East Oregonian.

SATURDAY, MARCH 8, 1902.

$112,500 for a Prescription.

The largest sum ever paid for a prescription changed hands in San Francisco August 20, 1901. The transfer involved in coin and stock $112,500 and was paid by a party of business men for a specific for Bright's Disease and Diabetes, hitherto incurable diseases.

They commenced the careful investigation of the specific November 15, 1900. They interviewed scores of the cured and tried it out on its merits by putting over three dozen cases on the treatment and watching them. They also got physicians to name chronic, incurable cases, and administered it with the physicians for judges. Up to August 27, eighty-seven per cent of the test cases were either well or progressing favorably.

There being but thirteen per cent of failures, the parties were satisfied and closed the transaction. The proceedings of the investigating committee and the clinical reports of the test cases were published and will be mailed free on application. Address JOHN J. FULTON COMPANY, 420 Montgomery St., San Francisco, Cal.

COMBINATION DWELLING.

Store and Two Family Apartment House to Cost $3,000.

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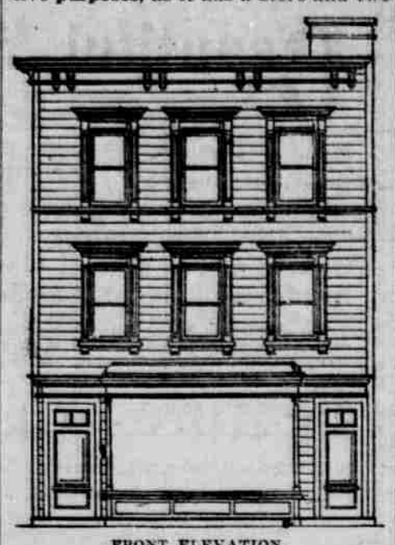
This three story house should be located on a corner plot of ground having a frontage of about thirty feet. It makes a good investment for speculative purposes, as it has a store and two

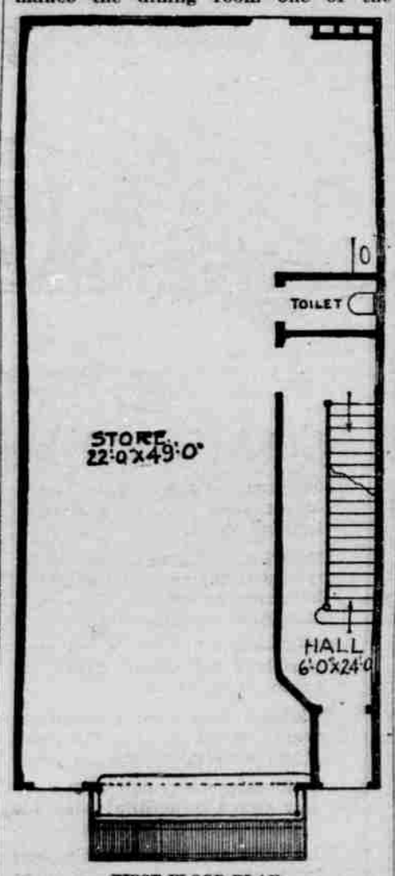


FRONT ELEVATION.

apartments above. This style of building is among the best for rental in a small town.

On the right hand side of the store is a hallway, with stairs leading to the cellar and second story.

The plans of the second and third stories are identical. The parlor is located at the front end of the hall. The various rooms are connected by means of a private hall. The bathroom has open plumbing. A double window makes the dining room one of the

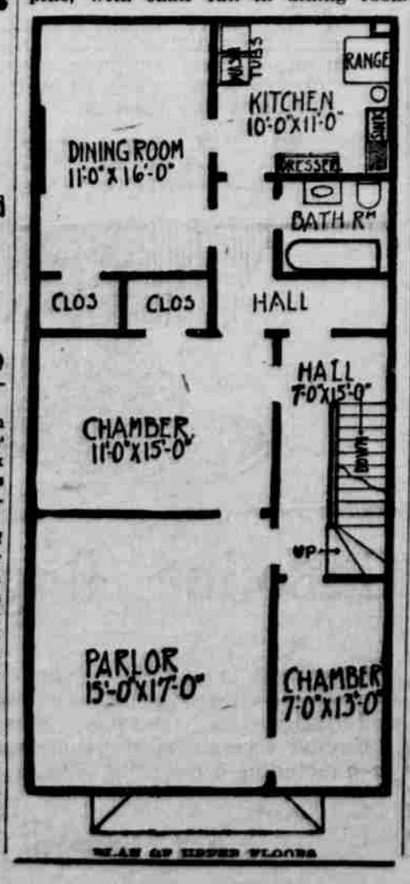


FIRST FLOOR PLAN.

cheeriest chambers in the apartment. The kitchen has all the conveniences that are found in an ordinary dwelling.

The foundation is built of hard sound building stone, walls twenty inches thick, laid in cement mortar. The frame is of well seasoned spruce or hemlock sheathed with seven-eighths of an inch thick surface hemlock boards covered with building paper and No. 1 white pine clapboards. The roof should be covered with bright I. C. roofing tin.

The interior woodwork is of white pine, with chair rail in dining room



PLAN OF UPPER FLOORS

and wainscoted kitchen. The woodwork should be painted dark brown and the walls water colored. The clapboards of the exterior should be painted light yellow, all other trimmings white. The roof will look well with two coats of red paint. Paint the two front doors in imitation of oak.

Dimensions.—Front, 23 feet; side, 42 feet. Height of stories: Cellar, 6 feet 6 inches; first, 11 feet; second, 9 feet; third, 9 feet. Cost to build, $3,000.

Castles In the Air.

Yet I dream my dreams and attend to my castles in Spain. I have so much property there that I could not in conscience neglect it. All the years of my youth and the hopes of my manhood are stored away, like precious stones, in the vaults, and I know that I shall find everything convenient, elegant and beautiful when I come into possession. As the years go by I am not conscious that my interest diminishes. If I see that age is subtly sifting his snow into the dark hair of my Prue, I smile, contented, for her hair, dark and heavy as when I first saw it, is all carefully treasured in my castles in Spain. If I feel her arm more heavily leaning upon mine, as we walk around the squares, I press it closely to my side, for I know that the easy grace of her youth's motion will be restored by the elixir of that Spanish air. If her voice sometimes falls less clearly from her lips, it is no less sweet to me, for the music of her voice's prime fills, freshly as ever, those Spanish halls. If the light I love fades a little from her eyes, I know that the glances she gave me in her youth are the eternal sunshine of my castles in Spain.—George W. Curtis in "Prue and I."

Why a Limpet Sticks.

The limpet has gained notoriety by the strength with which it adheres to the rock on which it decides to rest. The force required to detach the limpet from the rock has lately been tested by a well known naturalist, who found that more than sixty pounds must be exerted for the purpose. So this little thing, weighing about half an ounce, sticks so tightly that a force equal to two thousand times its own weight is necessary to drag it away.

It was at one time supposed that atmospheric pressure had something to do with the adhesive power of the limpet, but it is now generally agreed that the creature exudes a kind of glue for this purpose. If you place your finger on the rock immediately after a limpet has been detached, you will feel that the surface is sticky, and if you allow your finger to remain there for a short time you will notice that it is beginning to stick quite tightly.—Pearson's.

Unappreciative.

A certain politician, eminent but not refined, made Samuel J. Tilden a business call at his Gramercy Park mansion. Wishing to be particularly nice to him, the old gentleman got out a bottle of Johannisberger Schloss, the rarest of Rhine wines, and began to decant the contents into a minute glass, sniffing the savor of the juice and taking great pains to indicate that a treat was coming. A tray with some large glasses was at hand. The politician reached for one and, grasping the precious bottle by the neck, dumped half the contents into it and drank it all at one gulp. Mr. Tilden eyed him malevolently and did not try to prolong the visit. When the door closed behind the guest, he said with a snap:

"Blast him! The next time he comes I'll give him beer."—New York World.

Fly Fishing.

There is no doubt that certain flies are best adapted to different seasons, times of day and conditions of weather, but a dozen flies of different names will fully answer all of these requirements. An angler's flies resemble nothing when cast upon the water. They are simply a something which attracts the trout. Color has more allurement than form, and as there are not so many colors there is no use for many flies. The general rule is for light flies on dark days and dark or darkish flies on light days. Sizes are more to be considered than form and mixture in makeup. A large trout wants something worth his making an effort to secure. It is doubtless true that an arbitrary cast of flies cannot be made up which will be adapted to all waters.

Catarrh.

People who are subject to catarrhal ailments have special need to be particular in regard to their feet covering. They should see to it that their feet are comfortably clad, their shoes should have substantial soles and should come well up the ankles and not be laced or buttoned tight. Light merino stockings or half hose may be sufficient for warmth, but whenever by reason of much exercise the feet have become damp, and especially if the leather has absorbed wet, it is wise for a change to be made in both stockings and shoes.

The Hardworking Farmer.

"I used to think that all farmers were overworked until I went to the county fair."

"And what did you see there?"

"They had chairs covered with old postage stamps and lace crosses cut out of perforated cardboard, and one woman had a quilt with 5,000 pieces in it. Needn't tell me people like that are overworked unless it is from choice!"—Washington Times.

EUROPE'S HIGHWAYS

PERFECT SYSTEM BY WHICH THEY ARE BUILT AND MAINTAINED.

Some of the Splendid Roads In France, Belgium and Italy—$16,000,000 Spent by Latter Country on Her Highways In Five Years.

It will interest you to know about the roads of France. In that country there is no such diversity between the material progress of the farmer and that of the merchant, between the country and the town, as is found in this country, says Isaac B. Potter in The Gospel of Good Roads. The farmers prosper and have always prospered. Every dollar spent by the French government to bring itself more closely in touch with its rural population has been well invested.

Of course these roads of France are not built by farmers who "work out" their highway taxes after the manner followed in this country, nor are they repaired by the use of plows, hoes or scrapers, like those which are brought into use at the annual farmers' picnic which takes place when you go out to "work the road" in your township. On the contrary, they are built and kept up under a system which is perhaps the most perfect in the world. There is an official in chief who takes charge of all the main roads of the republic and requires from his subordinates complete reports at frequent intervals. In this manner information is always at hand showing the condition of the roads in all parts of the country. Of course the work is divided into different sections, which in turn are in charge of subordinate engineers or superintendents. Broken stone is fur-

COUNTRY ROAD IN FRANCE.

nished by contract, and, considering the amount of labor accomplished each year on the French roads, the cost is surprisingly small. The roads of our own states, at least the important state roads, should be maintained in the same way.

In Belgium also the principal roads are built and maintained by the general government, and in 1880 in the nine provinces of Belgium over 79 per cent of the highroads were of this class, the entire length of high class roads being 4,173 English miles out of a total of 5,286 of roads of all classes. The best roads of Belgium are in the provinces of Namur, Liege and Luxembourg, and permanent employees are kept on the roads under the direction of the chief engineer of the province for the purpose of insuring the observance of the regulations and looking after the constant repair of the highways.

In Baden the main roads are under the supervision of the state authorities and are cared for with a studious regard for the requirements of the farmer and inland travel. Under the law relating to roads in Baden the duty of maintaining the road falls as follows: One-quarter each upon the town and county in which the road is situated, the remaining one-half upon the state treasury.

In Italy the minister of public works is at the head of the department of public works. The construction of these roads is in most cases undertaken by contracts, the work being carried on under direction of government engineers. The government road laborers are called "cantonniers" and are selected with great care, special reference being had to character and honesty. They must be of robust constitution and must be able to read and write. Each one of these contonniers is provided with a full set of tools and implements specified by law. His hours of work are from sunrise to sunset, and each day he is obliged to go over the entire track of road placed in his charge. He must be constantly upon the line of his work in all kinds of weather and in case of necessity is bound to work on public holidays. His chief duties are the leveling and repair of the highways, the removal of snow, mud, dust, etc. He must assist travelers in distress and vehicles disabled by accident or by weather, and for any neglect of duty he may be fined, suspended or dismissed, according to the degree of the offense.

The fines accumulated during the year are divided among the deserving contonniers or given to one of the mutual benefit association of which they are members. Cantonniers who serve with credit and distinction for three or more years are promoted and given an increase of monthly wages. In the five years from 1873 to 1878 Italy spent about $16,000,000 on her roads, although before that appropriation was made many excellent highways existed in all parts of the kingdom. In 1881 Italy constructed about 120 miles of new road and had then about 11,040 miles in course of construction.

In the Netherlands, as in the countries already mentioned, the principal roads are maintained at the expense of the state.

ROADS OF AMERICA.

Progress In the Building of Highways In the Country.

The influence of the mechanical steed on our civilization is best exemplified in the growth and improvement of the country highways, which, in a country that stretches between two oceans and includes within its boundary nearly all the climates and physical characteristics of a mighty continent, have been slowly evolved from the almost indistinguishable trail of the pioneer settlers into roads of high engineering skill and achievement, says Gunton's Magazine. The American country roads have lagged in the development of the nation's material growth and expansion until within the past few years. With the exception of the few old postroads, established in colonial days, when the stagecoach was the only vehicle for comfortable travel, there were not more than two or three country highways of passable physical condition, summer and winter, a score of years ago in the United States.

Military roads were the earliest in existence in all countries, and the protective necessity of having different parts of the empire joined together by highways over which an army could be quickly moved inspired most of the great engineering feats in roadbuilding of the past. This factor had little or no influence in American industrial life. Our boundaries did not abut those of powerful nations with whom we might at any time wage war; consequently no thought of establishing lines of fortifications, connected by military highways, ever entered the heads of our most warlike legislators or presidents. Military roads were not features of our national development, and, though potent factors in the growth of many European states, they were almost nil in American history.

The modern roadbuilding movement is attributed to the bicycle and automobile, but it must be said that it was rather the conditions of the times, which were ripe for the change, that made the popularity of these mechanical steeds. Railroad construction had almost reached its limit, important trunk lines were already paralleling each other so that they cut disastrously into each other's profits, and the most important parts of the country were joined together by the ribbons of steel. Railroad stocks were declining in value, profits were becoming reduced, and capital was chary of investing in new enterprises of this character.

What the country needed was more feeders—country roads leading from farms, mines and producing lands. For months in the year the great agricultural sections were shut off from the railroads by almost impassable country roads. Mills and manufacturing plants located on streams or water that furnish excellent motive power could not market their products in winter. The logging camps and the mining companies were likewise helpless in winter. Thus for a good portion of the year the country commerce was paralyzed and the producing centers were cut off from the world.

SENATOR EARLE'S SCHEME.

How He Would Secure Good Roads In This Country.

The unique figure in the "good roads world" is State Senator Earle of Detroit. He was at one time connected with the department of good roads inquiries at Washington as an expert, which office he was obliged to relinquish upon his election to the senate. He has a scheme which if put into practice would soon bring the millennial dawn of good roads, says the Philadelphia North American. In explaining his scheme he said:

"First, I would have the government make good road maps of each county in the United States, showing all the public highways. I would have bad roads printed in red, fairly good ones in blue and the improved roads in black. These would be published in pocket form and sold for 5 cents each at all postoffices. This would in effect compel every farmer to see to it that his road was improved, for he would soon see the advantage of having his farm located on one of the improved roads.

"Second, I would levy a tax of 50 cents a year on every vehicle in the land. This alone would yield an annual revenue of several millions. It would furnish all the funds necessary for the purpose. The tax would be a trifle and would be cheerfully paid by most people so long as it was to be devoted to the betterment of highways."

Miss Smith (to Mr. Dearborn, about to sing)—Miss Jones will play your accompaniments, Mr. Dearborn.

Miss Jones (coyly)—Oh, Mr. Dearborn plays his own accompaniments so beautifully I couldn't murder them for him.

Mr. Dearborn (gallantly)—Oh, yes, you could.—Judge.

Daily East Oregonian by carrier only 15 cents a week.