$100 Reward, $100.

The readers of this paper will be pleased to learn that there is at least one dreaded disease that science has been able to cure in all its stages, and that is Catarrh. Hall's Catarrh Cure is the only positive cure now known to the medical fraternity. Catarrh being a constitutional disease, requires a constitutional treatment. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system, thereby destroying the foundation of the disease, and giving the patient strength by building up the constitution and assisting nature in doing its work. The proprietors have so much faith in its curative powers that they offer One Hundred Dollars for any case that it fails to cure. Send for list of testimonials. Address F. J. CHENEY & CO., Toledo, O. Sold by all druggists, 75c. Take Hall's Family Pills for constipation.

MAKING A GOOD ROAD

Ground on Which It Is to Be Built Must Be Drained.

SHAPING IS MOST IMPORTANT

Top of Finished Highways Should Be in Cross Section Shallow Curve or Shallow Truncated Cone—How to Cross Marshes to Use.

Today a good road must be surveyed. It must circle or wind its way to lessen instead of mounting them in defiance of the laws of gravity. It should not follow the primitive settler's path of the track of the cow. It must avoid swamps and swamps and everywhere its grade should be thoroughly well-ditched so much more as it need be a mud road.

As a chain is no stronger than its weakest link, just so the greatest road which can be laided over a road in the road which can be laided, through the steepest gradients or up the steepest hill on that road. The cost of haulage is therefore necessarily increased in proportion to the roughness of the surface or the steepness of the grade. This cost may easily be reckoned directly in time lost of temper and wear and tear of the horse, indirectly it amounts to tens of thousands of dollars.

The ground on which the road is to be built must be drained. This is certainly done according to different circumstances, but the fundamental requirement is also distinct. There is no river that the bed of the road, making the water flows to surface as well as from to body.

The idea of "dump-in-the-road" or bundle or brushwood should be rigidly adhered. For instance the road should be shaped so that the water will run to the side channels of, if necessary, be led to them by culvert. Shallow drains are diagonally across. Under ground culverts from the spring in the downhill side of the road should be used as frequent intervals.

If the highway is through low or swampy and subterranean it will be

CONTINUOUS SHEWING OF TOP AND A MODERN ROAD.

system drainage is an absolute necessity. Dry roadbeds are as essential for good roads as dry powder for successful fighting. If water is allowed to get at the foundation of the road it undermines, freezes and eventually loosens the soil. Everybody who has wondered why roads through spring and summer time this is only for that. Ditches are to the road independently. They may be constructed of field stone, of logs or fagots of wood or bundles of brush, of brick or best of all, of the old stone.

The general shape of all roadbeds as well as of all finished highways

[illegible]

[illegible] or else a shallow truncated cone. In this respect, as well as in regard to drainage, lies the superiority of the modern over the Roman road. The aim today is to build a hard, smooth, well graded and well drained, water proof and compact pavement on which wheeled vehicles may move in safety and with speed. One half of the first is a mechanical curve.

The preliminary grading, after the drainage and large stones have been removed and the general "smoothing" has been done, is accomplished by means of the road machine, which may be adjusted so as to spread the earth, shape it away at the desired angles and roughly whittle the bed to the required form. By it also the side ditches are partly dug out. A road thus "smoothed" or roughed off, even if nothing more is done to it, will give better service than to old fashioned pioneerness.

The next step is to coil the road with a heavy steam or horse roller till the surface is firm and hard. This process is slow and expensive, but it we would keep the water from seeping through and process wagonette ruts and washouts it must be done. In some country districts where the appropriation or motor traffic is poor, or nothing, and although the earth road is the most permanent highway medium it is disappointingly better than the further improvement, wet and unmetalled wagon track. Constant slight repairs will maintain such a road in good shape indefinitely.

All sorts of materials are used in the construction of highways. Where stone is the cheap, some by dressing rolled from it, made to pass long the life of the road. Road stone is very alone in effect homogeneous. When mixed in the proper proportions and rolled, produces that hard as an pellent surface. Sandstone, granite, the refuse of sugar cane which has not swung grown hard, all have successfully utilized.

In the stone road the process is for as it goes a strength the same. The roadbed must be surveyed, graded, drained, stained and rolled. In general, two kinds of stone road are in use, the macadam and the bedford, named from the two Americans who first made practical application of their principles. In both instances stone is rolled to a compact mass and fitting dressed. The main difference is that the bedford road has a superstructure of sand and rubble over which smaller stones of gravel are spread and crushed. In both cases the stones must be fairly uniform and regular so as to fit together under pressure. To cement the same water and stone screenings are never earth or clay are rolled into the surface.

The qualities required of gravel to be available for constructing a macadam or a bedford road are stone all hardness and toughness. Stones containing flint or quartz for instance are bad, because although hard they are brittle. Most kinds of gravel are unsatisfactory since they decompose rapidly, but the dolomite and limestone gravels and flints and sandstones are best. Flints and sandstones are bad. Some limestones are good, but the best material is trap rock. This is hard and tough. In case enough trap cannot be got an inferior stone may be used underneath and the trap for surfacing.

A stone road thus carefully constructed is an expensive undertaking, but once built it is there for all time and serves all owners. Once a good road the traffic increases year to year.

The Dutch boy who stopped a flood by thrusting his arm into the hole in the dike understood the principle of water work. The same principle applies to roads as well as to dikes. Once a thousand is started destruction is sure to follow. A wheel rut starting into an indentation with rain or a patch of bad wood stones may if unmended be the beginning of accidents of danger or waste. Burning destruction is rapidly as a neglected road, and few things are so easy to maintain in perfect condition. If slight continual patronizing inspection is allowed to rule.

In some northern states, especially those in the valleys of the Mississippi and its tributaries, some day stone have been used. The process is simple. The clay material is poured in and material over open wood fires, much as horses are baked. The "spoils" or "brickbats" then need a good deal of the water and when mixed with unmixed clay and then thoroughly rolled forms a smooth and durable surface.—William Lawrence Muddard in Tower's Companion.

ASPHALT IN ROCK ROADS.

An Improvement Suggested For the Use of Motor Cars.

Maine that are considering good roads are likely to be interested in the suggestion recently made to Washington by Albert L. Barber, who has spent his life in the asphalt business. If it is as all feasible it would apply chiefly to thickly settled districts and especially in the vicinity of cities where motor cars, as in Jackson county, Mo., are beginning to wear out the highways.

Macadam has not stood up under the tremendous grinding of the heavy, high speed cars and the Massachusetts highway commission and the federal government are conducting experiments to find a substitute.

Mr. Barber's suggestion, made at the annual meeting of the Independent Asphalt association in Washington, is that the pavement could be saved by laying a strip of asphalt in the middle of a macadam road. Taking the average rate of making a surface that may allow roadway at $10,000 a mile, Mr. Barber estimated the total cost of a surface, that road with a six foot strip of asphalt in the middle at about $10,000 a mile, an increase of 20 per cent.

"Stones can be dribbled on the macadam as now, if desired," Mr. Barber said. "Where cars when the road is dried will have six foot surface in the middle which is a billiard table, with no risk of slipping to jump out for. When the cars meet they may slow down and turn out so as to run upon the macadam out on one side and for a few feet, and when turn back into the asphalt, making it slippery. They can run with one side in the pavement and one side in the macadam to avoid accidents. When on the strip of pavement in the middle they will cause section that are worn.

"Finally, and it is other advantage there is to be gained, farmers can haul on the asphalt more than double the load that they can haul on macadam. This consideration alone should decide the farmer in favor of the asphalt strip."

Mr. Barber expressed the opinion that the federal government might appropriate $10,000,000 a year for roads to be apportioned to states providing three times the amount received.

New System of Roadmaking.

A new system of roadmaking which is claimed will avoid the wear and tear of heavy traffic, such as motor wagons, and be virtually dustless is to be tried on a mile extended series by the Lancaster county council in England. In the already been tested in other counties of road, but after four years hard use the road shows no sign of wear. It is made with small granite and lime and a half in three inches thick, and is used in two layers. The method of performing is to lay a base more expensive than paving with ordinary granite. At the instance of the county council the streets are to be used on a length of main road between Accrington and Blackburn.

FARM DRIVEWAYS.

Michigan Farmer Tells How to Make Them With Gravel and Cinders.

While we are really talking about good roads we must not forget the most needful one is that which runs from the gate to the barns and over which we travel many miles during the year. At the time I moved to Kalamazoo from a few years ago the road was just deep for the horses and to pulling for the team on the Kalamazoo to K. C. Lake, 4 Mountain farmer. We moved to Kalamazoo farm in April and the weather folks did not go to the barns much after the middle of May. As soon as the crops were in there made crushed my unfinished attention and they were in a serviceable condition.

I did not drive in some dirt to make up but began at the bottom by plowing out and removing over a foot of the soil. I then opened a gravel bank and drew in enough to fill that taken out. Then I made arrangements for some cinders and put them over the gravel about a foot thick. This answered very well that season, but in the fall before the mud began to deepen I opened the road again and during the winter all the mud which were spread wherever there seemed to be a low spot. By following this scheme for four years I succeeded in making a road that never has any mud. If I find a low spot where water stands after a rain it is taken care of at once.

On the south side of the house three years ago I built a road that has not required any repairing as yet beyond drawing three loads of gravel last spring. For this road I pursued a different method. It was not soft, so I plowed through it and turned the sod upside down three times on either side of the road, then drew up all the dirt beneath that was loose and easy to handle.

This left me a trench about eighteen inches or two feet to fill, which I did from my gravel bank, and no cinders were put on this road, as I could not get them. With material at hand little labor shaped the road, on either side and never now muddy. Above the road the material on either side is so hard it can be swept at any time. I find it pays when you are at it to make a good road and make no repairs. I find it cost much more about the last work I am particular when it comes to maintaining.

ROLLING GOOD FOR ROADS.

Auto Road Serviceable in Making Street Passable After Storms.

The use of the rollers together the road commissions in different towns and similar results which better job could be accomplished than can be accomplished in the new value of the road, but be not which improvement good roadbed serve.

In Germany and other Iron Electrical rolling a road roller is used in the winter to pack down the snow and make the roads passable. In doing this with a very inexpensive a really fine winter road results. The method used is simple. Iron bars is to drive into large posts, the bars are used for the coupling of soft snow behind a team of horses or oxen. This is but two pieces. One is a roller a rope in the road and simply drags the snow to the side of the road instead of packing it down.

After a recent snowstorm in Boston, the, in which the roads were soft in not condition, E. L. Hardy, the engineer at a Barnett, converted the idea of rolling the roads. He attached an ordinary road roller to the front of a motorcycle and started from the Harbury to the home of his Boston. Surprisingly he did not try to break any speed records, but the run, about six miles, was made in one hour.

One of the most commendatory of Boston society accompanied him and was much surprised to see what an improvement this roller process was over the usual drag. Mr. Hardy says he will be pleased to engineer the idea, so any one who desires to roll snow roads by automobile is free to try it.

New System of Highway Maintenance.

Patrick E. Leahy, commissioner of highways, borough of Queens, has inaugurated a new system of inspection and repair of highways, says a Long Island City (N. Y.) dispatch. The borough has been divided into a number of districts as follows: Long Island City, 2, Newtown, 3, Flushing, 11, Jamaica, 12, Rockaway, 1. Each of these districts is to be in charge of an assistant foreman, who will be held strictly responsible for the condition of the district. The names of each assistant foreman and he need will be furnished to the property owners and residents of the district, and the men will be encouraged to cooperate with the new commissioner. Reports will be received from the foremen every night as to the work that has been done during the day and the hours each man began work and when he stopped. The department has estimated to spend on maintenance of the 400 miles of highways which have cost from $10,000,000 to $15,000,000 and are in bad shape.

Liquid Asphalt Makes Good Road.

The road committee of the board of chosen freeholders of Mercer county, N. J., has inspected the Hopewell and Stockton road, which was recently macadamized and treated with liquid asphalt. The road was found to be in good condition and at present can scarcely be distinguished from an asphalt pavement. The liquid asphalt was incorporated in the road during the construction, being sprayed upon the binder, and the finer stone, in top dressing, being rolled into the mixture afterward. The cost was 8 cents a square yard. The stretch of highway treated measures two miles.

Drainage of the Feed Lot.

There is no place upon the farm where a system of drainage can be more profitably installed than in the feed lots and around the hogpens. In too many instances large washtubs are formed around the hog house, and these are both unsightly and unsanitary. If the hog house is not so situated that drainage is natural an artificial drainage system will repay its cost many times.

Notice of Filing of Plat of Survey of Sections 4, 5, 6, 7, 8 and 9, Township 4 South, Range 9 West.

United States Land Office,
Portland, Oregon, March 10, 1909.

Notice is hereby given that Sections 4, 5, 6, 7, 8 and 9 of Township 4 South, Range 9 West, has been surveyed; that the approved plat of said survey has been received at this office; that said land was included in the Tillamook Forest Reserve on March 2, 1907, and is now included in the Siuslaw National Forest Reserve; that said plat will be filed in this office on April 22, 1909, at 9 o'clock a. m., and that on and after said date, legal applications for the entry of said land will be received.

ALGERNON S. DRESSER,
Register.
GEO. W. BIBER, Receiver.

An Opportunity In Real Estate.

Will trade for sell: Improved ½ block in Portland suburb, for farm land. Has 6-room house, with bath; fine fruit; fine location and view of whole city; few blocks to city school and churches, near car with fine service. Address with full particulars, J. B. Hollister, Woodstock, Or. 3-26-6t

Notice.

Notice is hereby given that the County Court of Polk county, Oregon, will receive bids for quarrying, crushing and delivering rock on the county road, the county to furnish quarry tools and crusher now on hand and the successful bidder to give good and sufficient bond as required by the Court. Bids must be made by the yard, per quarter mile haul, specifications to be on file on and after March 18. Bids to be closed at 10 o'clock a. m., March 23, 1909. Court reserves right to reject any and all bids.

E. M. SMITH,
3-9-3t Clerk of County Court.

Summons.

In the Circuit Court of the State of Oregon for the County of Polk, Department No. 2.

Joseph Hirle, Plaintiff, vs. Ruth E. Hirle, Defendant.

To Ruth E. Hirle, Defendant:

In the Name of the State of Oregon: You are hereby required to appear and answer the complaint filed against you in the above entitled suit, on or before the expiration of six weeks from the date of the publication of this summons, to wit: On or before the 12th day of March, A. D. 1909, that being the date of the first publication of this summons, and if you fail to appear and answer, for want thereof, the plaintiff will apply to the above named court for the relief prayed for in the complaint, to wit: a decree dissolving the bonds of matrimony existing between plaintiff and defendant, above named, be dissolved and held for naught, upon the ground of willful desertion, upon the part of the defendant.

The date of the first publication of this summons is January 22d, 1909, and the date of the last publication, March 12th, 1909. This summons is published by order of the Honorable William Galloway, Judge of the above entitled court, duly made and entered at Chambers in the City of Dallas, Dallas County, Oregon, on the 21st day of January, 1909.

ED. H. CHAD,
Attorney for Plaintiff.

Notice to Creditors.

Notice is hereby given that the undersigned has been duly appointed administratrix of the estate of Peter Eugene Smith, deceased, by the County Court of the State of Oregon, for Polk County, and has qualified.

All persons having claims against the said estate are hereby notified to present the same duly verified, together with the proper vouchers thereof, to the undersigned, at her residence in the City of Dallas, in said County of Polk, within six months from the date of this notice.

Dated and first published March 5, 1909.

E. OLIVE SMITH,
Administratrix of the estate of Peter Eugene Smith, deceased.
Oscar Harper, Attorney.

Notice of Final Settlement.

Estate of Frena Schindler, deceased. Notice is hereby given that the undersigned administrator of the estate of Frena Schindler, deceased, has filed his final account of said administration in the County Court of Polk County, State of Oregon, and that Saturday, the 27th day of March, 1909, at the hour of 10 o'clock of the forenoon of said day, has been fixed by said Court as the time, and the Court Room in the Court House in the City of Dallas, Polk County, Oregon, as the place for hearing any and all objections to said final account and the settlement thereof.

GEO. A. SHEPARD,
Administrator of the estate of Frena Schindler, deceased.

Notice of Hearing of Final Account.

Notice is hereby given that the final account of J. W. Inscoll as administrator of the estate of Clyde E. Ewing, deceased, has been filed in the County Court of Polk County, State of Oregon, and that the 26th day of March, 1909, at the hour of 10 o'clock a. m. has been duly appointed by said Court for the hearing of objections to said final account and the settlement thereof, at which time and place interested parties may appear and contest the same.

J. W. INSCOLL,
Administrator of the estate.

Notice of Final Settlement.

Notice is hereby given that the undersigned, as administrator of the estate of Hester Ann Ellis, deceased, who was administratrix of the estate of J. S. Ellis, deceased, has filed a final account of the administration of said estate of J. S. Ellis, deceased, in the County Court of the State of Oregon, for Polk County, and that Thursday, the 25th day of March, 1909, at the hour of ten o'clock in the forenoon of said day, in the Court room of said County Court in the City of Dallas, Oregon, has been appointed by said Court as the time and place for the hearing of objections to the said final account and the settlement thereof.

EUGENE SLATTER,
Administrator aforesaid.
Oscar Harper, Attorney.
Dated and first published February 12, 1909.

LOW RATES TO OREGON

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Write letters to everybody you know in the East and tell them about these low colonists rates. Send them literature about Oregon, or send their addresses to us and we will do it. In this way you can be a great help in the growth and progress of your state.

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A cough or cold is generally a severer ordinary serious sick spells. It should not be neglected, the human breathing apparatus is a combination of tubes and cells, which must be kept in order to insure good health.

Ballard's Horehound Syrup
CURES COUGHS, COLDS, BRONCHITIS, WHOOPING COUGH, CROUP AND ALL PULMONARY DISEASES.

Cured of a Chronic Cough.

J. H. Ellis, Butte, Mont., writes: "I cheerfully recommend Ballard's Horehound Syrup to all people afflicted with chronic coughs. I suffered for years with a chronic cough which would last all winter. Ballard's Horehound Syrup effected an immediate and permanent cure."

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Train No. 64. Leave Independence daily 8:00 a. m., for Monmouth, 8:20 a. m.; arr. Dallas 9:40 a. m.

Train No. 66. Leave Independence, daily 10:30 a. m., for Monmouth, 10:50 a. m.; arr. Dallas 12:20 p. m.

Train No. 70. Leave Independence, daily 4:15 p. m., for Monmouth, 4:30 p. m.; arr. Dallas 5:50 p. m.

FOR MONMOUTH.

Train No. 67. Leave Independence, daily 7:30 a. m., for Monmouth, 7:40 a. m.; arr. Airlie 8:25 a. m.

Train No. 71. Leave Independence, daily 2:30 p. m., for Monmouth, 2:50 p. m.; arr. Airlie 4:15 p. m.

FOR MONMOUTH ONLY.

Leave Independence, daily, 5:30 p. m.
No. 101 arrives Monmouth 7:25 a. m.

FROM DALLAS.

FOR INDEPENDENCE.

Train No. 65. Leave Dallas daily ex. Sunday, 8:30 a. m., for Monmouth, 8:50 a. m.; arr. Independence, 9:50 a. m.

Train No. 101. Lv. Dallas, Sunday only, 6:00 a. m., arr. Independence, 7:20 a. m.

Train No. 69. Leave Dallas, daily, 1 p. m., for Monmouth, 1:25 p. m.; arr. Independence, 2:40 p. m. (This train connects at Monmouth for Airlie.)

Train No. 71. Leave Dallas, daily, 7:30 p. m., for Monmouth, 8 p. m.; arr. Independence, 9:15 p. m.

FROM AIRLIE.

Train No. 68. Leave Airlie, daily, 9 a. m.; for Monmouth, 9:20 a. m.; arr. Independence, 9:50 a. m. (This train connects at Monmouth for Dallas.)

Train No. 72. Leave Airlie, daily, 4:00 p. m.; for Monmouth, 4:40 p. m.; arr. Independence 5:45 p. m.

Train No. 100 leaves Airlie 6:45 p. m. STRICTLY ONLY arrives Monmouth 7:20 p. m. Arrives Independence 8:30 p. m.

FROM MONMOUTH ONLY.

Leaves Monmouth for Independence, daily at 2:00 p. m.

WHY WOMEN SUFFER.

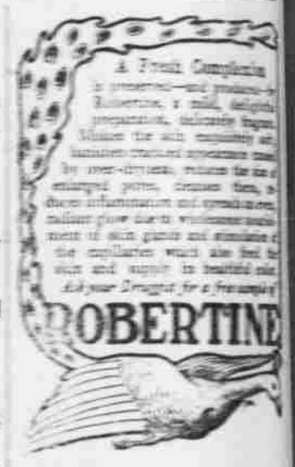
A Little Sound Advice Will Help Many a Sufferin Dallas.

Women have so much to go through in life that it is a pity there is so much needless suffering from backache, headaches, dizziness, languor and other common aches and ills of kidney complaint. Doan's Kidney Pills have brought new life and strength to thousands of women afflicted in this way. Don't worry if you feel tired and dragged out—if you have backache and bearing-down pains, headache, dizzy spells, faintness and lack ambition. Don't think it's some trouble peculiar to the sex. Men suffer in the same way when they have kidney trouble Ask yourself this question: "Are my kidneys well?" The condition of the kidney secretions may give you an answer. If there is a brick-dust sediment, or a stringy settling in the urine; if passages are too frequent and copious, or scanty and painful it is time to begin using Doan's Kidney Pills. It may run you into Bright's disease or diabetes.

Doan's Kidney Pills cure every form of kidney trouble. Call at Belt & Cherrington's drug store, and ask to see the statements of Dallas women who have used this remedy.

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States.

Remember the name—Doan's—and no other.



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FOR COUGHS AND COLDS
CURES ALL THROAT AND LUNG DISEASES

SAVED HER SON'S LIFE

My son Rex was taken down a year ago with lung trouble. We doctored some months without improvement. Then I began giving Dr. King's New Discovery, and I soon noticed a change for the better. I kept this treatment up for a few weeks and now my son is perfectly well and works every day. MRS. SAMP. RIPPEE, Ava, Mo.

50c AND $1.00

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Moves the Bowels — Best for Children — Red Clover Blossoms on Every Bottle

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FOLEY'S KIDNEY CURE

Will cure any case of Kidney or Bladder Disease not beyond the reach of medicine. No medicine can do more.

Cures Backache
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Do not risk having Bright's Disease or Diabetes

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