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## ROADS IN MISSOURI.

SOME OF THE SPLENDID HIGHWAYS IN THAT STATE.

How the Pike County Gravel Roads Were Built and Are Now Maintained—Benefits the Farmers Derive from Them.

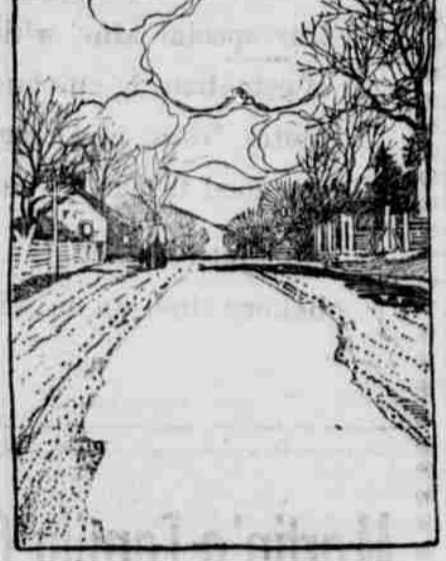
The pioneer good roads builders of the west were the sturdy farmers of the southeastern part of Pike county, Mo., who in the early fifties began the agitation for highway improvement which crystallized in May, 1857, in the organization of a company to construct a gravel road from the city of Clarksville to the village of Paynesville, a distance of ten miles.

The road, probably the first gravel road ever built west of the Mississippi river, was completed in 1860 and is a fine piece of good roads engineering. It is doubtful if its equal can be found in the entire country, says a writer in The Good Roads Magazine. It was the nucleus of a general system of highway improvement in Pike county, which now owns and maintains more than fifty miles of splendid gravel and macadam roads.

Calumet township alone has more than thirty miles of gravel road, whose fame is country wide. The belt road, which has its beginning and end in Clarksville, is twenty-one miles long and forms a loop into the rich agricultural region in the rear of the town, making communication between city and country easy and delightful.

That good roads building pays is attested by the fact that Calumet township boasts of being the richest agricultural township in the world, its wealth being greater than the sum that Thomas Jefferson paid for the entire Louisiana purchase—\$15,000,000. Millionaires, seeking an ideal retreat for a country home, have erected magnificent mansions along this highway, and wealthy farmers live in easy comfort within a stone's throw of the famous road, their chief recreation being daily drives in handsome rubber tired carriages over its smooth gravel surface.

The Clarksville and Paynesville road was originally built by a corporation known as the Clarksville, Prairieville and Paynesville Road company. The projectors of the road operated upon the broad principle that the public should be the beneficiary of highway improvement, and it is a matter of pride to the people of the county that not one dollar of dividends was ever paid by any Pike county road company to its stockholders. The roads were not



A ROAD IN MISSOURI.

built to grind out dividends. They were built for the people, for the community's good. They have always been operated as toll roads, those who use them willingly paying the small fee exacted for the privilege.

The county encouraged the early good roads builders by offering to become an equal shareholder with the people. The municipality of Clarksville subscribed

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for \$4,000 worth of stock, and the farmers living along the surveyed route helped the movement by contributing the right of way.

The uniform width of the roads is thirty feet. In their construction a grade twenty feet wide was thrown up on the route of the survey. Some portions of the roads cross many hills and valleys, making considerable grading necessary in places. Upon the graded bed a stratum of gravel twelve inches deep was originally laid. The road was then ready for use, and a few months of traffic packed the gravel so solidly that it became as smooth as a floor.

Among the later benefits derived by the community from the splendid road system is the establishment of a rural free delivery mail route by the government. The carriers leave Clarksville at 8 o'clock each morning and by noon have completed the circuit of the township, delivering the day's mail to nearly every farmhouse.

No tax is levied upon the people for the maintenance of the roads. They are sustained wholly by the revenue derived from the tolls. While the old turnpike road, dotted here and there with its tollhouses, is regarded in some parts of the country as a relic of years ago, yet the system is so entirely satisfactory and the results are so patent that there seems to be no inclination on the part of those most interested to discontinue the toll system. It is argued and very logically that the county could not legally levy a tax upon all the people of the county for the maintenance of a road system peculiar to any particular community. The expense of keeping the roads in repair is not nearly equal, mile for mile, to that required to keep dirt roads in even passable condition.

**Money Well Spent.**  
People generally are beginning to realize that roadbuilding is a public matter and that the best interests of American agriculture and the American people as a whole demand the construction of good roads.

**WHAT GOOD ROADS SAVE.**

Money the Farmer Would Pocket With Better Highways.

Former Governor of Vermont Edwin C. Smith, says the Rome (Ga.) Tribune, has shown the saving in dollars and cents coming to the farmer by good roads by the following effective and telling comparison of the cost of hauling freight over railroads and primary roads in Vermont:

"I have taken pains to have statistics prepared to show the cost of transportation of the products of Vermont from various towns which lie away from the line of the railroads to the railroads as compared with the cost of transporting the same articles from the railroad to market. From these statistics it appears that on butter, lumber, granite, lime, brick and hay the rate is \$2.50 to \$4 per ton to team from the point of production to the railroad, while the rate to haul the same articles from the railroad station to the point of consumption is from \$3.40 per ton down to \$1.66 per ton.

"In none of the instances does the haul by team exceed twelve miles; in none of the instances is the haul by rail less than 140 miles. The rates by railroad will never, in my judgment, be higher, so that whatever can be saved by improved roads out of the cost of teaming these products ought to go into the pockets of the producers of the hay or butter or the lumber or granite or whatever is teamed.

"The standard authorities give the saving in cost of teaming over good roads as compared to ordinary dirt roads to be from 50 to 75 per cent. So that there is from \$1.25 to \$3 for every ton of freight teamed to go into the pocket of the producer in Vermont if only good roads are made where bad ones now exist."

**Safeguarding Himself.**  
"Are you a detective?" asked Mr. Meekton.

"I am," answered the man with the turndown collar and the white necktie.  
"Well, I want to employ you. I want you to get out your false whiskers and your dark lantern and dog my footsteps night and day. Henrietta's gone out of town to visit some relatives, and I don't want her to be obliged to take my word for anything."—Washington Star.

**An Improved Neighborhood.**  
Mrs. Uppish—Just think! It's only six months ago since we moved away from next door to you. We're in a much better neighborhood now.  
Mrs. Sharpe—So are we.  
Mrs. Uppish—Why, where did you move?  
Mrs. Sharpe—Oh, we haven't moved at all.—Philadelphia Press.

**Had Her Revenge.**  
"He told his wife she ought to take cooking lessons."  
"Did she?"  
"Well, yes. She sent for her mother to come and give her a three months' course."—Philadelphia Bulletin.

**An Unkind Retort.**  
"You made a fool of me!" exclaimed the angry husband.  
"Call yourself a fool if you wish, my dear," calmly rejoined his wife, "but remember you have always claimed to be a self made man."

## PRICES OF STALLIONS.

Why the Decline is a Good Thing For Horse Breeders.

Some people affect to see in the prices paid at the Fasig-Tipton sale for the Daly and Spier stallions evidence that the breeding of trotters and pacers for racing purposes is not likely to become a much more lucrative business than it is now. They say that with times as good as they are now, commercially speaking, Bow Bells, Prodigal, Ponce de Leon, Adbell and Directum ought severally to have brought twice as much as they actually did. We cannot agree with these people, says The Breeder's Gazette. It is true that the stallions named did not bring very large prices—that is, compared with prices that have been paid for stallions of the highest class in years now long gone by—but the very fact that they did not bring any more money proves, to us at least, that the business is in a very healthy and healthful condition. The men who paid all sorts of sums from \$50,000 for trotting bred stallions in the days of the boom never realized any profit on their investments, and some stallions after the bubble was pricked were sold for fewer hundreds than thousands had been paid for them. The business has been placed on a commercial basis. That is why these stallions named did not bring more money.

It has been said by more than one well posted breeder with plenty of experience to amply warrant his being listened to that a mare owner cannot afford to pay more than \$100 for the services of a horse. Some go so far as to place \$50 as the extreme limit of the stallion fee a breeder can afford to pay. Every one knows that it takes around six years' time to get a roadster or buggy horse on the market in shape to sell at his full value. It costs a good deal to feed him, to break and manner him and to sell him. When to all this is added the service fee, the keep of his dam for at least a couple of years and the other incidental expenses, it will be seen that quite a good price must be obtained for him to make ends meet, let alone a profit. How many foals are actually paid for to the owners of these great stallions each season? Mr. T. W. Lawson paid \$6,300 for Ponce de Leon. Figuring in the insurance on the horse's life or a sinking fund to become large enough to replace him in a given number of years according to the views of the owner, the keep and all the other expenses, what is the net profit derived at the end of a service season from such a horse? There is no means of telling unless the owner actually places the figures before the public, but it will be some years before the horse has won his purchase price back and paid all his current expenses besides. How many foals does a horse of this caliber beget annually? Not many. The owner is paid in the majority of instances for only those foals the horse actually begets, for if he charges by the season he has as a rule to give a return privilege, and the returns become greater and greater year by year, naturally cutting down the ability of the stallion to serve fresh mares.

So, then, so far from being an indication of impending trouble, we think that the prices paid for the stallions mentioned betoken that breeders are now operating with their eyes open and their ears attuned to the teachings of the times. If breeders cannot afford to pay more than \$100 at the most for the services of a stallion, they will not pay more, and at that sort of a fee it takes a long time to get \$10,000 back, even though the horse bought is one of the most promising of sires, young and sound. When it comes to buying a horse for advertising purposes, that is quite another story, for then the desire is not to make money directly from the services of the horse, but from the added fame and notoriety he may bring to the concern or individual that purchases him.



An article in American Agriculturist on canker sore in young pigs says: This disease invariably appears in young pigs from the time of birth to a few weeks old. If not attended to promptly, it either stunts their growth permanently or they waste away and die. The young pig must first be attended to by dipping the entire head in one of the following solutions: Permanganate of potash, one ounce, dissolved in one-half gallon of water, or creolin or chloro naphthol, one ounce to one-half gallon of water. These solutions should be applied three times at intervals of two or three days. Before using the solutions remove as far as possible all dirt from the snout of the pig, or a larger amount of solution will have to be used to get good results. The sow's udder should also be washed with one of these solutions two or three times. Disinfection of the farrowing pens with hot lime water should also be performed, as it has been noticed that litters farrowed in the same pen at different times have been affected with this disease.

**Ophthalmia in Horses.**  
This is a very common disease of the eye in horses, especially in low, undrained sections of the country. After the land has been drained and cul-

tivated it disappears by degrees. There is no satisfactory cure for this periodic ophthalmia, but the following treatment is recommended: When the attack comes on, keep the horse in a moderately dark stall and bathe the eyes with tepid water for ten minutes; then apply acetate of lead, ten grains; tincture of opium, ten drops; water, five and a half ounces. Apply this mixture each bathing three times a day. Give internally one dram of iodide potassium twice a day for ten days in bran mash.

## BREEDING GEESE.

Some Points on Feeding and Sitting and the Care of Goslings.

In answer to queries received by the American Poultry Journal and referred to Mrs. B. F. Hislop that lady writes:

We have never raised geese by confining the flock to a certain amount of ground and can hardly say how many birds could be accommodated on two and a half to four acres the entire season through, but if the land is kept producing all the grass or other green forage it will there could be quite a flock kept in this space, but there is one thing sure—to get the best returns from geese they should at all times have an abundance of green food during the warm season or while the stock is breeding and the young stock growing. Old geese can rough it and can stand very short rations in the winter, and we really believe that they are better breeders on account of it, although we give our birds quite good care since we became interested in the fancy. Were we to start, as your correspondent proposes, we should start with about two pens, not more than three. I say "pens" because one has better success all around by mating one male with from two to four females before the mating season commences.

After all the eggs are set the first two clutches are all a big breeder can afford to set, as late ones require too much care. The old birds can then be run in one flock, saving room and trouble. The number of goslings raised from one goose is affected so much by conditions that we can hardly give any certain number as a rule. If there is an average of twelve, we should consider it excellent. The most we have ever raised was seventeen. We had five others that we let die by not knowing how to care for the late hatched ones, but we only had one female mated to the male. This was not because we think single mating is the best, but because there is always better success with a small flock. This is true of all domestic fowls. We would soon clover, as it is hardy and produces abundantly, but mixed with other grasses we find that blue grass as a body makes the best pasture. Water grass and wild rice will no doubt be fine for the pool.

The goslings, unless the weather is warm, should be permitted to swim in the pool. They may be kept within bounds by a fence of wire netting one and a half to two feet high, or a twelve inch board will pen them till they are big. We do not approve of keeping them in close quarters after they are ten days or two weeks old. Exercise is good for them as well as other fowls, although they can be reared with very little. In such cases, however, the vigor is not all that it should be. The goslings may be driven or coaxed anywhere and are so easily handled that in case of a rainstorm they can be driven to shelter and will most likely seek it themselves if taught to do so. Unfeathered goslings cannot stand much rain. Do not feed grain till the young are three days old, but see that they are well supplied with green food, drinking water and grit. During this period we feed them corn bread or mash.

We have never set goose eggs in an incubator, but would give a chicken hen six or seven goose eggs that would ordinarily cover fifteen hen eggs. In starting, a breeder is supposed to start with good, vigorous birds. Females should be two years old if he wishes to raise quite a number of goslings from each goose. The birds should be given care, range, water, grit and a little grain during the breeding season. The females should not be permitted to sit on the first clutch of eggs. The goose is a good sitter and a good mother, but we prefer to rear the young with the domestic hen. We presume that a brooder would be just as satisfactory, if properly managed and cleaned, but cleaning it would be quite a chore. Besides, they only require a mother for a short period. Generous feeding after the young once get thoroughly started is the making of a goose.

**Beginning at Home.**  
Jasper—I understood that you had turned over a new leaf and were even going to love your enemies, but it seems to me that you love no one but yourself.  
Mrs. Jasper—Well, I'm my own worst enemy.—Life.

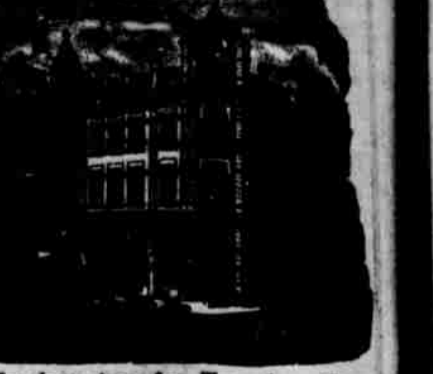
**Mutual Attraction.**  
Dorothy—What became of that bashful man and bashful girl you were talking me about?  
David—Oh, I introduced them, and in three weeks they were engaged.—Detroit Free Press.

It is just as well to make the best of everything when you can't help it, but you can try to give a little assistance at first.

## HOTELS.

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