

# BEAVER STATE HERALD

Succeeding Gresham Vindicator, Gresham Gazette, East Multnomah Record and Multnomah Record and Montavilla Herald.  
Published Every Friday at Gresham, Ore., by the BEAVER STATE PUBLISHING CO.  
H. A. DARNALL, EDITOR AND MANAGER.

Entered as second-class matter at the postoffice at Gresham, Oregon.

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One of the singular things that we all meet with every day is the number of people who are ready to give you advice, regardless of inability to succeed in the same line. As a farmer we have had men who knew little practically of the principles of successful farming, whose tools lay in the fields where last used, whose harnesses were mended with baling wire, their fences gone to rack and covered with weeds yet they were wonderful (hot air) farmers. After a while we thought school. We started in with a few theories and some ideas and gradually learned something about the business, its aims and possibilities. But we never thought a school in the fifteen year's of our experience but there were a good half dozen old gossips in the neighborhood that knew more about the business than we did, tho some of them could scarcely make X after what they supposed was their name. In fact the least capable were the most efficient in propounding advanced theories of administration. The woman or man whose parental example was the worst, who punished his own children most brutally, whose moral example was the most degenerating, was the one to make the loudest, longest and vilest howl if his or her child was kept in, stood in the corner, or otherwise brought to a just reward for improprieties. We still see no change in the attitude of a certain per cent of the genus homo. There isn't more than a thousand people in the county but know more about running a news paper than the editor himself. If we fail it is because we did not manage right. If we succeed we are extortionate. If we dress economically we are said to be miserly; if we were neat we would be extravagant. A living profit is robbery, while a close price is foolishness. If we act with caution we are afraid. If we say what we think we are wanting in tact. And through it all the fellow who has made the least out of himself or has had the least experience has the most to say. If we could only apply our theories to ourselves in a practical way what a successful world this would be—perhaps. The trouble is the man with theories seldom has the will to apply them. If he had the will to do, he would be too busy to be advising other people.

The efforts of the Great Northern Railroad to exploit the Northwest by means of exhibit cars operated through the east and middle west will be extended this year to include Oregon as well as Washington, and a car is now being equipped at Portland to display the produce of the former state. Washington had an exhibit car on the road last year, starting at the close of the Alaska-Yukon-Pacific Exposition and it proved such a success in bringing new settlers to the Northwest, that the immigration department of the railroad decided to use two cars this season.

H. D. Wight of 69 Fifth St., Portland, is assembling the Oregon exhibit, and when the car is supplied with exhibits from every county in Oregon it will be on display in Portland for a few days and then started on its tour of the country. A lecturer will accompany the car and lectures illustrated with stereopticon views will be given in places visited. The Washington car is already on its second trip through the middle west. In another year the Great Northern will probably branch out and including other western states in its exhibit car campaign to bring in more settlers.

Secretary Wilson of the Department of Agriculture has been in Oregon during the past week seeking information in regard to the settlement of land included in the forest reserve of the State. He plans to have the reserve re-mapped and the boundaries established in an accurate way. It is said much land is inclosed in the reserves that should not be, and when the new maps are completed 5,000,000 or 6,000,000 acres now in reserves in this state will be opened up for settlement.

A big boost in the development of the lands of the Northwest will be the Fifth Annual Dry Farming congress which will be held in Spokane, Oct. 3, 4, 5 and 6 this year. Plans for the gathering are well under way and it is expected that much will be accomplished in giving instruction in the new methods of farming the non-irrigated lands of the Northwest. The farmer will have an opportunity to learn of the newest method and discoveries from the agricultural school and experiment stations, and the present Congress will make an effort to extend its work so that the work of education in dry farming methods may not be confined to the few days session of the Congress, but may be carried into the far corners of the country and the benefits be placed at the disposal of every farmer in the great west.

To strike a blow at the high cost of living and at middlemen's profits, to get for the farmer a fair price for his products and for the consumer a reasonable price on what he must buy, the Washington State Grange and the Central Labor Council have had representatives in conference in Seattle for the last week. The results will probably be the establishment of a great string of cooperative stores all over the state, beginning with such a store in Seattle, and at which the farmers will market their product, and where farmer and workingman alike can make purchases at prices far below what merchandise is now retailed at.

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**HOW TO KILL PEAR SLUGS.**  
The slugs that feed on the leaves of pear and cherry trees is one of the most easily exterminated of the pests that infest an orchard. They are readily killed by spraying the trees with tobacco or arsenate of lead so-

lution, or by a dust application. Prof. O'Gara states that there is little difference in the efficiency of the three insecticides, the thoroughness of the application governing the killing effect on the slugs.

If a dust application is used it must be exceedingly fine and put on with a blower that will give such strong air current as to drive the dust that it will completely envelope the slug. Air slacked lime gives rather the best results, as compared with dust, though water-slacked lime is good, but it takes more work to prepare it. Coarse dust is of no value and it must be from very fine textured clay. Good dust can often be had from the roads, but a suitable dust can be quickly and cheaply made by pounding the clay with a pestle in a barrel or kettle.

These slugs belong to the snail family and spend the winters in the ground, coming forth in the spring and at once climb the nearest fruit tree that they can find. They breed quite rapidly and soon are in such numbers as to strip a tree of foliage, provided the season is favorable and the birds are not too numerous. They are covered with a slime and can only crawl when enveloped in it. If this slime is filled and absorbed in dust, the slug rolls up and falls off the tree and if it does not die at once it seldom ever gets back on the tree again. If the dust has been well applied it is sure death to the slug, as it has no lungs, breathing through the pores of its skin. The tobacco and the arsenate of lead solutions dissolve the slime and affects the body of the snail as also to poison its food—Exchange.

### Bonding Plan For Road Building

In a communication published on this page, a Hubbard correspondent finds fault with the plan for authorizing counties to bond themselves for improvement of county roads. He is mistaken in assuming that those who are urging the plan are "schemers and loan syndicates." The movement is backed by an association of Portland business men who foresee that highly improved roads would save Oregon \$2,000,000 a year, the most of which would go into the pockets of Oregon farmers. From their own pockets these business men have subscribed about \$20,000 for use in preaching the gospel of better roads to the people of the state. The only benefit the subscribers will get is the indirect benefit that a greater, better stronger and happier commonwealth will be to them. Not one of them will profit a quarter of a mill from any bond issue that might be made for the construction of better roads.

The correspondent offers the objection that the roads are built along the railroad and not other wise. That is not the fault of the proposed bonding amendment. It proposes to open the way for farmers and others who so desire, to build roads in all directions. It is because means have been too scanty and the cost too great that single lines of roads have been built and that portions of each county are neglected. It is proposed to place in the hands of the county an authority by which, if by popular vote they so elect, to build other than single lines of road and to place a civilized highway as nearly as possible at the gate of each farm. Thus, the very condition the correspondent complains of, is exactly the condition for the removal of which the bonding plan offers the way.

The correspondent further says that roads should be paid for as they are built and that no public debt should be created in their construction. That does not affect the question of whether or not the bonding amendment should be passed. Perhaps there are many counties in the state whose citizens take the view that those in the county now and hereafter who are to get the benefit of the better roads should help pay for them. The good roads once built, with the same effort now expended in care of our present roads will last a century. Should not the men who move into Oregon 10 years hence or 20 years hence, as well as those now here, help pay for them? What of the many who will come in and settle within the next three or four years. Should not they, as well as those now here, pay a part of the cost? This is the view many citizens in many counties will take, and the citizens in such counties should be given the authority to issue bonds if they so desire. It is a mere question of whether each county shall be given local self government in the matter of issuing bonds for road improvement. It is not a plan to issue the bonds. No bonds can be issued until after the people of a county shall decide to do so at the ballot box. And back of it, is the vastly greater and broader question of whether or not our farmers shall or shall not have good smooth roads on which to go from farm to farm, or from farm to town and back. Does our correspondent argue that we should have bad roads?—Oregon Journal.

## LOWERING COST OF ROAD BUILDING

Dragging a Means of Saving Millions of Dollars.

### SOLVING THE MUD PROBLEM.

How Stretch of Roadway in Trenton, Mo., Deemed a Failure For Traffic After Rainstorms, Converted Into an Ideal Highway by Use of King's Simple Invention.

To overturn moss grown customs, to change the highway legislation of states, to revolutionize the roadmaking methods of the nation, to arrest the attention of the roadmakers of a continent, to improve the common earth roads to an immeasurable degree and at the same time save millions of dollars by reducing road building expenses—this is the province of the simple, cheap, uncouth, but efficient King drag. Little did I suspect when first I rode a drag down the highway that such claims would ever be made, says D. Ward King, the inventor.

The initial trip was taken in the spring of 1896, and the result was so pleasing and satisfactory that the work



HIGHWAY OF EARTH. (From Good Roads Magazine, New York.)

has never lagged from then until now. The effect on the road was instantaneous. The passage of the drag wrought a wonderful change. Whereas the road had been very rough, with two deep ruts in evidence, after the drag had been used it was comparatively smooth, and the ruts, which before dragging struck out like sore thumbs, were rendered unobtrusive and unobstructive. Before none but the hardiest adventurer dared drive out of the beaten track; afterward there was no need to choose a way, for all the surface was smoother than the best portion had been.

The stories told about the King drag and its work are preposterous. They are unreasonably and absurd, and yet they are absolutely true. But I ask no one to believe, for my only object in telling them is to shock the public into giving the new system a trial. Here is one they are telling in Iowa. In Cedar county a gentleman riding in a spring wagon on a dragged road drove out on one side to allow a four horse wagon load of logs to go by him. The loaded logs went merrily on their way, but the spring wagon had to be dug out with a spade.

From over near Trenton, Mo., comes another. It seems that some years ago a stretch of creek bottom road habitually overflowed after every heavy rain. It regularly became a mass of mud and water. The community declared that it was a physical impossibility to fill in enough earth to build a roadway, and the authorities were planning to condemn land for a new road a quarter of a mile away from the creek. At this moment somebody suggested a test with a King drag. Although the creek still covers the roadway during each freshet, there has been no serious difficulty with that road since the test began.

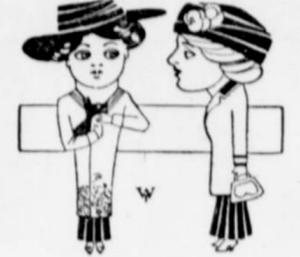
To the man who drives a team the word gumbo means broken double-tracks, horses mired down and other bad road calamities. A quarter of a mile of this sort of gumbo lies between my home and the railway station at Maitland. One morning when I boarded the train at Villisca, Ia., on my return from a lecture trip the trainmen said in response to my inquiry for news from down the road: "Well, sir, they had a terrible storm at Maitland last evening. When we stopped there the rain was falling in sheets. One could hardly see the depot." The train arrived at Maitland, and I stepped into my buggy and drove home over the gumbo quarter. I could see by the debris on the fence wires, still dripping wet, that water had stood three or four feet deep on the road during the night, yet there was not a puddle on its surface, and we traveled its length without the buggy wheels throwing any mud.

Another season the floods covered this same gumbo quarter with water and kept it standing there for more than a week, the road being traveled every day. I appealed to the highway authorities to erect a barricade, for I felt a personal pride in that road, and the prospect of its destruction gave me great mental pain. But the authorities said they were powerless because they could stop public travel only when traveling became dangerous to the public, so they did nothing. At the end of the week the water receded, and this King dragged gumbo boulevard emerged from its seven day baptism absolutely unharmed.

## Nuggets of Levity • By Schwartz and Weston



**A STICKER.**  
Brer Porcupine—I have my faults, but conceit is not one of them.  
Brer Rabbit—Why do you say so?  
Brer Porcupine—It's easy to see that I'm not stuck on myself.



**THOSE PET DOGS.**  
"Mrs. Skypoodle is a mean thing. When her Fido and my Rover began to fight she kicked poor Rover."  
"Why didn't you stop her?"  
"I was too busy kicking Fido."



**NOT WANTED.**  
Peddler—Madam, I'm selling the finest sauce ever known. It is guaranteed to give the poorest eater a hearty appetite.  
Woman of the House—You get right out of here! This is a boarding house.



**SURVIVAL OF THE FITTEST.**  
Mother—The teacher says you were fighting and got to school late this morning. How was that?  
Tommy—Well, the other boy didn't get there at all.

## NORTH BEACH QUEEN OF THE NORTHWEST RESORTS

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**THE PLACE TO SPEND YOUR SUMMER VACATION**  
Twenty-five Miles of Magnificent Beach Level, Compact and Smooth

Many thriving and tidy communities, delightful hotel, cottage, tent and camp life. All the comforts of home and the healthful, invigorating recreation of the seaside, surf bathing, fishing, clam digging, beach bonfires, riding, racing, hunting, strolls and drives through picturesque wooded headlands

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**W.M. McMURRAY,**  
PORTLAND, ORE. General Passenger Agent.

## PORTLAND RAILWAY LIGHT & POWER CO.

FREQUENT RAPID COMFORTABLE

### Springwater Division

STATIONS	EASTBOUND															
PORTLAND	6:55	7:45	8:40	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:30
GAZADERO	7:05	8:00	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:45
GAZADERO	7:15	8:10	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	9:05	9:50
GAZADERO	7:25	8:20	9:15	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:00
GAZADERO	7:35	8:30	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:10
GAZADERO	7:45	8:40	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35	10:20
GAZADERO	7:55	8:50	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:30
GAZADERO	8:05	9:00	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	8:55	9:55	10:40
GAZADERO	8:15	9:10	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	9:05	10:05	10:50
GAZADERO	8:25	9:20	10:15	11:15	12:15	1:15	2:15	3:15	4:15	5:15	6:15	7:15	8:15	9:15	10:15	11:00
GAZADERO	8:35	9:30	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25	11:10
GAZADERO	8:45	9:40	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35	10:35	11:20
GAZADERO	8:55	9:50	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:30
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GAZADERO	11:15	12:10	13:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	9:05	10:05	11:05	12:05	13:05	13:50
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GAZADERO	11:35	12:30	13:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	9:25	10:25	11:25	12:25	13:25	14:10
GAZADERO	11:45	12:40	13:35	2:35	3:35	4:35	5:35	6:35	7:35	8:35	9:35	10:35	11:35	12:35	13:35	14:20
GAZADERO	11:55	12:50	13:45	2:45	3:45	4:45	5:45	6:45	7:45	8:45	9:45	10:45	11:45	12:45	13:45	14:30
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