THE BUILDING OF ROADS.

Advice About How Not to Make Repairs on Them.

Consul Halstead of Birmingham, England, reports to the department of commerce and labor results of unintelligent, unscientific road repairing. He quotes some excellent advice about how not to make or repair a road. He writes:

"When in London recently I noticed that the great road along the Thames, one of the most important thoroughfares in London, known as the Thames embankment, was very rough, and in a recent article in the London Mail, entitled 'How Not to Make a Road,' some observant person tells of the methods used when the embankment was last torn up and remetaled and reironed, which confirms in many respects the dispatch I recently had published in Daily Consular and Trade Reports, Sept. 9, entitled 'Dust and Motor Cars.' This writer had thought that a sound knowledge would surely be displayed in repairing such a thoroughfare as the Thames embankment. After the scarifier had been at work and the road torn up, loads of 'blue metal,' he said, were dumped down, but this stone was of a very uneven nature, both as to size and shape, many of the pieces being long and narrow, while others were small and approximately cubical, and there was additionally a large proportion of irregularly shaped stones. The loads were roughly spread across the roadway, and in many cases 'the wheel ruts of the carts were not even raked out." Continuing his description of what was done as roadmaking for the great thoroughfare, he says:

"Over this chaotic heap was strewn —shade of Macadam!—pulverized clay. Water was then copiously flooded on to this interesting mess to induce the clay to get in between the crevices or chasms in the roadway. This it speedily did, although naturally much remained as mud on the surface. Then the steam roller got to work, and soon the roadway looked quite smooth and nice, and he who knew no better would have passed by and said, 'That is a fine bit of work.' He who knew, however, and saw it done, said, 'Give it a few weeks and it will be as bad as ever.'"

False Shoulders.

Many a highway commissioner, anxious to serve his town and progress his road work, leaves what are known as false shoulders on the side of the road, says the Ogdensburg (N. Y.) Advance. In operating his road scraper he fails to put the toe of the blade clear to the ditch on the side of the road, but places it a foot and a half nearer to the middle of the road, thus making a new ditch and leaving a shoulder of dirt between the new ditch and the old one. Some highway commissioners do this in the expectancy that the next year they will cut this shoulder away to the original ditch and gradually widen their road to the lines of the former ditch. These highway commissioners always open waterways at frequent intervals between the new ditch and the old ditch through the shoulder, letting the water run to the proper place. Other highway commissioners neglect to put these waterways through the shoulder, and they soon find that the roadbed is badly washed, and they wonder why it is that they have such bad luck when they try so hard to serve their town well. It is not an easy thing to build or maintain a road, and it requires experience from the results of mistakes. If a man who has been an indifferent highway commissioner his first year improves in his work the second year, he may be re-elected and become as valuable a highway commissioner as the town could obtain. He must have his heart in his work or he cannot do his town credit.

National Aid In Road Building.

It is as yet a little early to predict what will be done during the next congress with respect to the question of national aid in road building, says Good Roads Magazine. Announcement has, however, been made that bills will be introduced either at the beginning or before the close of the session. Congressman Brownlow, Senator Latimer, Senator Gallinger and other ardent advocates of federal aid are very much in earnest over the measures which they have championed, and it is reasonably certain they will be heard from. On the other hand, many appear to share the opinion that the time is not yet propitious for aid from the national government in the way of a large appropriation. Public sentiment in favor of such aid is no doubt growing throughout the country, but until the individual is thoroughly convinced and his mind made up there is little hope of much favorable legislation in the direction of national aid. Primarily the demand must be made by those whose use of the highways is 90 per cent of the total. Meetings, conventions, all forms of agitation, should be continued in order that people may be fully educated upon all phases of the great question of road improvement. The problem will then be easy.

Working For a Better Road.

No organization in the city is more interested in the movement for good roads than is the Cincinnati Automobile club, says the Auto Advocate and Country Roads. The club is willing to do anything in its power to help along the project, and its committees will be found working hard with those of the local branch of the National Good Roads association. Along this line President Val Duttenhofer of the Cincinnati Automobile club will do some work himself. It is his plan to make trips over all the roads leading out of Cincinnati and then make a detailed report to the club as to their condition. This report will be of value to every automobile driver who contemplates little excursions in this part of the state.

EXEMPT.

Dame Fashion reigns in royal way and with an iron rod.
The destiny of things mundane is shaped by heck or nod.
The fads of yesterday become the discards of today,
And only lovers dare to keep to the good old fashioned way.

Our manners, like our garb, must change; our ceremonies too.
We languish or athletic grow just as we're bade to do.
Concerning e'en the arts we ask, Is this or that au fait?
But somehow lovers still embrace the good old fashioned way.

For coquetry and courtship no dictum has been set;
No oracle proclaims new styles and rules of etiquette.
While there are men and maids to list and Eros pipes his lay
Lovers will always woo and win in the good old fashioned way.
—Ella Randall Pearce in Brooklyn Life.

His Limitations.

He may be all right to face the powder, but when he kisses a lady the color leaves his face.—St. Louis Post-Dispatch.

Studies of the Vernacular.

"Saylil!" exclaimed the girl at the handkerchief counter.

"Wotsmatter now?" asked the girl at the ribbon counter.

"Aintchoogittin nufteet?"

"Wojjaskin thatfur?"

"Yooralookinkina thin."

"Aintnuther!"

"Yartoo. Betterficksher back hair. Scummin down."

"Quitcherrubberin. Mine jeroan biz." But she fixed her back hair.

"Saylil!"

"Saycherself."

"Jevvergitcherforchun told?"

"Yeh—wunsertwice. Ever gitchoors?"

"Yeh. Ootole juh?"

"Erdkitsmith sayinso. Cumtroo?"

"Notchett."

"Thinkitwill?"

"Lykazmot. Letchoono fit does."

"Sayjen. Juno Kittenbills keepincumpny?"

"Awka moff!"

"Stroo zima stanninneer."

"Howjeerit?"

"Sailright. Yoolcerabout it soonuff, Sayjen, canchooketch on"—

"Say, there, you girls!" interrupted the floorwalker, who happened along at this moment. "Go back to your customers!"—Chicago Tribune.

The Wise Tramp.

Tramp—Please, ma'am, couldn't you spare me a little—

Housekeeper—Go right away from here or I'll call the dog, you lazy, dirty—

Tramp—Yes, ma'am; that's what I was about to remark. I'm travel stained from my long journey, and I wanted to ask if you couldn't spare me a little soap?

Housekeeper—Soap? Soap? Mercy on me! Is the world coming to an end? Walk right in, sir, and stay to dinner. You're more than welcome.—New York Weekly.

Miserable.

A young stockbroker who always tries to appear busy and prosperous went out for awhile, leaving on his office door a card neatly marked:

"Will be back in an hour."

On his return he found that some envious rival had inscribed underneath:

"What for?"—London Tit-Bits.

A Diplomat.

"Why do you teach your children to recite and sing?"

"Well," answered the practical woman, "there has to be some way of starting people who come to see you and forget when it's time to go home."—Washington Star.

Hardened.

Explorer—But have you had any experience that would tend to fit you for the hardships of an arctic expedition?

Would Be Member of Party—Have I? Why, I lived two winters in an apartment house where I was at odds with the janitor.—Judge.

Proof.

"Did Mrs. Oglamug's husband leave her well provided for?"

"He left her fabulously rich."

"How do you know?"

"I see by the latest society news she is to be married again."—Hoffston Post.

Painting Faces.

Mrs. Painter—I see the left side of the face is usually considered by artists to be more beautiful than the right.

Mr. Painter—But a lot of you women seem to think both sides should be painted.—Yonkers Statesman.

Reversing Things.

"A man's hunt for health," said the philosopher, "is not conducted on the usual rules of races, for he never starts in pursuit of it until he finds it is already run down."—Baltimore American.

The Retort Feminine.

He—Well, I've found out one thing, you have no heart.

She—Oh, come now. How can a man without brains know anything about anatomy?—Cleveland Plain Dealer.

THE DAIRYMAN

The points in the operation of a cream separator by the farm dairyman, given in their order of importance as bearing on the quality of the work, are summarized as follows by an authority on buttermaking:

First.—The speed of the separator must be uniform and up to the standard required by the makers of that particular machine.

Second.—The temperature of the milk should be such as will make it flow readily; the warmer it is the more perfect will be the separation.

Third.—The amount of milk that is run through the machine should remain constant and should not be increased over that which is intended for the machine.

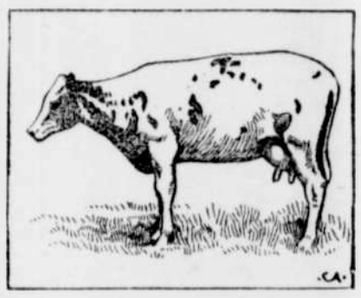
Fourth.—The machine should be set on a solid base or foundation, so that there will be no jar or shaking about as it is turned, such as would tend to interfere with the even flow of the milk through the bowl and thus destroy its efficiency in skimming.

Fifth.—The separator must be kept thoroughly and scrupulously clean, particular care being taken that none of the tubes through which the milk flow becomes obstructed in any way.

Sixth.—The test of the cream can be readily changed by changing either the cream outlet or the skim milk outlet.

Record For Continuous Milking.

Hoard's Dairyman gives the portrait and some details about this Holstein cow, Carren Wase De Kol, seen in the



CARREN WASE DE KOL.

fine herd of R. M. Hotaling of San Francisco. Her owner claims for her the world's record, April, 1905, for continuous milking. She has made 20.13 pounds of butter fat in seven days and 16.96 pounds of butter fat in seven days after 270 days' continuous milking.

The Cost of Milk Production.

The New Jersey experiment station demonstrates that with cows yielding 6,500 pounds of milk per head per year the cost per quart is about 2.4 cents. What must be the cost of the quart in the case of the 5,000 pound cow, the 4,000 pound cow, the 3,000 pound cow and the 2,500 pound cow? Will not the cost range higher as the yield ranges lower?

If the 6,500 pound cows put 2.4 cents into a quart of milk the 5,000 pound cows will put 2.7 cents, the 4,000 pound cow over 3 cents, the 3,000 pound cow close to 3.5 cents and the 2,500 pound cow nearly 4 cents into the quart.

On the other hand, if the 6,500 pound cow makes milk at a cost of 2.4 cents a quart a 7,500 pound cow will put only about 2 cents into the quart, the 8,000 pound cow only 1.9 cents, and the 9,000 pound and 10,000 pound cows would put proportionately less cost into the quart.—New York Farmer.

When the Cow Freshens.

It is generally advisable to have a cow go dry before she freshens. From four to six weeks is none too long a rest. Many good cows have their milking habits so firmly established that they must be forced dry. The simplest and safest way to stop the milk flow is to cut the feed down to a small allowance of hay and milk but once a day, or empty but half the udder at one milking and the other half at the next, thus alternating till the milk flow ceases. Then more generous feeding should be resumed, but the feeds used should be of a laxative character. A freshening cow is a sick cow and should be treated as such. She should not be exposed to violence, to cold or to storms. Her feed should be limited in quantity and be easily digested. As she fully recovers gradually increase her feed to a full varied ration.

Graded Milk.

It is estimated by C. E. Marshall of Michigan that 12 cents per quart is not too high a retail price for milk when all the conditions under which it is produced and handled are ideal. He argues for the production and sale of milk of different grades on a business basis. Such specifications as seem fair for the production of 5 cent milk, 6 cent milk, and so on, should be agreed upon by contract between producer and consumer. The producer should decide upon what grade of milk he is willing to produce. The consumer should understand clearly the difference between, say, 5 cent milk and 10 cent milk and should decide what grade he wants.

Dairy Form.

The type of the cow has just as much to do with milk giving capacity in proportion to feed consumed as the form of the horse does in making of him a wasteful or an economical feeder. We have all seen slab sided, leggy horses that required a barnful of hay and fifty ears of corn a day to fill up. There is the same difference in cows. It pays the farmer to be able to judge of the value of cows by the animal's form—dairy form.—Farm and Ranch.

Lodge Directory.

A. F. & A. M.

Cottage Grove Lodge No. 51.
Meetings 1st and 3rd Wednesdays of each month.
L. F. Wooley, W. M.
J. B. Lurch, Secy.

G. A. R.

Appomattax Post No. 34.
Meets at 1 p. m. on the 2nd and 4th Saturday of each month.
Dr. D. L. Woods, Post Com.
G. W. McReynolds, Adjutant

W. O. W.

Bohemia Camp No. 260.
Meets each Friday evening.
F. C. Coffman, Consul Com.
Chas. VanDenburg, Clerk.

O. E. S.

Cottage Grove Chapter No. 4.
Meetings held on 2nd and 4th Friday of each month.
Mrs. C. H. Burkholder, W. M.
W. S. Bennett, W. P.
Miss Celia Lurch, Secy.

K. of P.

Juventus Lodge No. 48.
Meets every Wednesday night.
L. W. Baker, Chancellar Com.
Chas. VanDenburg, K. of R. & S.

I. O. O. F.

Cottage Grove No. 68.
Meetings every Saturday night.
S. S. Shortridge, N. G.
Gus D. Gross, Secy.

Royal Neighbors.

Meets 2nd and 4th Wednesday of each month.
Ethel Bisby, Oracle.
Mrs. C. W. Wallace, Recorder.

M. W. of A.

Meetings 1st and 3rd Tuesday.
LeRoy Woods, Consul.
C. W. Wallace, Secy.

Rebekahs

Cottage Grove No. 24.
Meetings 1st, 3rd and 5th Friday of each month.
Etta Baker, N. G.
Katie B. Veatch, Secy.

M B A

Modern Brotherhood of America Meets 2nd and 4th Tuesday at I. O. O. F. Hall.
T. W. Jenkins, Sec.

W. O. W.

St. Valentine Circle 121.
Meets 1st and 3rd Tuesday in W. O. W. Hall.
Flora J. Miller, Clerk.

L. O. T. M.

Lady Lamson Hive No. 42.
Meets 2nd and 4th Friday of each month.
Mrs. Mary Schmutz, L. C.
Miss Leta Sanford, K. K.

K. O. T. M.

Cascade No. 66.
Meets every Thursday night.
O. H. Veatch, Com.
R. K. Bennis, Cooter.

Trespass on Agricultural Lands Before Opening Under the Act of June 11, 1906

To Forest Officers in Charge.

The act above mentioned, which provides for the classification and listing of lands chiefly valuable for agriculture in forest reserves expressly provides that no future settlement on any lands within forest reserves is authorized until they have been publicly declared open to settlement by the Secretary of the Interior. Any settlement on such lands prior to the opening by the Secretary of the Interior will not only confer no rights on the settler but will constitute trespass.

You will please be diligent in discovering and preventing any such trespasses and report them promptly to the Forester.

Please give the widest possible publicity to this order to discourage such settlement and to prevent loss and trouble to intending settlers.

(Signed) Overton W. Price,
Associate Forester

Wilkesbarre, Pa. School Directors are compelling lady teachers to sign statements that they will not get married during the chool year, in order that the teaching force may not be disturbed. Hard on the girls, but good for the schools.

High Grade Meats

Fresh Beef, Pork, Mutton and Veal always ready.

Our Refrigerator

is the finest in Oregon.

Fresh Fish each Tuesday and Friday.

See our plant, everything new and up-to-date.

J. H. Bartels & Co. - 'Phone Main 83.

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

Willamette Valley Electric Co.

The Funny Pictures for the Children

Children always enjoy the Leader supplements. The Leader is going to make this a permanent feature, and we know your children would appreciate getting the Leader regularly. Don't fail to subscribe for the Leader.

Mrs. Eva Cook is visiting in Eugene.

Rev. Billington and wife returned to the Grove Tuesday.

Market Reports.

Portland, June 30, 1906.

GRAIN, PRODUCE, FEED.

Wheat—Walla Walla, 71c; Valley, 72c; bluestem, 74 red, 70c.

Oats—White $32; gray, $31.

Barley—Brewing, $24.; feed, $23.75; rolled, $25 to 26.

Hay—Timothy, $11.00 to $12.50; clover, $8.50 to $9; cheat, $7.50 to $8; alfalfa, $11.

Millstuffs—Middlings, $25 to 26; chop, $17; bran, $17 to 18; shorts $18 to 19.

Flour—Hard wheat, patent, $4.10; straight, $3.45; graham, $3.50; rye, $5; whole wheat flour, $3.75; valley flour $3.50 to 3.65 Dakota, $6.50 to 7.25; Eastern rye, $5.40; Pillsbury, $6.20

Corn—Whole, $26; cracked, $27 per ton.

Rye—$1.50 per cwt.

PRODUCE.

Butter—Fancy creamery, 18½c, 20c; city creamery, 21½ dairy 14 to 15c; store 13 to 13½c

Cheese—Young America, 14½c Oregon full cream, 13c to 13½

Eggs — Fresh Oregon ranch 21 to 22.

Poultry—Roosters, 9 to 10c; hens 13; fryers, 16c to 17; broilers 14 to 16c; geese, live, 8 to; 8.50 dressed, 11-11½; turkeys, live, 14-15

FRUITS AND VEGETABLES.

Grape fruit—Crate $4. to 4.50

Cranberries—$14.

Potatoes—Oregon, 40 to 65c.

LIVESTOCK MARKET.

Cattle—Best steers $4.75 to 5.00; cows; 3.50 to 3.75; calves, $4.00 to $5.00.

Sheep—$4.00 to 4.50

Hogs—$7 to 7.25

HOPS, WOOL, ETC.

Hops—Choice 10 to 11

Mohair, choice 28 to 30c

Wool—Valley 22 to 25c; East, ern Oregon 14 to 22c.

INDIGESTION.

No appetite, loss of strength, nervousness, headache, constipation, bad breath, general debility, sour risings, and catarrh of the stomach are all due to indigestion. Kodol Dyspepsia Cure cures indigestion. This new discovery represents the natural juices of digestion as they exist in a healthy stomach, combined with the greatest known tonic and reconstructive properties. Kodol Dyspepsia Cure does not only cure indigestion and dyspepsia, but the famous remedy cures all stomach troubles by cleansing, purifying, sweetening and strengthening the mucous membranes lining the stomach.

Kodol Dyspepsia Cure after meals is not only thoroughly reliable digestant, but it contains great tonic and reconstructive properties as well. This famous remedy enables the stomach and digestive organs to thoroughly digest, assimilate and contribute to the tissues all of the nourishment that is contained in such food as may be eaten.

Kodol Dyspepsia Cure clears the way and makes sure the journey from sickness to health and weakness to strength. If the stomach is disordered Kodol will cure it.

Kodol Dyspepsia Cure lays the foundation for health, and the upbuilding of strength by cleansing, purifying and sweetening the glands and membranes of the stomach, and by supplying natural juices necessary to perfect indigestion, assimilation and nutrition. Kodol digests what you eat, prevents colic, cholera, diarrhoea, flux, dysentery and summer complaints generally, and its use will cure indigestion and chronic dyspepsia permanently. Kodol is good alike for young and old. Your druggist sells it.

DeWitt's Little **Early Risers** The famous little pills.

THE ORIGINAL LAXATIVE COUGH SYRUP
KENNEDY'S LAXATIVE HONEY AND TAR
Red Clover Blossom and Honey Bee on Every Bottle.

Buy on Credit!
this $60 Machine for $25

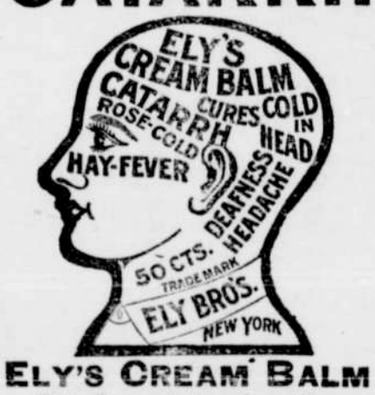
FREIGHT PREPAID.

It is a high-arm, drop head, ball bearing, lockstitch, double feed, self-threading shuttle: has automatic bobbin winder and other latest improvements. This is the ANTI-TRUST MACHINE. It is the same machine agents are asking you $60 for. All attachments go with each machine. Sold for only $25 cash and $3 monthly.

Write TODAY for free FURNITURE CATALOGUE showing elegant household goods we will ship (Freight Prepaid) on Easy Payments—our new CREDIT plan.

Govurtz Furniture Company
173-175 First St., PORTLAND, OR.

CATARRH



ELY'S CREAM BALM

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, 50 cents at Druggists or by mail; Trial Size, 10 cents by mail.

ELY BROTHERS, 56 Warren St., New York.

THOMPSON HOTEL

MRS. I. E. THOMPSON.

Rates per day $1.00
Room and board, per week $4.50

ARRIVAL AND DEPARTURE OF S. P. TRAINS.

NORTH BOUND		SOUTH BOUND	
No. 12	11:53 p.m.	No. 11	3:05 pm
No. 16	2:02 a.m.	No. 15	2:24 am

O. & S. E. R. R. CO.

Time Table No. 4.
To take effect April 2d, 1905.

East Bound — 3 and 4 Tuesday and Sat only — 1 and Daily Except Sunday. — W. Bound

No 3—No 1			STATIONS	Elev	No 2—No 4	
P.M	A.M	M			A.M.	P.M.
2:30	7:30	0	Cottage Grove	671	11:10	5.15
2:50	7:50	3.2	Walden	710	10:49	5:05
2:55	7:55	5	Currin	737	10:44	4:59
2:59	7:59	6.3	Cerro Gordo	770	10:38	4:53
3:04	8:04	7 7	Baker	807	10:33	4:47
3:14	8:14	8 3	Dorena	841	10:30	4:44
3:17	8:17	9 5	Red Rock	891	10:23	4:39
3:30	8:20	10 6	Gravel Pit	901	10:20	4:35
3:33	8:25	11 3	Stewart	914	10:01	4:20
3:38	8:40	12	Star	917	9:48	4:16
3:41	8:45	12 8	Rocky Point	946	9:45	4:12
3:50	9:05	15 6	Red Bridge	1020	9:35	4:05
3:55	9:15	16 6	Wildwood	1040	9:30	4:00
		17.0	Hunt's	1060		
			End of Track			

Subject to change without notice.

All outward freight forwarded only at the joint risk of shipper and consignee.

Stage leaves Wildwood after the arrival of train on Mondays, Wednesdays and Fridays for Bonita and Oreco. Returning on Tuesdays, Thursdays and Saturdays.

Freight will not be received at the O. & S. E. R. R. Depot after 5 p. m. To insure forwarding on next train freight must be delivered in ample time to permit of it being billed.

A. B. WOOD, Manager