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Soak the hands thoroughly, on retiring, in a hot lather of CUTICURA SOAP, the most effective skin purifying soap, as well as purest and sweetest for toilet, bath, and nursery. Dry, anoint freely with CUTICURA Ointment, the great skin cure and purifier of emollient. Wear old gloves during night. For sore hands, itching, burning palms and painful finger ends, this one night treatment is wonderful. Sold throughout the world. TORRAS & CO. C. COR. TRUSSARDI, Boston. "How to have Beautiful Hands," free.

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New Confectionery Store, Ice Cream Parlors and Soda Fountain.....
In New Martin Building
Keep your eyes on us for the Good Things.....
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C. W. IRVIN, Proprietor

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Opera House block

The Columbia Lodging House
NEWLY FURNISHED BAR IN CONNECTION IN CENTER OF BLOCK BET. ALTA & WEBB STS
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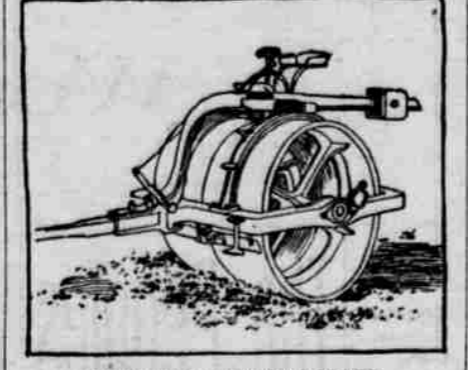
El Principe Degales
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La Flor Stanford
Sanches & Haya
El Telegrapho
La Mia
Charles The Great
2 for 25 cents
Maloy.

HIGHWAY BUILDING.

SOME POINTERS ON CONSTRUCTING AND MAINTAINING THEM.

Treatment of Sand and Clay Roads. The Importance of Rolling—Value of Reversible Road Machines—Wide Tires Good Roadmakers.

Drainage is the key to success in making earth roads, and constant watchfulness is the sure means of keeping them up after they are once well made, says Maurice O. Eldridge, assistant director public road inquiries. Water is destructive to any road, especially to a dirt road. Therefore drainage that will at once carry away rainfall or melting snow is absolutely necessary. Again, little breaks in the road may be made by rain or by a heavy load at any time and if not repaired immediately will grow into mudholes, especially in the winter, and these mudholes easily and rapidly develop into an almost impassable mire. But frequent inspection



tion and a little work will keep the road in good condition and with less cost than under ordinary methods. With good drainage established in building the road and frequent inspection to keep the drainage efficient and to mend promptly small injuries to the surface, the earth roads of the United States could be maintained in a much higher state of usefulness than at present and at considerably lower cost. The aim in making a road is to establish the easiest, shortest and most economical line of travel. It is therefore desirable that roads should be firm, smooth, comparatively level and fit for use at all seasons of the year, that they should be properly located so that their grades shall be such that loaded vehicles may be drawn over them without great loss of energy, that they should be properly constructed, the roadbed graded, shaped and rolled, and that they should be surfaced with the best available material suited to their needs.

While clay alone never makes a good road except in dry weather, sand alone never makes a good road except when wet. The more the drainage of a sand road is improved the more deplorable becomes its condition. Nothing will ruin one quicker than to dig a ditch on each side and drain all the water away. The best way, therefore, to make such a road firm is to keep it constantly damp. This can be done by planting shade trees along its side to prevent the evaporation of water or by growing upon the surface of such sand roads a thick turf, preferably Bermuda grass. Roads running through loose sand may be improved by mixing clay with the sand and slightly crowning the surface. For the temporary improvement of earth or sand roads any strong fibrous substance, especially if it holds moisture, such as refuse or sugar cane or sorghum, and even common straw, flax, swamp grass or pine needles, will be useful. Spent tanbark is sometimes beneficial, and wood fiber in any form is excellent. Enough sand or earth should be thrown over such roads to keep them damp and to protect them from catching fire.

Earth is composed of small, irregular fragments which touch each other at points, leaving voids between. When

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Your Refrigerator
No Disease Germs to
Endanger Your Health
VAN ORSDALL & ROSS

the earth is broken up and pulverized, these voids are almost equal in volume to the solid particles, and, as a result, the earth will absorb almost an equal volume of water. In the building or maintaining of earth roads it is therefore very desirable that these small, irregular particles be pressed and packed into as small a space as possible in order that surplus water may not pass in and destroy the stability of the road. To this end rolling is very beneficial. The work of maintaining dirt roads will be much increased by lack of care in properly rolling the surface. After the material has been placed on the surface it should not be left for traffic to consolidate or for rains to wash off into the ditches, but should be carefully surfaced and then rolled.

In making extensive repairs plows or scoops should never be used, for such implements break up the compact surface which age and traffic have made tolerable. Earth roads can be rapidly repaired by a judicious use of road machines and road rollers. The road machine places the material where it is most needed, and the roller compacts and keeps it there. These two labor saving machines are just as effectual and necessary in modern roadwork as the mower, self binder and thrasher are in modern farmwork. Road machines and rollers are the modern inventions necessary to satisfactory and economical earth road construction and repair. Two good men with two teams can build or repair more road in one day with a roller and road machine than many times that number can with picks, shovels, scoops and plows and do it more uniformly and more thoroughly.

By using wide tires on heavy wagons the cost of keeping roads in repair would be greatly reduced. The introduction in recent years of wide metal tires which can be placed on the wheels of any narrow tired vehicle at a nominal cost has removed a very serious objection to the proposed substitution of broad tires for the narrow ones now in use.

FOR GOOD ROADS.

Association Formed to Connect State Capitals With Washington.

In New York city recently an association was formed to agitate the cause of good roads. This association, which has adopted the name of the American Roadmakers, has in view the securing of a system of highways which shall connect the capitals of the various states with Washington. The first effort will be made by an appeal to the national government to appropriate \$1,000,000, to be used through the road inquiry department, to map out routes from capital to capital.

This organization is to be divided into departments of the east, south, central and west, corresponding to geographical lines. It was decided to limit the membership to ten from each state until each state should have ten representatives. Then another ten would become eligible. The president is elected for one year. He will be succeeded by the first vice president, and the succession to office will be in this way.

The following officers were elected: Senator Horatio S. Earle of Detroit, president; Edward Bond of Albany, first vice president; R. H. Thompson of Seattle, second vice president; Judge Warner of Houston, Tex., third vice president; W. Crandall of New York, secretary, and W. L. Dickinson of Springfield, Mass., treasurer. Assistance has been promised by the road inquiry department in securing the exhibition at St. Louis of the various road-making machines; also, various road-building firms will build short stretches of road at the exposition, which will be examined by experts.

VALUE OF GOOD ROADS.

The Load a Georgia Farmer Brought to Market.
There was presented in the thriving city of West Point, Ga., a few days ago an object lesson of the value of good roads which impressed all who saw it and which is worthy of more extended notice.

Mr. M. A. Haralson, a Troup county farmer who lives about twelve miles from West Point, drove a four mule wagon into that market with sixteen full sized bales of cotton on it, says the Atlanta Journal. The weight of the load was about 8,000 pounds, besides the heavy wagon on which it was piled.

Mr. Haralson made the trip from his farm in remarkably good time, and his team showed no signs of having been taxed. It would have been impossible for him to take sixteen bales of cotton to market even with his four fine mules if the Troup county roads had not been in excellent condition.

There are some counties in Georgia where eight bales would have been a full load for his team, and then he would have had to travel very slowly.

Pay Handsome Dividends.
The difference between good and bad roads is often equivalent to the difference between profit and loss. Good roads have a money value to the farmers as well as a political and social value, and, leaving out convenience, comfort, social and refined influences which good roads always enhance and looking at them only from the strictly dollar side, they are found to pay handsome dividends each year.

LOOKING AHEAD.



"Two minutes to catch the train! I shall be awfully upset if we miss."
"Yes; but I shall be awfully missed if we upset."

THE PUZZLER

No. 69.—Number Puzzle.
A typesetter being obliged to print the number 100 found that he had no cipher types, but plenty of nines and a single one. How did he do it?

No. 70.—Money.



Each picture represents a piece of money. What are the names?

No. 71.—Riddle.
I'm a real living creature,
And lightly I trip
Through woodland and thicket
And gambol and skip.
The hunter has seen me,
He testifies true;
Perhaps in the park
You have looked at me too.
Yet strange contradiction,
For I must insist
That I'm but a fable
And do not exist.
Though the ancients believed
That I danced in the shade
Of the dark, lonely wildwood
And deep forest glade.

No. 72.—Phonetic Additions.
[Example: To a busy little insect add ten and make to have vanquished. Answer: Bee-ten, beaten.]

1. To a title of nobility add ten and make sure.
2. To a worthless dog add ten and make a kind of drapery.
3. To a coast add ten and make to curtail.
4. To cook add ten and make to terrify.
5. To a blind animal add ten and make a melted metal.
6. To a falsehood add ten and make to become less dark or lowering.
7. To a knot add ten and make to make closer.
8. To hasten add ten and make to intensify.

No. 73.—Diamond.
1. A letter. 2. To plan in detail. 3. Orifices in the skin. 4. To depict. 5. Rendered dead and insensible or superior to the influence of passion. 6. Individual instances. 7. Perfumes in general. 8. Vessels that sail. 9. Old age. 10. Arid. 11. A letter.

No. 74.—Word Building.
1. A vowel; also a part of speech.

2. A preposition; one of its uses is to show locality.
3. A small, destructive quadruped.
4. A hard excrescence found chiefly on the hands.
5. The most useful of all liquids.
6. Partaking of the nature of the above.

No. 75.—Behandments.
Behand the past of a verb signifying to move through the water and leave was indebted to.

Behand the past of the verb to move quickly and leave an article.
Behand almost imperceptible and leave a corruption of are.

Riddle Answered.
Although cold by nature,
I'm favored by all,
And there's scarcely a dinner,
A luncheon or ball
At which I'm not present,
And I am happy to say
There's no house in town
Where I've not the entrance.
[Ice cream.]

Key to the Puzzler.
No. 61.—Single Acrostic: Paper. 1. Pink. 2. Act. 3. Pence. 4. Eagle. 5. Race.
No. 62.—Lost Letters: Pumpkin pie. 1. Le-per. 2. Mo-u-th. 3. Le-m-on. 4. Ma-p-le. 5. Li-k-en. 6. Lo-l-re. 7. Mi-cc-e. 8. Pi-per. 9. Po-l-se. 10. Cle-an.
No. 63.—Charade: Cap-ric, caprice.
No. 64.—Meshes:

E	A	A	A					
E	L	I	Z	A	B	E	T	H
I	I	S	T					
A	Z	I	M	T	H	A	L	
A	U	I	I					
A	B	S	T	I	N	E	N	T
E	H	E	D					
A	T	T	A	I	N	D	E	R
H	L	T	R					

No. 65.—Tables: Veri-table, inevitable, respect-table, chari-table, irri-table, unwarrant-table, vege-table, comfortable.

No. 66.—Three Diamonds:
I. II. III.
S N G
ATE PAN OLD
STARS NAVAL GLOWS
BRE NAT DWT
S L S

No. 67.—Enigma: David.
No. 68.—Definitions: Oysters. Salt. Vinegar.

A Parisian Recommendation.
A political critic of a former generation was engaging an apartment in one of the chief streets of Paris. The landlady, wishing, like all landladies, to make the best of her rooms, led him to one of the principal windows and as she swung back the venetian blinds remarked, "It is from this point, sir, that all of our revolutions pass."
The good woman was no cynic, but spoke from her heart and just as an English landlady who harps upon the splendid view of the sea from the two pair front.—London Answers.

No Need to Worry.
Professor Snore is very absentminded. His son rushed into his study one morning and exclaimed: "Just think, father! I've swallowed a pin! What shall I do?"
"Ah, well," replied the big man, "don't worry about it. Here's another pin."—Chums.



A GOOD FRONT

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Two lots and house, \$1,000; part cash, reasonable time on balance, or will sell on installments. See

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