

## THE IMPORTANCE OF ROAD MARKINGS

The Vancouver Island good roads enthusiasts have followed the example set by the Pacific Highway Association in marking the main trunk line road running north and south on Vancouver Island, British Columbia, in that they are about to mark this road with signs very similar to the Pacific Highway with the exceptions of the name Island in place of Pacific and carry the crest of the Victoria Automobile Association under whose direction the work is to be done.

The north and south road on the Island is now constructed from Victoria to Campbell River. Within the next year it is expected the provincial government will complete this highway to the north end of the Island. The signs used are identical to the Pacific highway signs with the exception of the wording.

There is no question but that the road marking done under the direction of the Pacific Highway Association has stimulated highway construction on the Pacific coast as no other single movement has. It is hoped that local authorities or the state bodies will take up the matter of marking Pacific highway across the state of California so that tourists who wish to travel north and south along the Pacific coast states can readily do so without any additional information other than that to be gotten from signs en route.

Results are already in evidence in the improved condition of Pacific highway across the state of Washington and the signs have only been up slightly over two months. Even realty dealers along the route realize added land values and are taking advantage of acreage located tributary to this international road project. This is ample proof that the farmers and land owners themselves are the first and most important class of people benefited by the improvement of Pacific highway. The effect in land values is immediate because it makes better possible constructions with the population centers where farm products can be marketed, and with the permanent improvement of an all-the-year-round road that is in equal passable condition in all seasons of the year will bring dollars and cents into the pockets of the agriculturalist who own land adjacent to the Pacific highway.

## CAR OF LOGANBERRIES EQUALS MUCH WHEAT

A car load of dried loganberries were shipped yesterday over the Oregon Electric to Sioux City by E. W. Powers. The loganberry industry is a comparatively new thing, the berry being a cross between the red raspberry and the dewberry.

At first the market was glutted, for the berries are very prolific and the local demand for the green fruit was not nearly sufficient to consume the crop. Then some bright genius tried drying them and found that they were even better than in the green state. Now the market for the dried fruit is being developed and the dried product is a staple.

This one car of berries will bring as much money as a whole train load of wheat.

The above is taken from the Daily Oregon Statesman, and, if we have been properly informed, has a greater significance than many would realize at a casual reading. It is our understanding that the scope of territory upon which these berries may be successfully grown is confined to a comparatively small area along the western part of Oregon and north west California, and with the rapidity at which the dried fruit is coming into popularity there can be no danger from an over production for years to come if the berries are put up properly and the right effort made in the marketing.



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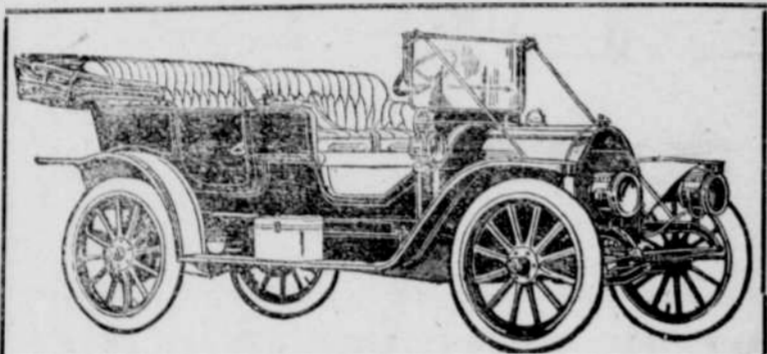
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CHAS. MATTHEWS, Prop.

## REMARKABLE INTELLIGENCE OF A DOG

Can a dog tell green from red when displayed on a switch alongside the track of a railroad, and can it learn the significance and importance of the green and red signals as applied to railroading? H. W. Sheridan, superintendent of the Sacramento division of the Southern Pacific Company, says that it can, and Sheridan has a mass of evidence to prove his assertion.

Sheridan secured his evidence recently while conducting an efficient test about 100 miles north of Sacramento, California. With several assistants he changed the light on one of the switches from green to red, then waited to see if the crew of the next train would observe the wrong light and stop the train before it reached the switch.

The dog began to bark as soon as the red light was shown in place of the green. It ran around the signal for several minutes and then to the quarters of the section foreman, a half mile away. Shortly after the foreman appeared with a lantern and shotgun, led by the dog, and Sheridan and his assistants had a difficult time in explaining the red light to the satisfaction of both the dog and its master.

These efficiency tests are conducted throughout the year for the purpose of keeping train and engine men on the alert. After a crew has run over the same line day after day without mishap, they, in common with other mortals, are likely to become careless and fail to observe a danger signal at a critical moment. Such an oversight is fraught with danger that makes one shudder to think of it—a hundred lives might be snuffed out in the twinkling of an eye, should a train or engine man fail to observe a signal. To guard against such a contingency the Southern Pacific Company has twenty-one efficiency tests, ranging from the changing of the color of signal lights, and extinguishing lights entirely to placing fuses and torpedoes on the track. Failure to observe any of these signals means most severe discipline for the offender. Last year the Southern Pacific made 7026 of these tests and only in forty-one cases did the crew fail to observe the signal, giving a percentage of 99.42 percent perfect.

The dog that caused Sheridan's temporary discomfiture, knows the significance of every light, according to the section foreman owning it, and walks a certain stretch of track every day with its master. It is possible that the animal could be sent out along the track alone and would be competent to report a light out altogether, or at least the wrong one burning.

## OREGON TO GET \$5,000 FIRE FUND

The state of Oregon has applied to the Department of Agriculture for a share of the money appropriated under the so-called Appalachian reserve act to aid the states in protecting their forests against fire. A tentative agreement has been prepared and probably will be completed within a few days. The state is to get \$5000.

When Oregon sought aid it asked for \$10,000, the limit allowed by the commission charged with carrying out the law, but on the recommendation of Forester Graves this account was cut in half. This step was taken because of the lateness of the fire season. However, it has been agreed that should the fires prove so serious during the remainder of the season as to use up the \$5000, the additional \$5000 will be turned over to the state.

No serious fires have started along the coast, and the wardens are superintending all burning of logging woods, slashing, etc., and up to very recently no serious fires had occurred. In the event that rains are not unusually late there will be but little danger from fires in that section.

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## O. & S. E. R. R. Company

TIME TABLE NO. 5  
To Take Effect June 19 1909

E. BOUND		W. BOUND	
No. 1	No. 2	No. 1	No. 2
A. M.	M. S.	STATIONS	A. M.
7:30	5:30	LV. COTTAGE GROVE	11:00
7:39	5:39	WALDEN	11:05
7:48	5:48	CERRO GORDO	11:10
7:57	5:57	TORRES	11:15
8:06	6:06	STAR	11:20
8:15	6:15	WICKS	11:25
8:24	6:24	RED BRIDGE	11:30
8:33	6:33	WILSON	11:35
8:42	6:42	AR. DYSTON	11:40

Subject to change without notice. All outward freight shipped only at the joint risk of shippers and consignee. Stage leaves Diston after arrival of train on Monday, Wednesday and Friday for Orsco, returning on Tuesday, Thursday and Saturday. 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 its being billed. A. B. WOOD, Manager

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## S. P. Ry. Time Table

NORTH BOUND.

No. 10.....1:48 a. m.  
No. 20.....3:56 p. m.  
No. 18.....11:02 a. m.

SOUTH BOUND.

No. 15.....1:26 a. m.  
No. 17.....10:27 p. m.  
No. 13.....6:42 a. m.  
No. 19.....3:02 p. m.

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