

## SPEND LARGE SUM IN FORESTS

GOVERNMENT PLANS IMPROVEMENTS IN NATIONAL RESERVES IN NORTHWEST THAT WILL COST \$600,000.

WASHINGTON, D. C., June 10.—Six hundred thousand dollars will be spent during the fiscal year 1908-1909 for the construction of roads, trails, telephone lines and other permanent improvements on the national forests. Congress has appropriated the same amount for this purpose during the fiscal year of 1909-1910.

In order that the forest rangers may cover the large area contained in the district, it is very necessary that a system of trails be constructed along routes which give the best control of the areas to be patrolled. In many districts telephone lines have been built between the supervisor's office and ranger headquarters, and to prominent peaks which are used for lookout stations to observe fires.

To fight forest fires effectively it is of the utmost importance that a force of men be rushed to the fire as soon as possible, as these fires can be controlled and put out if taken when they are small, where it would be almost impossible to check them after they had spread over a large area. For this reason the telephone lines and trail systems are of vital importance and have played no small part in the patrol system which has resulted in the remarkably small area burned over since the forests have been under government supervision.

Among other necessary improvement provided for, the service takes up the matter of the betterment of range conditions. First, by the construction of drift fences, which are for the purpose of keeping stock within the area allotted to them and to save the time of the herders. Second, by the improving of springs and watering places. In many sections of the west large areas have been of no value on account of the lack of water during a large portion of the year. By the fencing and piping of the springs and providing adequate storage, the service has been able to conserve a supply of water which enables these ranges to be used throughout the season. Third, by the fencing of bog or mire holes. As fast as possible, places where the loss of stock from miring in bog holes has been heavy are being fenced so that the cattle cannot get into them. Fourth, by the fencing of poisonous areas. In certain sections of Colorado there is a poisonous larkspur which, during the spring season, will poison stock that graze on it. These places are being fenced and the stock kept away from the areas until the poisonous season is over, when they are opened for grazing.

All of the National forests are divided into districts which are under the direct supervision of a forest ranger who looks after the timber cutting and grazing matters, and patrols his district to detect and prevent forest fires. As the National forests are located in mountainous and timbered country and have but few settlements within their boundaries, it is necessary to provide these rangers with quarters convenient to the districts over which they have charge. These quarters consist of a small house, a stable for his saddle horses, a fence enclosing a pasture for his stock and occasionally, the fencing of a small garden patch and a small piece of hay land to provide fodder for the stock during winter.

The Forest Service also cooperates with the States, counties, and communities, in the construction of wagon roads, trails, and bridges, which will make accessible bodies of mature timber, and otherwise assist in the control and use of the forests. An example of this cooperation is the Boise-Atlanta wagon road. This road connects the city of Boise, Idaho, with the mining town of Atlanta, a place of about 300 inhabitants. The road follows up the Boise river for the entire distance with the exception of about 7 miles, beginning at a point 5 miles out from Boise. The entire length of the road is about 96 miles. Atlanta is situated in the Sawtooth Mountains and is 90 miles from a railroad. The former outlet was by wagon road to the town of Mountain Home. This road follows over high mountains, and is snowed

in during six or seven months of the year.

The Boise-Atlanta wagon road will be snowed in for only two or three months of the year. The road is an old project, about 40 miles of it having been built out from Boise some ten years ago. This work was done by a fund raised from subscriptions taken in Boise and Atlanta. In 1905 the road was extended 28 miles, from funds appropriated by the State of Idaho. This work brought the road to the boundary of the Sawtooth National forest, now the Boise National forest.

During the summer of 1907, the people of Atlanta subscribed \$3,500, the Commercial Club of Boise \$2,500, the state appropriated about \$8,000, and the Forest Service contributed \$4,000 a total of \$18,000, with which the old road was put in proper repair, and a little less than 20 miles of very difficult mountain road was constructed through a narrow canyon which, in many places, had precipitous walls of rock. The scenery along this road rivals that of many of the scenic highways.

This road opens up a large area of National forest heretofore inaccessible, gives comparatively quick communication between Boise, the state capital, and Atlanta, and greatly lessens the length of time that Atlanta will be shut off from communication with the outside world.

### FORTY CENTS BID FOR TRUNK NETS MAN \$164.60

BURLINGTON N. J., June 11.—Among the articles put under the auctioneer's hammer at a public sale of household goods at the home of Mrs. Edward Riggs was an old-fashioned box trunk. It was about to be tossed aside when Frederick Adams, a mere looker-on, who had drifted in to the house with a party of young men, bid 40 cents.

Immediately Adams became the center of jibes from his companions, and Adams, who had bid in fun, found to his chagrin that the auctioneer held him responsible for the sale.

Adams paid and suggested to his friends that they examine the "bargain." There was nothing bargain-like in the body of the trunk, and Adams was about to leave it when he noticed a loose board in the bottom. Investigation showed a false bottom, beneath which were a number of secret compartments.

The eyes of Adams and his friends nearly popped out when in one they found gold and bank notes to the amount of \$165. They hurriedly removed the trunk to continue investigations at home. The trunk is said to have belonged to Christopher Rigg, a wealthy former resident.

### SQUIRE OVERLOOKS \$50 FEE

WORSTER, Ohio, June 11.—Justice of the Peace Cooney Fritz of Franklin township was paid \$50 for performing the marriage service of a couple whom he did not know, but did not discover it until months after wedding.

At the close of the ceremony the groom handed Justice Fritz a pair of kid gloves. Fritz, who is a bachelor, concealed his disgust and later turned the strange marriage fee over to his mother, remarking "What in the world do I want with kid gloves?" Fritz, who is not given to studying fashion plates, decided to try on the gloves, just to see how his hands would look in them. Tucked in each of the 10 fingers he found a \$5 bill.

The NORTH BEND FISH market will be closed for a short time, but the CUSTOMERS will be supplied from the GAMBLE MARKET.

## REAL ESTATE TRANSFERS

Daily Real Estate Report Furnished By Title Guarantee and Abstract Co. Henry Sengstacken.

June 4, 1909.

Marshfield Land Co., to James Forty; deed. Parcel of land beginning 684 ft S of SE corner of blk 13, Bay Park being 2.02 acres in NE 1/4, sec 2, twp 26, R 13. Consideration, \$10.

Bennett Trust Co., to D. D. Campbell; deed. Lots 5 and 6, blk 4, Ferndale. Consideration, \$1.00.

Fanny E. Hougard, to Guy C. Barnum; deed. Lots 4 and 5, blk 16, North Bend. Consideration, \$775.

Eva L. Graham et al, to A. B. Hicks; deed. Lots 5, 6 and 7, blk 6, Edmonston's First Addition to Marshfield. Consideration, \$1.00.

P. Price to A. H. Bell; deed. 1/2 interest of lots 16, 17 and 18, blk 12, Portlawn Addition to North Bend. Consideration, \$1.00.

June 5, 1909.

Anna Wulff, to Joseph Houser et al; deed. Lot 1, blk 4, Nasburg's Addition to Marshfield. Consideration, \$10.

L. D. Kinney et ux, to Permelia A. Stewart; deed. Part of parcel 'T', Belt Line Railway Right of Way, Coos Bay Plat E. Consideration, \$400.

Belt Line Railway Co., to Permelia A. Stewart; deed. Part of parcel 'T', Belt Line Railway Right of Way, Coos Bay Plat E. Consideration, \$10.

### NOTICE OF DISSOLUTION OF PARTNERSHIP

Notice is hereby given that the partnership heretofore existing between the undersigned under the firm name and style of LaChance and McKeown, is this day dissolved by mutual consent; H. J. McKeown having purchased the business and assets of said firm, will pay all legal claims against the same and all debts owing said firm are to be paid him. "The Chandler" hotel will hereafter be under his sole management.

Dated at Marshfield, Oregon, June 9th, 1909.

H. J. MCKEOWN,  
E. D. LACHANCE.

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