roadbed should be dry and the sand and clay should be plowed and harrowed with a disk harrow to a depth of four inches until the clay is completely pulverized, and the clay subgrade should be comparatively dry or it will not pulverize. After this has been done the roadbed should be leveled up, and it will then be ready for the sand.

The subgrade is now covered with six to eight inches of clean, sharp and round sand. When the clay already contains much sand the amount of sand stated above should be cut down by that much. The sand should be spread evenly and be of a uniform thickness. To get the best results the road bed should be dry when the sand is added, and especially should it be dry when the sand and clay are mixed, as it is very difficult to mix the sand evenly with the clay when the latter is wet and sticky.

The mixing is now carried on with a sulke or spring tooth harrow until

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the sand and clay are thoroughly incorporated and the mixture is brought to a state of fine subdivision. The roadway is now shaped up with road machine. A split log drag may be used. From now until the surface becomes thoroughly consolidated the greatest care should be exercised to keep the surface smooth and properly crowned, and for at least a week the surface of the roadway should be reshaped every morning with the road machine, for if the roadway is worn into ruts at first it is a hard matter to ever get a smooth surface.

As soon as it has dried out sufficiently the surface should be smoothed with the road machine and given the proper crown. And just before it becomes entirely dry it should be rolled until it becomes hard and ceases to show the tracks of ordinary loaded vehicles. The roller should weigh from six to ten tons, never more, and may be either horse power or a steam roller.

The side ditches should be given a general cleaning and repaired at least once in the early spring and once in the early fall. All trash and other obstructions should be thrown out on the sides opposite from the roadway, and all scoured places and holes in the ditches should be filled up with firmly packed rock and clay.

How to Keep Olives.

Many housekeepers know that after opening bottled olives or buying them in bulk they are apt to mold or spoil. To prevent this pour a little olive oil on top of the liquor in which they are kept and they will keep indefinitely.

Soak one-half pound prunes overnight; in morning stew till soft with one-half cup sugar. Rub through sieve. Beat whites of four eggs to stiff froth and add sifted prunes, beating well together. Heap upon a platter and bake in a slow oven for fifteen minutes, allowing it to brown. Serve when cold with custard sauce.

LIFE'S CIRCLE

In the journey of life we travel in circles; therefore do not think the good that is in you. Plant blossoms. You will come back to them by and by. It is the best of the things you do today that will most do with making tomorrow your tomorrow. One of the things of sunset is the memory of what was planted in the morning.

O. A. C. SHORT COURSES

Begin January 3, Continue Four Weeks

YOU ARE INVITED

Every citizen of Oregon is cordially invited to attend the short courses of the Oregon Agricultural College, beginning January 3. Eleven distinct courses will be offered in Agriculture, Mechanical Arts, Domestic Science and Art, Commerce, Forestry and Music. Every course is designed to help the student in his daily work. Make this a pleasant and profitable winter outing. No tuition. Reasonable accommodations. For beautiful illustrated literature, address

H. M. TENNANT, Registrar, Corvallis, Ore.
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Trains will run daily, except Sunday, on the following schedule:

Lv. Portland	7:20 a.m.
Lv. Hillsboro	8:50 a.m.
Ar. Beach Points	1:20 p.m.
Ar. Bay City	2:04 p.m.
Ar. Tillamook	2:25 p.m.
Lv. Tillamook	7:55 a.m.
Lv. Bay City	8:55 a.m.
Lv. Beach Points	9:00 a.m.
Ar. Hillsboro	1:25 p.m.
Ar. Portland	4:10 p.m.

Through tickets on sale at city ticket office, Third and Washington Streets, or Fourth and Yamhill, to all points on the P. R. & N. Further particulars from the city ticket agent or agent Fourth and Yamhill streets

John M. Scott

General Passenger Agent
PORTLAND, OREGON

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