

## POINTS FROM CANADA

### RULES FOR IMPROVING AND REPAIRING HIGHWAYS.

Canadian Commissioner's Advice For Keeping Up Good Roadways—All Work to Be Done With a View to Permanence and Durability.

A. W. Campbell, provincial highway commissioner of Ontario and one of the ablest exponents of good roads on the American continent, has formulated a set of rules which could be followed with profit by highway commissioners generally, says the Auto Advocate and Country Roads. These rules are printed in his annual report:

First.—Every good road has two essential features:

- (a) A thoroughly dry foundation.
- (b) A smooth, hard, waterproof surface covering.

Second.—The foundation is the natural subsoil, the dirt road, which must be kept dry by good drainage.

Third.—The surface covering is generally a coating of gravel or broken stone, which should be put on the road in such a way that it will not in wet weather be churned up and mixed with the earth beneath—that is, it should form a distinct coating.

Fourth.—To accomplish this—

- (a) The gravel or broken stone should contain very little sand or clay; it should be clean.
- (b) The roads should be crowned or rounded in the center so as to shed the water to the open drains.
- (c) Ruts should not be allowed to form, as they prevent water from passing to the open drains.
- (d) The open drains should have a sufficient fall and free outlet so that the water will not stand in them, but will be carried away immediately.
- (e) The open underdrains should be laid wherever the open drains are not sufficient and where the ground has a moist or wet appearance with a tendency to absorb the gravel and rut readily. By this means the foundation is made dry.

Fifth.—Do not leave the gravel or stone just as it drops from the wagon, but spread it so that travel will at once pass over and consolidate it before the fall rains commence.

Sixth.—Keep the road material raked or scraped into the wheel or horse tracks until consolidated.

Seventh.—Grade and crown the road before putting on gravel or stone.

Eighth.—If a grading machine is available, grade the road which you intend to gravel before the time of statute labor and use the statute labor as far as possible in drawing gravel.

Ninth.—A fair crown for gravel roads on level ground is one inch of rise to each foot of width from the side to the center.

Tenth.—The road on hills should have a greater crown than on level ground, otherwise the water will follow the wheel tracks and create deep ruts instead of passing to the side drains. About one and one-fourth inches to the foot from the side to center will be sufficient.

Eleventh.—Repair old gravel roads which have a hard center, but too little crown, and which have high, square shoulders, by cutting off the shoulders, turning the material outward and placing new gravel or stone in the center. Do not cover the old gravel foundation with the mixture of earth, sod and fine gravel of which the shoulders are composed. The shoulders can be easily cut off by means of a grading machine.

Twelfth.—A width of twenty-four feet between ditches will meet most conditions, with the central eight feet gravelled or metalled with broken stone.

Thirteenth.—Wherever water stands on the roadway or by the roadside or wherever the ground remains moist or is swampy in the spring and fall better drainage is needed.

Fourteenth.—Look over the roads under your charge after heavy rains and during spring freshets. The work of a few minutes in freeing drains from obstruction or diverting a current of water into a proper channel may become the work of days if neglected.

Fifteenth.—Surface water should be disposed of in small quantities. Great accumulations are hard to handle and are destructive. Obtain outlets into natural water courses as often as possible.

Sixteenth.—Instead of having deep open ditches to underdrain the road and dry the foundation, use tile.

Seventeenth.—Give culverts a good fall and free outlet so that water will not freeze in them.

Eighteenth.—In taking gravel from a pit see that precautions are taken to draw only clean material. Do not let the face of the pit be scraped down, mixing clay, sand and turf with good gravel.

Nineteenth.—Gravel which retains a perpendicular face in the pit in the spring and shows no trace of slipping is generally fit to use on the road without treatment. Dirty gravel should be screened.

Twentieth.—Plan and lay out the work before calling on the men.

Twenty-first.—When preparing plans keep the work of succeeding years in view.

Twenty-second.—Call out for each day only such number of men and teams as can be properly directed.

Twenty-third.—In laying out the work estimate on a full day's work from each man and see that it is performed. Specify the number of loads of gravel to constitute a day's work. Every wagon box should hold a quarter of a cord.

Twenty-fourth.—Make early arrangements for having on the road when required and in good repair all implements and tools to be used in performance of statute labor.

Twenty-fifth.—Do all work with a view to permanence and durability.

**Good Roads For Indians.**  
The Indians of the Choctaw tribe, in Indian Territory, have formed a good roads association.

## ROADS AND MOTOR CARS.

### Effect of Good Highways as Noted by An Automobileist.

Whatever the reputation for recklessness and disregard for the rights of the road which many automobile drivers or chauffeurs have acquired, the advent of the big car is undoubtedly exerting a strong influence favorable to good roads, an increasing influence which may be exerted powerfully when the time becomes ripe for legislative assistance, says the Auto Advocate and Country Roads. An interesting experience is related of roads and country ways by Whitman Osgood of Washington, who with his wife, two children and a chauffeur made a round trip to St. Louis in his Oldsmobile. They went by the famous old national



HARD MOTORING ON A BAD ROAD.

road, passing through Hagerstown, Md., Bedford, Pa.; Pittsburg, Zanesville, Columbus, Indianapolis, Terre Haute, etc.

"The roads in Maryland were very good," said Mr. Osgood, "even in the mountains. In Pennsylvania they were bad and in West Virginia they were bad. In Ohio the roads got better, especially around Columbus, where for seventy miles they are as level and smooth as a floor. In Indiana they were fair, but in Illinois and Missouri—well, the next time I go over those roads it will be with a flying machine. They were simply fearful. We had no bad weather."

"I never knew before what an excellent index to the character of people the roads which cut through the country are. Where there were good roads there were good farms; where the roads were poor the farms were poor and the farmers looked shiftless and devoid of energy and ambition. We found it difficult to get proper food in some of the country districts, the farmers sending all their products immediately to the market."

### FRANCE'S FINE ROADS.

Millions of Dollars Spent by the Government Yearly For Highways.

There are some things in the old world from which America should draw instruction and wisdom, says the Kansas City Star. France has the best roads on earth, divided into four classes: First, national; second, departmental; third, military, and fourth, communal. National roads are built and kept up by the national treasury; departmental roads are a charge upon the departments through which they pass; the military roads are usually kept by the government, but sometimes the government is aided in this work by the departments through which the roads pass. The communal roads, like our civil district and township roads, are kept up by the communes, but even these receive assistance from the government when they pass through thinly populated regions. The departmental roads are thirty-nine feet wide and the other roads vary in width.

Not less than \$7,000,000 is annually expended by the French government in making new roads and repairing old ones. This work gives employment to 35,000 persons, and the total length of the roads is something over 350,000 miles. The roads are so well constructed that one single man can keep ten miles in repair if furnished with piles of broken stone, placed at intervals along the road, and a cart for distributing the stone. Every rut and hole as fast as made is filled.

### Broader Uses of Soil Surveys.

For several years past the department of agriculture has been operating soil surveys in various parts of the United States for the purpose of determining the value of special crops. More than 60,000 square miles have already been mapped, and records of the surface and subsoil constituents and of drainage have been made. Beyond the value to agriculture the importance of the information thus gathered is being appreciated by the war department in possessing data for military roads in case of necessity, says the Good Roads Magazine. Such information at the time of the Spanish war would have prevented the selection of a pestilential camp like that established at Chickamauga. These surveys will doubtless prove of great value, too, in determining highways for the many uses of peaceful life, and the scope of the undertaking may well be broadened to meet the demand for good roads, both in defining the most favorable location and in discovering the best materials at hand.

### Rural Free Delivery Note.

There is a close watch kept over the rural route carriers to see that they strictly observe the orders of the department relative to matter placed in rural delivery boxes with postage stamps not affixed. All articles found that have not the postage prepaid must be carried to the distributing office and held there until the proper amount due is paid. Some of the carriers have discovered such unallowable matter as beefsteak, bottles of medicine and the like. One farmer instructed a peddler of coffee to leave a pound package for him in the box once a week. One of the packages was carried to the post-office, and the farmer in order to get his pound of twenty-cent coffee had to pay 16 cents postage.

## A BOON TO SETTLERS

### WHY GOOD ROADWAYS TEND TO DRAW HOME SEEKERS.

Purchases of Many Fine Places in a California County Were Due to a Large Extent to Hard and Dustless Highways.

The value of good roads to a community is thus treated by the Santa Rosa (Cal.) Press:

As an abstract proposition most people are, of course, "in favor of good roads." Yet as a matter of fact comparatively few stop to think how much well kept thoroughfares really mean to a community. They not only stimulate travel, popularize the sections traversed, increase land values, attract new residents and build up trade, but they also make life more pleasant and improve conditions generally.

No one appreciates the value of good roads more than the real estate man, who makes it his business to show prospective home seekers about, point out the beauties and advantages of the country and locate as many desirable residents in his territory as possible. When he starts out over a hot, dusty road he knows that the chances are against him to begin with. The way seems long, the country uninviting, and his customer will nine times out of ten become disgusted and get out of the notion of buying before the objective point is reached. The trip is therefore a failure, and unless the agent is fortunate enough to locate his man elsewhere he leaves the country with an unfavorable impression and carries this opinion with him to be imparted later to his friends and acquaintances in other places, not only to the injury of the real estate business, but to the detriment of the community as a whole.

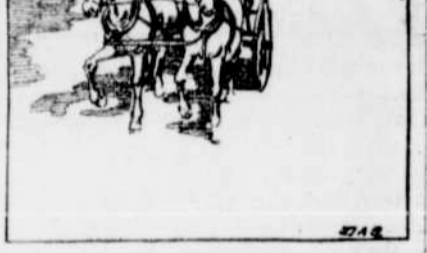
On the other hand, when bowling along behind a spanking team and over a fine road, well sprinkled and free from dust, ten or twenty miles are reeled off before any one realizes it, the good points noted en route are discussed and properly considered, and the prospective customer is very apt to find himself favorably impressed with the whole country and is sure to reach the place he started for in a frame of mind where he will at least give the arguments presented by his guide due consideration and attention.

As an indication of what this means let us look at the Kenwood and Glen Ellen country, in Sonoma county, California, where the sprinkling of roads with oil was first inaugurated. Many of the roads in that vicinity had been neglected for a long time. Aroused to the necessity for action, the residents and property owners of that section organized a "good roads club." A "good roads convention" was even held there, with delegates from many distant points, and, in short, the matter was agitated in every possible way. The natural result followed.

During the past few years more real estate has changed hands in that vicinity and more desirable new residents have been brought in than in any similar period before. The improved condition of the roads alone may not have brought about this result, it is true, but it has, beyond doubt, contributed very materially to it. The Henry Bolle place, for instance, has been purchased by Warren English; the Jewett estate has a new owner in the person of Rudolph Spreckels, who is making it one of the show places of California; ex-Senator Kerens, the Utah multimillionaire, has bought the great Los Guillicos ranch, for so many years the property of William Hood; Judge Carroll Cook is now the possessor of the Tarrant ranch, where he makes his summer home; the Giabella ranch has been bought by W. D. Reynolds; several small tracts have been sold off the old Behler property; the Clark place is now owned by I. H. Sly; the Ross property, purchased long ago by Mrs. Smith, has again changed hands, the new purchaser being Mr. Schubert; Louis Kunde recently bought the old Shaw place; the beautiful home of Mrs. Yost also changed hands not long since, the new owners being W. R. Stearns and M. F. Johnson; the old Warfield ranch is now the home of Will L. Ashe.

These are only a few of the more important real estate changes that have taken place in the Kenwood and Glen Ellen country during the time referred to, but they serve to illustrate fully the truth of the assertions made at the beginning of this article.

**Proposed Highway Along the Hudson**  
There has recently been considerable talk of building a state road from New York city to Albany and from Albany to Buffalo, a distance of about 500 miles. A part of the distance will consist of a tunnel under the Storm King mountain. The route up the Hudson is proposed to make a part of the Palisades driveway.



PLEASANT IMPRESSIONS FROM A GOOD ROAD.

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## SHORT STORIES.

Whitefish and salmon trout are almost extinct in Canadian waters. The few remaining are being destroyed by the German carp.

The Rutland (Vt.) Merchants' association has disbanded. The fact that many of the members were too stingy to pay their dues is given as the official reason for the death of the association.

The oyster fishery industry in Maryland yields more than 10,000,000 bushels a season, worth over \$5,000,000, which affords employment in taking and packing to more than 32,000 persons.

A muskellunge weighing six pounds was recently taken from Lake Bomoseen in Vermont. This is the first fish of the kind to be captured in this lake in the memory of the oldest local authority.

It is proposed that the Boston memorial to the late Mayor Collins shall take the form of a building that will serve some useful purpose rather than a shaft, as the former would be more typical of a man whose popularity arose from his works.

Much amusement is being had with two well known Concord (N. H.) clerks who went on a gunning trip. Leaving their firearms under a tree, they had much difficulty in locating them. Consequently more time was taken up hunting for the guns than for game.

## PLAYS AND PLAYERS.

Tim Murphy is to revive in January "A Texas Steer."

Thomas Cogswell of Boston has been engaged to play the leading comedy part in "The Child Stealer."

Elie Fay is known as the girl with "forty faces." This is due to her remarkable power of expression.

Melville Stewart is a handsome, broad chested man, with a fine baritone voice. He adds materially to the success of "Miss Dolly Dollars."

The American rights of "The Blue Moon," the play now running at the Lyric theater, London, have been secured by the Shubert brothers.

The audacious Glandon children, Dolly and Phil, in Bernard Shaw's "You Never Can Tell," are played by Mary Hungerford and George Ober.

Marion Stanley, the new Trixie in "The Wizard of Oz," has a catchy successor to the famous "Sammy" song. It is called "The Tale of a Stroll."

Toby Claude, the diminutive comedian who plays the part of Jessie in "Fantana," achieved a reputation for playing slavey roles by her performance of F-F-I in "A Chinese Honey-moon."

## ENGLISH ETCHINGS.

The last horse omnibus has disappeared from the streets of Sheffield, England.

Christ's thorn, supposed to be the plant from which the crown of thorns was made, was brought into England about 1596, where it has since grown.

The British war office has announced that it cannot give official recognition to polo and that the use of horses which are on public charge for this game is strictly forbidden.

Forest Gate, England, has a three-year-old swimming champion. She is the daughter of the matron of some public baths and can swim the length of the tank, eighty feet.

Dickens' "Old Curiosity Shop" is No. 13 of the street where it stands near Lincoln's Inn Fields, London. It is now owned by a waste paper merchant, who is enterprising enough to carry on besides his profession trade a business in selling Dickens souvenirs.

## WEDDING DAY CUSTOMS.

On her wedding day the Swiss bride will not permit any one, not even her closest relatives, to imprint a kiss upon her lips.

In many countries the cook pours hot water over the threshold after the bride couple have gone in order to keep it warm for another bride.

The Italians permit no wedding gifts that are sharp or pointed, from which practice emanates our superstition that the gift of a knife is bound to sever friendship.

A favorite wedding day in Scotland is Dec. 31, so that the young couple can leave their old life with the old year and begin their married life with a new one—surely a pretty idea.

## RUSSIAN BRIEFS.

The Russian zemstvos or country administrative bodies supply agricultural implements to peasants on credit.

The old local costumes are still worn in many parts of Russia. There is great variety in them, but rich embroidery and an imposing headpiece of some sort are common to all.

Russian peasant women are past mistresses in the art of embroidery, and their everyday costumes are replete with colored cotton and bead work. They supply beautiful embroideries on cloth and canvas to exclusive French tailors and dressmakers.

## PITH AND POINT.

The first suit was a full suit.  
A woman's word is never done.  
To the plodder belong the spoils.  
Washing dishes is hard on wedding rings.

Laws are of two kinds—obsolete and broken.  
No good fellow is without honor, save in his own family.

Today the great and absorbing question is how to live beyond our incomes—and do it permanently.—From "A Corner in Women," by Tom Masson.

# BARTELS' CITY MEAT MARKET

COTTAGE GROVE, OREGON

Fresh Beef, Pork, Mutton and Veal

ALWAYS ON HAND

SMOKED : MEATS : A : SPECIALTY

CHOICE FRESH FISH ON TUESDAY AND FRIDAY

J. H. BARTELS, Proprietor Phone Main 83

You will always be happy if you burn electric lights, for they will "Tickle you to death."

## Cottage Grove Electric Co.

### Market Reports.

Portland, Jan. 11, 1906.

GRAIN, PRODUCE, FEED.

Wheat—Walla Walla, 73c; Valley, 75c; bluestem, 74; red, 70c.

Oats—White \$28; gray, \$27. Barley—Brewing, \$24; feed, \$23; rolled, \$25.

Hay—Timothy, \$10 to \$11; clover, \$8.50 to \$9; cheat, \$7.50 to \$8; alfalfa, \$10.

Millstuffs—Middlings, \$25 to 26; chop, \$19; bran, \$18 to 19; shorts \$20 to 21.

Flour—Hard wheat, patent, \$4.35; straight, \$3.65 to \$4.00; Graham, \$3.75; rye, \$5; whole wheat flour, \$4.00; valley flour \$3.65 to 3.90 Dakota, \$6.50 to 7.25; Eastern rye, \$5.40; Pillsbury, \$6.30 to 7.15.

Corn—Whole, \$25; cracked, \$26 per ton.  
Rye—\$1.50 per cwt.

PRODUCE.

Butter—Fancy creamery, 27 1/2c, 30c; city creamery, 30 to 32 1/2c dairy, 16 1/2 to 17c; store 14 to 15c.

Cheese—Young America, 16c, Oregon full cream, 15c.

Eggs—Fresh Oregon ranch 27 1/2; Eastern eggs, 22 to 23; cold storage.

Poultry—Roosters, 10c; hens 12-13; fryers, 10c to 11; broilers 12 1/2 to 13c; geese, live, 9 to 10c; dressed, 16 to 17; turkeys, live, 14-15 dressed, 13 to 14c; ducks, old, 11 to 12c; spring ducks, 14c; pigeons, per dozen, \$1 to 1.25; squabs, \$2 to 2.50.

Honey—Dark, 10 1/2 to 11c; amber, 12 to 13c; fancy white, 14 to 15c.

FRUITS AND VEGETABLES.

Apples—Green, 75c to 1.75.

Grape fruit—Crate \$3. to 3.30  
Huckleberries—7c per lb.  
Cranberries—\$14.

Tropical fruits—Lemons, fancy, \$3.25; choice, \$3. per box; oranges, \$2.50 to 2.75; bananas, 5c per lb; pineapples, \$4.50 to 5 per dozen.

Potatoes—Oregon, 60 to 80c; onions, \$1.00 to 1.10 per 100 pounds tomatoes box, 20 to 30c; turnips, 75 to 90c per sack; cabbages, per pound 1 to 1 1/2c; head lettuce, 25 to 20c dozen; hothouse, \$1 box; celery 65 to 75c dozen, radishes, 15c dozen; green onions, 15c doz; rutab, 2 to 2 1/2c pound; cucumbers, box 50c; beets, \$1 per sack; green peas, 1 to 2c green beans, 4 to 5c; wax, 4c; garlic, 10c; egg plant 15c per pound; green corn, 12 1/2 doz; sweet potatoes, 2 1/4-4; red peppers 6c pound.

LIVESTOCK MARKET.

Cattle—Best steers \$3.60 to 3.85; cows; 3.00 to 3.25; calves, \$3.00 to \$4.75.

Sheep—\$5.00 to 5.25.  
Hogs—\$5.75 to 6.25

HOPS, WOOL, ETC.

Hops—Choice 10 to 11  
Wool—Valley 26 to 27c; Eastern Oregon 18 to 20c; nominal.

nothing doing.

Beeswax—Good, clean and pure 20 to 22c per lb.

Hides—Dry hides, No 1, 16 lbs and up, 16 and 17c per lb; dry calf No 1 under 5 pounds is 17 to 18c; dry salted, bulls and stags one third less.

A Musical Treat

On Monday night the DeMoss Lyric Bands rendered a very fine programme at the Opera house. Those who have heard them before know of the many different instruments they carry with them, and on which they so ably perform. To those who have not heard them it might be interesting to know that there were about 25 different instruments used, piano, violin, base viol, cello, mandolins, guitars, banjos,

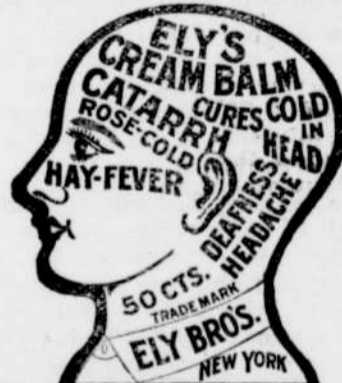
flute, ocarinas, base and snare drums, cornets, horns, tamborins, triangle, xylophones, Columbian hand bells, rustic bells and glasses, and a steel violin. The most beautiful of the evenings music, was that in which the bells were rung, possibly being so to many on account of the music being old familiar tunes. An odd feature to many was the playing on the edges of the glasses, and the playing on a thin strip of steel with a violin bow. The music was all very good, but young Master Hershel was the man that won the hearts of all, for he is musical and full of fun from the top of his head to the end of his toes. His direction of the orchestra was a sight to see.

### Revival Services.

The revival services being held in the Christian Church are well attended every night and there is a great deal of interest taken. The meetings are held every night. Do not forget that it is your business to go.

Subscribe for the Leader.

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This Remedy is a Specific, Sure to Give Satisfaction. GIVES RELIEF AT ONCE.

It cleanses, soothes, heals, and protects the diseased membrane. It cures Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Easy to use. Contains no injurious drugs. Applied into the nostrils and absorbed. Large Size,