

Look Out for Snaps

We will continue our Big Sale Another Two Weeks

Stewart & Vant

Fall Creek Items.

Ernest Derrick of Eddyville has been visiting his uncle, J. A. Oglesby.

Ellis Vader and wife of the Yachats are visiting on Fall creek, guests of R. B. Trenholm.

John Wilson of Alsea is talking of locating on Fall creek. He seems to like it down here.

P. G. Carns says he is not going to "bach" very much longer. Wonder what he means by that?

C. E. Carns says he is an all-right blacksmith and wagonmaker, but all we have to show for it is his good work.

Billy Oglesby and D M Carns have been working on the new road, and Clare Trenholm says he will do likewise. I wonder if there isn't some attraction on the new road.

J. A. Oglesby is going ahead with the work on the river wagon road. They have put the right man in the right place this time. We hope he will be successful in his undertaking.

Miss Zelma Trenholm gave a birthday party at her home last Wednesday night and invited in a few of her many friends and also the Fall Creek string band. The evening was passed with music and games, and all seemed to have a good time.

Do you wish to buy goods at wholesale prices? If so, come to the big store of the Y. B. Merc. Co., whose big stock of general merchandise will be sold throughout January at cost price and below.

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JOHN MICK, Proprietor
Siletz, Oregon.

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For Sale.
At a bargain: One acre of land in Toledo, 5-room house, barn and chicken house, good well, splendid garden spot. Call on or address CURTIS M. BROWN, Toledo, Or.

For Sale.
My 2 lots, each 50x100 feet, house and furniture, good well, winter's supply of wood in shelter, good chicken house, good blacksmith shop and complete set of tools. Will take \$650. A big bargain.
JAMES ANDERSON,
Toledo, Oregon.

NOTICE FOR PUBLICATION.
U. S. Land Office, Roseburg, Or., January 5, 1904.
Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An Act for the sale of Timber Lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the public land sales by act of August 4, 1892, Bennett Olsen, of Fisher, County of Lincoln, state of Oregon has this day filed in this office his sworn statement No. 2921, for the purchase of the sw¹/₄ of ne¹/₄, sec. No. 7 in Township No. 15 South of Range 9 W. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before Mrs. Wade, County Clerk of Lincoln county at Toledo, Or., on Friday the 15th day of April 1904.
He names as witnesses:
Wm. R. Wakefield, Waldport, Or.; R. H. Howell, Toledo, Or.; D. M. Ross, Box, Or.; James Wilson, Box, Or.
Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 15th day of April, 1904.
J. T. BRIDGES, Register.

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Good Road Notes

Stone, brick and steel tracks have not yet received the attention that they deserve on account of their comparative cheapness and durability. In this connection it is worthy of note that between Albany and Schenectady, N. Y., is a stone track road which is said to be fully as perfect as when it was built some fifty years ago.

A system of nearly 100 miles of excellent roads is found in Jasper county, Mo. The roadbed is first graded up with a considerable crown and with quite large ditches on each side. After the bed is properly made and rolled from four to eight inches of finely crushed zinc, locally known as "tailings," is spread on it. The road after a short period of use becomes smooth and hard.

Where a county has a steam road roller it can be used to great advantage in keeping the roads in repair when it is not required for construction work either by picking up and rerolling macadam roads or by working the earth roads into shape after they have been treated by the road machine.

A. S. Graves, who lives near Shenandoah, Ia., manages to have good roads alongside of his farm nearly the year around. He keeps the road graded up properly, and when the ruts get dry and rough he goes out with his team and barrows and scrapes the road and makes it smooth.—Good Roads Magazine.

DAIRY FARMERS IN LINE.

Secretary of National Union in Favor of Brownlow Bill.

Secretary Charles Y. Knight of the National Dairy union recently expressed himself as follows concerning the Brownlow bill:

"In company with hundreds of thousands of other people throughout the United States I am very much interested in this bill. I have just returned from a tour of Italy, France and England, where I had an opportunity to observe the character of the roads in those countries. Coming home and looking over our miserable facilities for getting around in the rural districts, I made up my mind that it will be necessary for this country to do as European countries have done in order to get good roads—i. e., have government aid.

"The National Dairy union is organized throughout the north in every congressional district which has any amount of agricultural constituency, and I am firmly of the opinion that the progressive farmers who are dairymen will be in favor of the bill for national aid. I am so much interested in its success that I am willing to use my influence to have our dairy farmers petition for the passage of this bill. I would be willing to give several hundred dollars out of my own pocket to see the roads of this country improved like those of France."

Bad Roads a Heavy Tax.
There is nothing more expensive to the farmer or merchant or other business man than impassable roads, which prevent the farmers from marketing their products or from procuring the articles they need in farming operations. The burden of the tax is heavy. The agricultural department puts the cost of transporting goods in wagons over southern dirt roads at \$3.05 per ton, while in the northern states it is but \$1.89 per ton, a difference in favor of good roads of \$1.16 a ton. The weight of the average load in the east is 2,216 pounds, whereas the weight of the average load in the south is but 1,307 pounds.

COLLAR AND CRAVAT.

Ways in Which They Affect the Appearance of the Wearer.

Men who do not want to look any fatter in the face than they can help have an easy means of accomplishing their purpose. Not all of them are aware of the effect that may be created by the form of a collar or cravat.

"The stout man who wants to look as thin as he can," said a haberdasher's clerk, "ought to wear a tie of the kind known as a four-in-hand. Preferably it should be dark in color and drawn tight. That carries down the line of the face and lengthens it to a degree that tends to make the face look thinner."

"Another aid to making a man look thin is in the height of his collars. Stout men who want to look thin should wear high collars and closed ones. Any collar that opens in front makes one look stouter under nearly every circumstance. Such collars are becoming to the thin men."

"The fat man should avoid the kind of tie that has a horizontal effect. This will add pounds to his appearance—in his face, at least."

"On the contrary, this cross effect will make the thin man look stout. The broad scarfs have little effect on a man's looks one way or the other. When he wears them it is the collar that makes the difference."

"He should therefore see that he wears a high one that does not open if he wants to look as thin as possible, whereas if he wants to seem stouter an open collar will produce that effect for him."

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