

# Farm and Garden

## BUSINESS HENS.

Buff Orpingtons Received With Enthusiasm on Farms.  
By A. G. GILBERT.  
Long experience has shown that no varieties of fowls are better suited to the requirements of farmers and others than Barred and White Plymouth Rocks, White Wyandottes and Buff Orpingtons. Both Barred Plym-



BUFF ORPINGTON COCK.

outh Rocks and White Wyandottes are to be found in every locality, and eggs from them may be had at reasonable cost. No variety seems to have a greater hold on the farming community than the Barred Plymouth Rock. The Orpingtons are comparatively newcomers, but have rapidly made their way to a first place in the utility class. Particularly may this be said of the buff variety.

The English group of fowls, among which are the Orpingtons, may be said to embrace many different kinds, and for the most part they have been valued for their egg laying and table qualities. As with the American breeds, the aim seems to have been a combination of egg laying and market types with small frame and superior quality of flesh. In this respect the English and French breeds may be said to be unexcelled. Both nations are also skilled in crossing varieties, with the aim of producing flesh with small frames and a fine quality of meat of white color.

Buff Orpingtons are one of many varieties and probably the most popular of the Orpington family. They are rapidly replacing many worn-out strains and mongrels on our farms and have taken a front place in the utility poultry ranks as winter layers and market fowls. There is great demand for eggs and fowls of this breed. They have light colored legs and white flesh. Chickens are hardy and grow rapidly. Eggs are of medium or larger size, according to strain.

White Orpingtons are a most promising variety and are likely to become popular on account of their merits as layers and table fowls. They are not



BUFF ORPINGTON HEN.

yet well known, but will soon make many friends. Their characteristics are about the same as those of the buff variety, with the exception of the color of the plumage, which is pure white. Jubilee, Spangled and Rose Comb Buff and White Orpingtons are varieties of the same family, which are yet in few hands. All claim more or less merit. The buff and white varieties are likely to be first in favor of fanciers and breeders for some time to come, as they are best known and have certainly made a favorable impression.

Species of Alfilaria. There are about eight species of alfilaria growing in the United States, three being native to the Pacific coast region. The most valuable and the one that has made such progress on the ranges is the red stemmed alfilaria (Erodium cicutarium). This species is a hairy, slightly viscid, erect or ascending herbaceous winter annual from six to eight inches high. Its flowers are lilac or purple, and the plant possesses generally a pronounced musky odor. During the winter it forms a compact, many leaved rosette from ten to twelve inches in diameter, from which the stems are thrown up during the spring months.

For San Jose Scale. Lime sulphur washes for San Jose scale are suitable only for the treatment of trees which are in a dormant state, being much too strong for application to trees in foliage. Experiments indicate that the best results follow applications in spring just before the growth of the tree begins.

# KING DRAG CLUBS.

How to Organize Them and Start Neighbors Dragging.

## VALUE OF CONCERTED ACTION

Importance of Using Drags at the Right Time Proved by Statement of a Township Supervisor—Features of Neighborhood Organization.

[Copyright, 1908, by D. Ward King.] After the public spirited leaders in the movement for better roads have convinced the community the King system is all it is claimed to be there will arise the question of how to get every mile of road dragged, for the less progressive men will allow stretches of rough road between the smooth pieces. Now, in times past I used to shy at organization. I was more afraid of the word than the average farmer's family horse is of an automobile. The worst fool over an auto on my farm today is the twenty-year-old standby who has helped to raise the children; not that I was foolish about it, but because I knew the ease with which good people will elect a president and a secretary, adopt a constitution and quit. I am still opposed to organizing first. Before such an attempt is even suggested a lively demand for it should be created. When the people are convinced by object lessons, then the time is ripe for organization.

A paper record and the formal election of officers is not an absolute necessity, for when the community has reached the proper frame of mind the desired end may be reached by a sort of common consent, just as villages gradually get rid of the front fences and take better care of the lawns without the passage of a special ordinance. In thousands of instances long stretches—twenty miles in some cases—are kept in order by an unspoken understanding. But formal organization will do no harm and often will succeed where the spontaneous kind has failed to develop.

I am acquainted with four styles of neighborhood organization, three of them developed by unselfish individuals having in view the good of the community solely. The differences in the plans are due partially to local environments and partially to the business occupations of the persons who formulated them.

The organization of the residents along suburban roads was first accomplished by Mr. Clarence D. Skinner of Topeka, Kan. Mr. Skinner interested the people along his own street and used the drag to make a boulevard which became the talk of the city. His success was so great that he was made assistant secretary of the Kansas Good Roads association, in which capacity he aided Secretary I. D. Graham to spread the club idea throughout the state, the newspapers of Topeka joining heartily in the project.

Postmaster Filson of Cameron, Mo., was the author of a scheme for dividing each rural route in two parts with a captain for each part. He called a mass meeting of all the patrons of all the rural routes and after explaining to them he divided the audience into groups by routes and had captains chosen. It was the business of one captain to manage the outgoing half of the route which passed his house, and it was the business of the other captain to attend to the incoming end.

About two years ago Thomas W. Larkin, secretary of the Dennison (Tex.) Commercial club, made and tested a King drag. He was converted. The roads were very, very bad about Dennison. One of them, known as Carpenters Bluffs road seemed much the worst. The Commercial club donated a sum of money to put this road in order, but stipulated that the farmers must pledge a like amount in money or labor, and also must promise to drag the road carefully after it was repaired. Mr. Larkin called meetings at a schoolhouse or two out near the end of the road, presented the proposition and organized the farmers. Today the Bluffs road is known by reputation throughout Texas, and its excellence is the standard by which other good roads are measured.

The fourth form of organization can be used only in localities where the road officers join the movement and take the management in charge. I can outline the workings of this plan most quickly and clearly by repeating a statement made by a township supervisor from Clayton county at the Iowa state road convention, Des Moines, in January, 1905. The value of the King drag and the importance of concerted action in its use were under discussion, and the supervisor said that on a certain afternoon, naming a day several weeks past, the roads had thawed and were a little sloppy. The wind got into the north and it was evident a freeze was coming. "So," said he, "I stepped to the phone and ordered out every drag in the township. The weather turned very cold that night; the ground froze hard and remains frozen till now. The undragged roads were so sharp and rough the next morning they were well nigh impassable, but the dragged roads were as smooth as a floor and as hard as cast iron and have been so every since."

It seems to me this statement contains in a nutshell proof of the value of the drag even in winter, evidence of the importance of using the drag at the right moment, and also points to the necessity for some form of organization.

Pennsylvania State Highways. The state highway department of Pennsylvania expects to construct this year 268 miles of good roads.

One of the last season's best offerings, "A Royal Slave," by Clarence Bennett, author of "The Holy City," will be a most welcome attraction at the opera house next Wednesday, Feb. 26. It is an entrancing story of the Southland and of the days "When Knighthood was in Flower" of dashing Seniors and bright eyed Seniores, of soft-toned guitars and tinkling tamborines, of warm, sweet-scented Southern breezes and waving palms. It is taken from that great story of old Mexico, "The Fair God," by Gen. Lew Wallace. It is one of the strongest and best dramatic productions on the road and is worthy of liberal patronage. The advance sale opens Monday morning.

## Portland and Return, Only \$3.50.

The Southern Pacific Company and Corvallis & Eastern Railway are selling round trip tickets to Portland from Corvallis for \$3.50, good going on any train Saturday or Sunday either via Albany or west side and good returning either via Albany or west side, Saturday, Sunday or Monday.  
R. C. LEVILLER, Agent.

## Jersey Bull For Sale.

Descended from Grand Corn and Golden Glow; imported over testing is the best fat in 7 days with 1st and 2d. Ad dress, M. S. WOODCOCK, Corvallis, Oregon.

## PLAN TO FIGHT DISEASE.

### Druggists Will Battle Stomach Troubles in Corvallis.

The increase of stomach troubles in Corvallis has led Graham & Wells to take effective measures to combat "the disease." They have the local agency for Mi-o-na stomach tablets, and in order to induce people suffering with weak stomach or indigestion to use the remedy, offer to supply it with the distinct understanding that money will be refunded in every case where it does not cure.

Mi-o-na is not a mere digestive, but an absolute strengthener and builder-up of the whole digestive tract. If you suffer with headaches, giddiness, palpitation, bad taste in the mouth, nervousness, coated tongue, distress after eating, use Mi-o-na and see how quickly these symptoms of a weak stomach will disappear. The remedy strengthens the muscular walls of the stomach and increases the flow of gastric juices so that nourishment is extracted from the food and the refuse is expelled without the aid of purgative or laxative medicines.

Remember that Graham & Wells give a guarantee to refund the money unless it cures. They take all the risk, and there is no danger of your losing anything except indigestion when you buy a 50-cent box of Mi-o-na.

## NOTICE OF SEWER ASSESSMENT

NOTICE IS HEREBY GIVEN that the Common Council of the City of Corvallis has assessed upon each lot or part thereof ascertained and determined by the report of the viewers to be specially benefited by the sewer constructed through Block 6, original town of Marysville, now City of Corvallis, and Block No. 1 in Dixon's First Addition to the City of Corvallis, Oregon, its proportionate share of the cost of such sewer as found by such viewers, and that the following is a description of the several lots or parts thereof so assessed, a statement of the names of the owner or owners of each such lot or part thereof, if known, and of the sum assessed upon each lot or part thereof.

- Block No. 6, original town of Marysville, now City of Corvallis:
  - Lot No. 1—Owner, J. W. Ingle. \$42.78
  - Lot No. 2—Owner, Henry Gerhard, Elizabeth Gerhard, Mary Gerhard, Katarine Gerhard. 42.78
  - Lot No. 3—Owner, Henry Gerhard, Elizabeth Gerhard, Mary Gerhard, Katarine Gerhard. 42.78
  - Lot No. 4—Owner, Henry Gerhard, Elizabeth Gerhard, Mary Gerhard, Katarine Gerhard. 42.78
  - Lot No. 5—Owner, Henry Gerhard, Elizabeth Gerhard, Mary Gerhard, Katarine Gerhard. 42.78
  - Lot No. 6—Owner, C. A. Gerhard. 42.78
  - Lot No. 7—Owner, John Beach. 42.78
  - Lot No. 8—Owner, Ernest Weigand and Maggie Weigand. 42.78
  - Lot No. 9—(south half) Owner, Ernest Weigand and Maggie Weigand. 21.39
  - Lot No. 9 (north half)—Owner, Ernest Weigand. 21.39
  - Lot No. 10—Owner, John Bier. 42.78
  - Lot No. 11—Owner, John Bier 1/2, Herbert Hodes 1/2. 42.78
  - Lot No. 12—Owner, Virgil Watters. 42.78
- Block No. 1, Dixon's First Addition to the City of Corvallis:
  - Lot No. 1—Owner, Carrie Barden. 42.78
  - Lot No. 2—Owner, Carrie Barden. 42.78
  - Lot No. 3—Owner, Elizabeth McBee, George McBee, Ida McBee. 42.78
  - Lot No. 4—Owner, Maggie E. Austin. 42.78
  - Lot No. 5—Owner, O. W. Beckwith. 42.78
  - Lot No. 6—Owner, O. W. Beckwith. 42.78
  - Lot No. 7—Owner, Mary Stewart. 42.78
  - Lot No. 8—Owner, Mary Stewart. 42.78
  - Lot No. 9—Owner, Mary Stewart. 42.78
  - Lot No. 10—Owner, Harley L. Hall and Grace E. Hall. 42.78
  - Lot No. 11—Owner, F. G. Clark. 42.78
  - Lot No. 12—Owner, F. G. Clark. 42.78

The foregoing assessments were entered in the docket of City Liens of the City of Corvallis on the 18th day of February, 1908, and if the sum of money assessed as aforesaid upon any such lot or part thereof is not paid to the City Treasurer of the City of Corvallis within five days after the date of the final publication hereof as hereinafter noted, such sum will draw interest at the rate of eight per cent per annum after the expiration of such time and a warrant will issue directing the Chief of Police of said City to levy upon and sell such lot or part thereof to satisfy such assessment.

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## NOTICE OF SEWER ASSESSMENT

NOTICE IS HEREBY GIVEN that the Common Council of the City of Corvallis has assessed upon each lot or part thereof ascertained and determined by the report of the viewers to be specially benefited by the sewer constructed through Blocks 11, 12 and 13 in Dixon's Second Addition to the City of Corvallis, Oregon, its proportionate share of the cost of such sewer as found by such viewers, and that the following is a description of the several lots or parts thereof so assessed, a statement of the names of the owner or owners of each lot or part thereof, if known, and of the sum assessed upon each lot or part thereof.

- Block No. 11 in Dixon's Second Addition to the City of Corvallis:
  - Lot No. 1—Owner, Catherine M. Sharp. \$29.78
  - Lot No. 2—Owner, Catherine M. Sharp. 29.78
  - Lot No. 3—Owner, Catharine M. Sharp. 29.78
  - Lot No. 4—Owner, Prudence Chipman. 29.78
  - Lot No. 5—Owner, Prudence Chipman. 29.78
  - Lot No. 6—Owner, Prudence Chipman. 29.78
  - Lot No. 7—Owner, Anna Hodes. 29.78
  - Lot No. 8—Owner, Anna Hodes. 29.78
  - Lot No. 9—Owner, Anna Hodes. 29.78
  - Lot No. 10—Owner, Prudence Chipman. 29.78
  - Lot No. 11—Owner, Prudence Chipman. 29.78
  - Lot No. 12—Owner, Prudence Chipman. 29.78
- Block No. 12 in Dixon's Second Addition to the City of Corvallis:
  - Lot No. 1—Owner, Geo. B. Wills, Miles Hendricks. 29.78
  - Lot No. 2—Owner, Geo. B. Wills, Miles Hendricks. 29.78
  - Lot No. 3—Owner, Evan McLennan. 29.78
  - Lot No. 4—Owner, Martha A. Francisco. 29.78
  - Lot No. 5—Owner, M. C. Miller. 29.78
  - Lot No. 6—Owner, M. C. Miller. 29.78
  - Lot No. 7—Owner, Geo. B. Wills, Miles Hendricks. 29.78
  - Lot No. 8—Owner, Geo. B. Wills, Miles Hendricks. 29.78
  - Lot No. 9—Owner, C. H. Keeney. 29.78
  - Lot No. 10—Owner, Albert J. Chess. 29.78
  - Lot No. 11—Owner, Mary O. Wyatt. 29.78
  - Lot No. 12—Owner, Mary O. Wyatt. 29.78
- Block No. 13 in Dixon's Second Addition to the City of Corvallis:
  - Lot No. 1—Owner, Sarah F. Elgin. 29.78
  - Lot No. 2—Owner, Sarah F. Elgin. 29.78
  - Lot No. 3—Owner, R. L. Buchanan. 29.78
  - Lot No. 4—Owner, R. A. Hurlburt. 29.78
  - Lot No. 5—Owner, R. A. Hurlburt. 29.78
  - Lot No. 6—Owner, W. F. Gay. 29.78
  - Lot No. 7—Owner, W. F. Gay. 29.78
  - Lot No. 8—Owner, R. A. Hurlburt. 29.78
  - Lot No. 9—Owner, R. A. Hurlburt. 29.78
  - Lot No. 10—Owner, R. A. Hurlburt. 29.78
  - Lot No. 11—Owner, R. A. Hurlburt. 29.78
  - Lot No. 12—Owner, R. A. Hurlburt. 29.78

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- Block No. 1, original town of Marysville, now City of Corvallis:
  - Lot No. 1, owner, Alfred H. Will. \$37.11
  - Lot No. 2, owner, Alfred H. Will. 37.11
  - Lot No. 3, owner, Alfred H. Will. 37.11
  - Lot No. 4, owner, Alfred H. Will. 37.11
  - Lot No. 5, owner, John Will. 37.11
  - Lot No. 6, owner, John Will. 37.11
  - Lot No. 7, owner, Robt Franklin. 37.11
  - Lot No. 8, owner, Robt Franklin. 37.11
  - Lot No. 9, owner, Robt Franklin. 37.11
  - Lot No. 10, owner, J. T. Phillips. 37.11
  - Lot No. 11, owner, J. T. Phillips. 37.11
  - Lot No. 12, owner, J. T. Phillips. 37.11
- Block No. 2, original town of Marysville, now City of Corvallis:
  - Lot No. 1, owner, C. E. R. Co. \$37.11
  - Lot No. 2, owner, C. E. R. Co. 37.11
  - Lot No. 3, owner, J. H. Wortham. 37.11
  - Lot No. 4, owner, John Rickard. 37.11
  - Lot No. 5, owner, John Rickard. 37.11
  - Lot No. 6, owner, John Rickard. 37.11
  - Lot No. 7, owner, J. T. Phillips. 37.11
  - Lot No. 8, owner, Manuel Knight. 37.11
  - Lot No. 9, owner, R. H. Colbert. 37.11
  - Lot No. 10, owner, R. H. Colbert. 37.11
  - Lot No. 11, owner, R. H. Colbert. 37.11
  - Lot No. 12, owner, R. H. Colbert. 37.11
- Block No. 3, original town of Marysville, now City of Corvallis:
  - Lot No. 1, owner, Corvallis Water Company. \$37.11
  - Lot No. 2, owner, Corvallis Water Company. 37.11
  - Lot No. 3, owner, Wm Broders. 37.11
  - Lot No. 4, owner, Bertha Woldt. 37.11
  - Lot No. 5, owner, Bertha Woldt. 37.11
  - Lot No. 6, owner, Bertha Woldt. 37.11
  - Lot No. 7, owner, R. H. Huston. 37.11
  - Lot No. 8, owner, Manuel Knight. 37.11
  - Lot No. 9, (North 28 feet) owner, Manuel Knight. 20.78
  - Lot No. 9, (South 22 feet) owner, E. W. Thompson. 16.33
  - Lot No. 10, (North 3 feet) owner, E. W. Thompson. 2.22
  - Lot No. 10, (N. 25 feet of S 47 feet) owner, E. W. Fischer. 18.56
  - Lot No. 10, (South 22 feet) owner, Williamette Valley Company. 16.33
  - Lot No. 11, owner, Amasa Hathaway, Mary J. Hathaway. 37.11
  - Lot No. 12, owner, A. L. Hathaway, O. C. Hathaway. 37.11

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- Block No. 10 in the original town of Marysville now City of Corvallis:
  - Lot No. 1—M. S. Woodcock. \$53.89
  - Lot No. 2—(South 20 feet) J. G. Westefeld. 21.56
  - Lot No. 2, S. 19 of N. 30 ft., P. P. Grefoss. 20.48
  - Lot No. 2, N. 11 ft., Moses Kline. 11.85
  - Lot No. 3, South half, Moses Kline. 28.95
  - Lot No. 3, North half, Amelia Zieroff. 28.94
  - Lot No. 4, South 12 ft. 4 in. Amelia Zieroff. 13.29
  - Lot No. 4, N. 12 ft. 8 in. of N. half Jacob Webber. 13.64
  - Lot No. 4, S. 24 ft. 3 in. of N. half A. Hodes. 26.14
  - Lot No. 4, North 9 inches, L. F. Wilson 1/2 2 Thos. Whitehorn. 51
  - Lot No. 5, North 32 ft., L. F. Wilson 1/2, E. R. Bryson 1/2. 34.49
  - Lot No. 5, North 18 ft., Thos. Whitehorn, E. R. Bryson. 19.40
  - Lot No. 6, The First National Bank of Corvallis. 53.89
  - Lot No. 7, C. E. Hout. 53.89
  - Lot No. 8, C. E. Hout. 53.89
  - Lot No. 9, A. Hodes. 53.89
  - Lot No. 10, Amelia Zieroff. 53.89
  - Lot No. 11, Amelia Zieroff. 53.89
  - Lot No. 12, M. S. Woodcock. 53.89
- Block No. 11, original town of Marysville, now City of Corvallis:
  - Lot No. 1, south half, Pauline Kline. 26.95
  - Lot No. 1, North half, Ferguson Chapter No. 5 Royal Arch Masons of Corvallis, Oregon; Corvallis Lodge of Ancient Free & Accepted Masons. 26.94
  - Lot No. 2, South 7 feet, Ferguson Chapter No. 5, Royal Arch Masons of Corvallis, Oregon; Corvallis Lodge of Ancient Free & Accepted Masons. 7.54
  - Lot No. 2, South 23 ft., of N. 43 ft., Lillian Taylor. 24.79
  - Lot No. 2, North 20 ft., Thos. Whitehorn. 21.56
  - Lot No. 3, South half, Thos. Whitehorn. 26.95
  - Lot No. 3, North half, W. T. Small, C. E. Small. 26.94
  - Lot No. 4, South 12 1/2 ft., W. T. Small, C. E. Small. 13.47
  - Lot No. 4, North 37 1/2 ft., Mary E. Henderson, S. L. Henderson. 40.42
  - Lot No. 5, South half, Clara Rands. 26.95
  - Lot No. 5, North half, Leland W. Fisher, Elsie May Fisher. 26.94
  - Lot No. 6, South half, Anna Haese. 26.95
  - Lot No. 6, North half, E. W. Fisher. 26.94
  - Lot No. 7, A. M. Tucker. 53.89
  - Lot No. 8, A. M. Tucker. 53.89
  - Lot No. 9, A. M. Tucker. 53.89
  - Lot No. 10, J. R. Smith, T. W. B. Smith. 53.89
  - Lot No. 11, East 1-4, Lillian J. Taylor, Byron Taylor, Cecil Rennie. 13.47
  - Lot No. 11, West 3-4, City of Corvallis. 40.42
  - Lot No. 12, East 1-4, Lillian J. Taylor, Byron Taylor, Cecil Rennie. 13.47
  - Lot No. 12, West 3/4 City of Corvallis. 40.42

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  - Lot No. 11, owner, Amasa Hathaway, Mary J. Hathaway. 37.11
  - Lot No. 12, owner, A. L. Hathaway, O. C. Hathaway. 37.11

The foregoing assessments were entered in the docket of City Liens of the City of Corvallis on the 18th day of February, 1908, and if the sum of money assessed as aforesaid upon any such lot or part thereof is not paid to the City Treasurer of the City of Corvallis within five days after the date of the final publication hereof, as hereinafter noted, such sum will draw interest at the rate of eight per cent per annum after the expiration of such time and a warrant will issue directing the Chief of Police of said City to levy upon and sell such lot or part thereof to satisfy such assessment.

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## Registration of Land Title.

In the Circuit Court of the State of Oregon for Benton County.  
Hannah Rowland, Polly Mitchell, heirs-at-law of Lucretia Hollock deceased, Sara H. Strahan, Claude Strahan, Fayne Lewis, heirs-at-law R. S. Strahan deceased, and Henry Lewis and "All whom it may concern," Defendants.  
In the matter of the application of Della Reed to register the title to the following: The original D. L. C. of Herman S. Hollock, and Lucretia Hollock, his wife, it