

How's This?

We offer One Hundred Dollars Reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure.

MOTOS FOR ROAD WORK

Kansas Farmer Uses One While Dragging a Public Highway.

BETTER THAN A HORSE TEAM

Machine For Pulling the Drag Makes Faster Time—Reform the Motor Car Has Brought About in Improvement of Roads.

When the motor car first found its way to the Kansas farm it appeared a luxury. Soon it became a not uncommon pleasure and then a necessity.

Many farmers have them, and a majority of those who are not so fortunate have the motor car fever in a most virulent form.

The machines are now so thick on the Kansas prairies in some sections that one traveling over the rural roads will count at least two motor cars in every five vehicles passed in a day's drive.

There is probably not another machine found on the farm today that can be put to so many practical uses as the motor car.

To the north of Salina a dozen miles or so there is a public road which shows that it has been well taken care of. The effect of the King drag is to be seen for more than a mile along one farm, and it is not an uncommon sight on that road to see a farmer with his touring car spinning along at the rate of six to eight miles an hour with a large King drag following, attached to the machine with a chain.

Sometimes it takes two men, one to run the car and the other to weight the drag. A heavy weight will answer the same purpose as the second man, but it is a custom for the farmers to work the roads together, and it comes naturally since the advent of the motor.

It is seldom that the farmer's car is seen at the garage. The farmer is so accustomed to making his own repairs that he naturally falls into the job with the car.

It is to be hoped that the people of the United States will stop spending time and wasting money in shoveling dirt into the soft spots, but will go to work like men of business and build roads.

NEW KIND OF ROAD MATERIAL

Salt and Alkali Scale From Boilers Used in Parts of Kansas.

The farmers in central Kansas as well as the people in the towns have been interested in good roads for several years, and in Ellsworth and its vicinity one can see almost any kind of a made road.

the farmers are talking good roads now more than they ever did before, and this is one reform the motor car has brought about.

More roads were dragged last year than ever before in the history of Salina county, and it is safe to say that in the present year will be a record breaker in this line of work.

The motor car of the farmers is influencing good roads in another way. The dealers are the most active good roads advocates in the state.

ROAD WORK IN ENGLAND.

Method of Maintaining Highways and Filling Up Soft Spots.

It may interest many to learn how road maintenance is carried out in Great Britain and Ireland. All roads and bridges are under the direct charge of the county surveyor, who is in all cases a qualified civil engineer.

The lowest bidder gets the work, but no bid is accepted until the successful bidder puts up a bond signed by two solvent sureties.

One who is interested in road building and thinks he knows how to maintain a macadamized road in a thoroughly effective and cheap way says: "If my observations are correct, the destruction of a road starts in the following manner: Small stones or pebbles are loosened by the wheels of vehicles and scattered over the road, leaving little holes therein.

With the soft wheeled automobile all this changed for the worse. The rapid revolution of the broad wheels and the suction caused by them and by the low bodies of the machines loosen the little stones more easily and quickly, and as there are hardly any iron wheels left to grind and crush the loose pebbles the small holes soon become plentiful, and before long they grow into large ones and ruts.

To sprinkle the roads with liquids is quite ineffective to prevent spilling. It must be something that has a body, fill all holes and protect the surface. It must be soft enough to be strewn on the road. There are probably many ways of producing such a road protector, and many ingredients might be used for it, but one of the best, I think, would be wood meal—that is, ground sawdust, ground hay or straw, ground cornstarch or any such article which is cheap and plentiful and which can easily be ground to meal and which will float and not clog up the sewers if used in the city.

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NEW TYPE OF ROAD.

Combination of Brick and Concrete With Sand to Distribute Pressure.

With contract work about to begin on millions of dollars' worth of new roads in New York state there is naturally much curiosity as to whether or not any new ideas in construction will be tried. The state engineer's recent

county there are short roads where treatment has been given similar to the pavement on Douglas avenue in Ellsworth. Here there are two blocks that fool four-fifths of the visitors to the town.

The water in this country is very hard, and in all the steam boilers at the salt mills and other factories a sort of alkali scale that forms in the salt pans, is used on Douglas avenue. It forms a hard crust and makes a most excellent street. It is a success on the most busy thoroughfare of Ellsworth, and if the supply was not so limited the farmers would use it for the rural roads and more of the streets of Ellsworth would be paved with it.

A recently published report of the Boston park commission is interesting. In 1906 twelve miles of road were treated with oil to keep down the dust, and the result was so satisfactory that in 1907 the whole extent of more than forty miles was treated in this way.

The plan has given the very best satisfaction in Boston and might be tried elsewhere with corresponding satisfactory results.

MAINTAINING STONE ROADS.

Protective Value of Wood Meal Mixed With Oil and Tar.

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Lesson in Good Roads.

The state engineer of New York in a recent report says that in 1907 New York built 311 miles of good roads and in 1908 820 miles. The taxpayers authorized the expenditure of \$20,000,000 for roads, and the legislature has added \$11,000,000. It is stated that the expenditure for good roads had to be voted for by the people.

A highway stretching in a direct line of 700 miles from Atlanta to Washington is now the subject of promotion on the part of the Good Roads club of Georgia.

KURIOS FROM KORRESPONDENTS

Q. Is there such a thing as getting two strains from the same stock of hens in a season?

A. Yes, and more. Breed with males of different strains and allow the hens five days' rest between matings.

Q. Why is sand kept in the moisture pans of some incubators?

A. It prevents the water from evaporating too fast.

Q. Do you think it just fair for a breeder of show birds to exhibit against his customer?

A. Of course this is a free country, but when an extensive dealer shows the best birds he has sold it does not seem fair. He should exhibit at shows where his customers do not enter.

Q. What is meant by a fancier getting "cold feet"?

A. When competition is too hot and he is afraid to show.

Q. Please let me know the best crosses for market geese.

A. Embden gander on Toulouse, White China or African goose, wild gander on African goose.

Q. What do you consider the best green food for young stock?

A. Lettuce and young green clover. Q. Kindly let me know why my White Wyandottes throw single combs and green legs.

A. You head your pens with narrow rose combed males with off color legs. Never breed from a green legged Dotte, male or female. Broad, small pebbled combs close to the head and rich yellow legs will make things all O. K.

Q. How can I get a good five point cockerel Leghorn comb?

A. A great many breeders use a standard combed male with a female whose five point comb does not top over. We generally get enough in breeding straight standard. Please remember the comb is not the whole bird. Breed shape first always.

report indicates that the ordinary macadam does not last well under the impact and friction of automobile traffic, which is rapidly increasing, and roads well suited for the demands of a decade ago fail to give satisfaction proportionate with their cost under modern conditions.

It is improbable that the ideal form of construction has been discovered, although the building methods are very numerous. A Brooklyn inventor claims to have embodied scientific ideas in a form of road for which he has been granted patents and for which he makes strong claims. It has a surface of paving brick block joined with cement and supported by large blocks of concrete. Through each block run several vertical holes, and in these, according to the inventor, lies the virtue of the idea.

The holes are filled with sharp sand, and between the brick surface and the supporting blocks is placed an inch layer of sand. This road, it is held, cannot be broken down. The sand distributes pressure upon the surface against the sides of the holes instead of vertically. Drawing moisture from the ground, it will present a springy, elastic base, for which a life of many years is anticipated. The new road has many other advantages—in theory, at least. It is probable that an offer will be made to give an actual illustration of its value to those interested in the construction of new state highways.

AUTOMOBILE ROAD TEST.

Norristown, Pa., to Find Out How Motor Cars Affect Highways.

In resenting the imputation that automobiles are more harmful to improved highways than horse drawn vehicles, Assemblyman Rex, of Norristown, Pa., at the annual convention of supervisors the other day suggested that a practical test be made to demonstrate the relative wear and tear of both classes of vehicles on public roads.

He offered to contribute to the construction of such a road, which will be composed of two parallel highways exactly alike. Over one of these roads horse drawn vehicles are to pass and over the other the automobiles.

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Guardian's Notice.

Notice is hereby given that the undersigned has been duly appointed by the County Court of Polk County, Oregon, guardian of the estate of Mary Emeline Knowler, an incompetent person and has duly and regularly qualified as such. All persons having claims against said Mary Emeline Knowler will present them to the undersigned, duly verified as the law requires.

Notice.

Notice is hereby given, that the undersigned, as administrator of the estate of Sarah M. Gibson, late of Polk County, Oregon, has filed his final account as such administrator and that the County Court of Polk County, Oregon, has set the 15th day of June, 1909, as the time for hearing the objections thereto. All persons having any interest in the said estate, are requested to appear at the time above mentioned, at the usual place of holding Court in the said County, and present their objections, if any there may be.

Notice of Final Settlement.

Notice is hereby given that the undersigned, as administrator of the estate of Mary E. Conlee, deceased, has filed his final account in the County Court of the State of Oregon, for Polk County, and that Saturday, the 13th day of June, 1909, at the hour of ten o'clock in the forenoon of said day, at the court room of the 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 said final account and the settlement thereof.

WILLIAM H. CONLEE, Administrator of the estate of Mary E. Conlee, deceased. L. D. Brown, Attorney. Dated and first published May 18, 1909.

Guardian's Notice.

Notice is hereby given to whom it may concern, that the undersigned has this day been appointed guardian of the estate of A. J. Harris, an insane person, by the Honorable County Court of Polk County, Oregon. All persons having claims against said estate are hereby notified to present the same duly verified to the undersigned and all persons knowing themselves indebted to said estate are hereby notified to make immediate settlement with the undersigned or his attorney.

Administrator's Notice.

Notice is hereby given that the undersigned, administrator of the estate of Amy Steele, deceased, has filed his final report in said matter with the County Court of the State of Oregon, for Polk County, and said Court has set Wednesday, the 10th day of June, 1909, at the hour of one o'clock p. m., as the time for hearing the same. All persons having objections thereto, if any there be, are hereby notified to appear at said Court at the County Court Room in Dallas, Polk County, Oregon, on said date, and show cause if any they have why said estate should not be fully and finally closed and said administrator discharged.

Administrator's Notice.

Notice is hereby given that the undersigned has this day been appointed administrator of the estate of Thomas E. Wright, deceased, by the Hon. County Court of Polk County, Oregon. All parties knowing themselves indebted to said estate are hereby notified to make immediate settlement with the undersigned, and all persons having claims against the same are hereby notified to present the same duly verified within six months from the date hereof, to the undersigned at Dallas, Polk County, Oregon, this 25th day of April, 1909.

Guardian's Sale.

Notice is hereby given that by virtue and in pursuance of an order of the County Court of the State of Oregon, for Polk County, sitting in probate, made and entered of record in said Court on the 24th day of May, 1909, in the matter of the estate and guardianship of the person and estate of said minor, the undersigned, guardian of the person and estate of said minor, to sell certain real property of her said ward, hereinafter described, at private sale, for cash, in the manner prescribed by law, the following described premises, to-wit: The lot and parcel of land in Polk County, State of Oregon, subject to the dower of the undersigned, section 12 in Township 7 South, Range 4 West of the Willamette Meridian, and running thence North 22.04 chains, thence East 36.70 chains, thence South 36 degrees West 2.99 chains to the North boundary line of said section, and thence East 20 chains to the place of beginning, containing 117.29 acres, more or less. Dated this 24th day of May, 1909.

Attorney at Law.

B. F. JONES Office in Cooper Building. INDEPENDENCE, OREGON

L. D. BUTLER

SUITS AND COLLECTIONS promptly attended to. Office over Dallas City Bank DALLAS, OREGON

Attorney at Law.

N. L. BUTLER, Office over Dallas City Bank. DALLAS, OREGON.

DENTIST.

M. HAYTER Office over Wilson's Drug Store DALLAS, OREGON.

FOLEY'S HONEY AND TAR

Cures Colds Prevents Pneumonia

Summons.

In the Circuit Court of the State of Oregon for Polk County, Department No. 2. Florence E. Chenoweth, plaintiff, v. Lloyd E. Chenoweth, defendant.

In the Name of the State of Oregon. You are hereby notified to appear and answer the complaint filed against you in the above-entitled cause and writ within six weeks from the date of the first publication of this summons, to-wit: On or before the 15th day of June, 1909; and if you fail to so answer, or want thereof the same notice will be given to you as if you were a party to the same. That the plaintiff will apply to said Court for a decree as prayed for in said complaint, viz: That the marriage between plaintiff and defendant be annulled and dissolved; that the future care and custody of said child, to-wit: Lloyd E. Chenoweth, minor child of said plaintiff and defendant, be awarded to plaintiff, and that plaintiff may have such other relief as the Court may see fit to grant.

This summons is by order of the Hon. J. C. Cook, County Judge of Polk County, Oregon, made at Chambers in Dallas, Oregon, on the 15th day of May, 1909, is served upon you by the first publication of this summons, and you are notified to answer within six weeks from the date of the first publication of this summons, to-wit: On or before the 15th day of June, 1909.

Oscar Hayter, Attorney for Plaintiff.



WINTER COLDS you need not fear them if you use BALLARD'S HOREHOUND SYRUP

A cough or cold is generally a forerunner of many serious sick spells. It should not be neglected, the human breathing system 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."

25c, 50c and \$1.00. Ballard Snow Liniment Co. 500-502 North Second Street, ST. LOUIS, MO.

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YOU GET WHAT WE GET AND WE PROVE IT

Our books are open for your inspection. Buyers name given if wanted. We not only get top prices, but you can satisfy yourself absolutely at any time that you get what we get. PROMPT CASH RETURNS

SHIP YOUR PRODUCE TO US. Write to us now for coops, tags, etc. SOUTHERN OREGON COMMISSION CO. W. H. MCCORQUODALE, PROP. 95 FRONT ST., PORTLAND, OREGON

TOWER'S FISH BRAND WATERPROOF OILED CLOTHING

looks better—wears longer and gives more bodily comfort because cut on large patterns yet costs no more than the just as good kinds

SUITS \$3.00 SLICKERS \$3.00 SOLD EVERYWHERE

THE PENALTY OF OVERWORK Many Dallas Readers Find Toll A Burden.

INDEPENDENCE & MONMOUTH Railway.

FROM INDEPENDENCE. FOR DALLAS. Train No. 64. Leave Independence daily, 6:00 a. m.; 7:30 a. m.; 9:00 a. m.; 11:00 a. m.; 1:00 p. m.; 3:00 p. m.; 5:00 p. m.

Train No. 65. Leave Dallas, daily, 8:00 a. m.; 9:30 a. m.; 11:00 a. m.; 1:00 p. m.; 3:00 p. m.; 5:00 p. m.

Train No. 66. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 67. Leave Independence, daily, 7:30 a. m.; 9:00 a. m.; 11:00 a. m.; 1:00 p. m.; 3:00 p. m.; 5:00 p. m.

Train No. 68. Leave Dallas, daily, 8:00 a. m.; 9:30 a. m.; 11:00 a. m.; 1:00 p. m.; 3:00 p. m.; 5:00 p. m.

Train No. 69. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 70. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 71. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 72. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 73. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 74. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 75. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 76. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 77. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 78. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

Train No. 79. Leave Dallas, daily, 7:30 p. m.; 9:00 p. m.; 11:00 p. m.

THE KING OF CURES DR. KING'S NEW DISCOVERY FOR COUGHS AND COLDS AND ALL THROAT AND LUNG DISEASES PREVENTS PNEUMONIA AND CONSUMPTION

Electric Bitters Succeed when everything else fails. In nervous prostration and female weakness they are the supreme remedy, as thousands have testified.

THE NEW IDEA THE ORIGINAL LAXATIVE COUGH SYRUP MEDY'S AXATIVE HONEY AND TAR Moves the Bowels Best for Children Red Cross Banners on Every Bottle

Two years ago a severe cold, settled on my lungs and so completely prostrated me that I was unable to work and scarcely able to stand. I then was advised to try Dr. King's New Discovery, and after using one bottle I went back to work, as well as I ever was.

PRICE 50c AND \$1.00 BELT & CHERRINGTON, Dallas, Oregon

FOLEY'S KIDNEY CURE Will cure any case of Kidney or Bladder Disease not beyond the reach of medicine. No medicine can do more. For Sale by STAFRIN DRUG CO. Dallas, and M. THOMPSON, Falls City.