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### THE GRANGE

Conducted by  
J. W. DARROW, Chatham, N. Y.,  
Press Correspondent New York State  
Grange

### THE FARM WORKER

Dean Bailey Discusses Labor  
Problem at New York Fair.

He Believes That Many Farm Laborers  
Who Quit the Farm for the City  
Would Better Go—They Can Work  
Better in Gangs Under a Boss Than  
on the Farm, and the City Needs  
Them.

Dean L. H. Bailey of Cornell Agricultural college treated the problem of farm labor from a somewhat new standpoint on grange day at the New York state fair. He remarked that the labor problem is not peculiar to agriculture, nor is it confined to the United States. It is most serious in regions where there is the most unemployed population. It is found in the south with the colored laborers as well as in the north. It is due to the passage of slavery and serfdom and to the rise of the working classes out of their subjugation and also to the greater amount and variety of work in the world. The rise of gang work or organized labor has also much to do with it. Men and women are inclined to go where there is "something doing," from stationary to moving occupations. Labor has felt this movement, and it has been natural and inevitable that farms should have felt the effects of it. Cities and industrialism generally could not develop without this class of laborers. In farming, Professor Bailey continued, there is the movement upward to tenants and owners by those capable to accomplish it, and there is the movement downward to tenants and shifters by those incapable of staying in a higher grade. Immigration will not solve the problem. Some immigrants will become owners or will go back to their own foreign homes and take their money with them.

The speaker suggested certain remedies for the labor troubles on the farm, among which were more continuous employment, wages to compare better with the wages in towns and cities, good housing conditions and a recognized social life for the laborer. While it is to be regretted that many laborers leave the farm for the city, some of them ought to go. These are they who watch for the going down of the sun and the blowing of the whistle that they may stop work. These men

are fitted for work only in gangs and under the direction of a boss, but no such system can be adopted on the farms. Horses cannot be left half harnessed to the plow when the dinner bell rings, nor can the plow be left in the middle of the furrow. Farm workers must have a sense of responsibility. With their rights to good wages and fair hours of labor must go a responsibility to their employer. Organizations are well enough, but duties must accompany rights.

### INSURANCE PREMIUMS.

Grangers Must Be in Good Standing  
to Make Policy Valid.

As Patrons' fire relief associations are conducted on the assessment plan, members of such associations must be in good standing in the Order—that is, all dues must be paid up—in order that they may secure the benefits of grange co-operative insurance. Some of the associations of this kind have a clause inserted in the policy to the effect that all dues to the grange must be paid; otherwise the association will not be responsible for losses by fire. W. H. Yary, who is secretary of the Jefferson County (N. Y.) Patrons' Fire Relief association, says that in their articles of association it is required that a member must keep in good standing in his subordinate grange. They adhere rigidly to these rules.

The grange secretaries usually notify him of delinquents or those liable for suspension. He immediately calls their attention to article 6 of the articles of association. That, as a rule, is all that is necessary and has the desired effect. In case it does not he should immediately take steps to cancel their policy. The officers are all agreed that as long as this is a strictly grange company all who receive the benefits of the insurance shall contribute to the support of the grange. This provision seems to be a wise one, as it is a very small matter for a member to keep square on the books in consideration of the low rate of insurance he secures through the grange company.

Governor Hughes on the Grange.  
Governor Hughes in his address at the New York state fair paid the grange this worthy compliment: "Of all the organizations of citizens with which it has been my privilege to come in contact during the past few years none has represented a more important interest or has been under more competent leadership than the state grange. Its just influence with respect to the protection of our agricultural interests is conspicuously shown both in legislation and in administration."

For quick returns list your property with J. Ryan, office on Oregon Street opposite Bend Hotel. 51

### TOLD IN PANTOMIME.

The Worth of a Chinese Royal Gift to  
Li Hung Chang.

The late empress dowager of China was something of a humorist. The author of "Behind the Scenes in Peking" tells a story of how Li Hung Chang, after concluding the treaty of Shimonoseki, was presented by the empress with a cloth of gold bag containing some heavy article. The treasure turned out to be a large vase, and Li, who was an enthusiastic collector of Chinese ceramics, at once sent for his secretary, Mr. Pethick, to come and examine the new acquisition.

Some time was spent in a careful examination to determine the dynasty during which this treasure was produced, but the date of this special paste was lost, with its other technical classifications. After a long time Mr. Pethick lifted it gingerly, placed it on a table, put himself in front of it, drawing a wrap round his shoulders, and slowly, very slowly, held his hands up to it, turning them in the attitude of warming at a fire.

Chinese need few words. Li understood and was heartbroken. The pantomime indicated to him that the supposed priceless vase was only a clever reproduction made in Paris, and the secretary, warning his hands before it, meant it was so fresh from the pottery furnace that he could still notice the warmth.

### FOOD AND DIGESTION.

Civilized Man Needs Cheerful Surroundings at His Meals.

Robust people so long as they get what suits their own unacculturated taste are apt to make very light of what they call "fancies" about food and overlook their real importance. Feeding on the part of civilized man is not the simple procedure which it is with animals, although many animals are particular as to their food and what is called "daintiness." The necessity for civilized man of cheerful company at his meal and for the absence of mental anxiety is universally recognized, as well as the importance of an inviting appeal to the appetite through the sense of smell and of sight, while the injurious effect of the reverse conditions, which may lead to nausea and even vomiting, is admitted.

Even the ceremonial features of the dinner table, the change of clothes, the leisurely yet precise succession of approved and expected dishes, accompanied by pleasant talk and light hearted companionship, are shown by strict scientific examination to be important aids in the healthy digestion of food, which need not be large in quantity because wisely presented.—Sir Ray Lankester in London Telegraph.

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## GRAVEL ROAD CONSTRUCTION

Two Economical Methods Described by an Expert.

VERY LITTLE SAND NEEDED.

Screened Gravel is the Most Suitable Material to Use—Winter Treatment Considered the Cheaper—Advice on the Mending of Highways.

Representative William W. Cocks of Long Island, who has built several gravel roads and has found them very satisfactory, tells how they can be constructed economically.

"To the minds of most people," he says, "when we speak of a gravel road comes the idea of coarse sand, such as they have seen dumped on the road from time to time and frequently in such quantities that it did not mix properly with the loam, and hence there was a soft, sandy road, which is the worst road in the world for hauling heavy loads over. What I mean by a gravel road is screened gravel or gravel that may be found in some banks that would be suitable for road construction without screening, but it should not contain over 10 per cent of sand in most instances unless one were to use a very thin coat and over a road that was of very deep loam, when it would be well enough to allow a little larger percentage of sand, but otherwise I prefer it to carry as little sand as possible.

"There are two methods in which this kind of road could be constructed. One is by the formation of a trench, treating it very much as we do a road for macadam and then putting in the gravel about eight inches deep mixed with a little loam or clay, and I believe that now it would be wise to put some tar on the top course. In the construction of this road I would lay it in two courses, provided I were going to use tar in the upper course. There would be some difficulty in getting a gravel road to pack if it were laid in eight inches thick, and it should be done in the winter time unless one



A GRAVEL ROAD.

[From Good Roads Magazine, New York.] expects to haul a good deal of water and use a roller. By far the most economical way to build a gravel road is to spread about two inches on the ordinary surface of a road that has been previously cleared of all dead and worn out material that would never pack again and then plow the road and put the gravel on about three or four inches deep and just allow the traffic to work it in and have a man continuously along the road for two or three weeks with a rake to fill in the ruts and pick out any of the too large gravel stones, as the top surface should contain no stones larger than a hickory nut.

"Another method of constructing this road which would be still more economical would be to spread the gravel on in November or December. Spread it over the road about two or three inches deep and repeat during the winter as the traffic works it into the mud. I am assuming now that we have a road that would get muddy in the winter time and one that would have a clay or loam bottom or a large percentage of loam. If we are to deal with a sandy road it will be necessary to put a considerable percentage of clay or loam with the sand prior to the spreading of the gravel. I have built quite a number of pieces of road in this manner, by putting the gravel on during the winter, and they have been very satisfactory.

"One of the greatest difficulties with a great many people in mending roads, in my judgment, is that they endeavor to patch up the road instead of plowing it up and letting the whole mass settle at once. Some people have an idea that traffic will make a road level. Traffic will wash down some lumps and some of the coarse gravel, but if the material is not evenly spread or the road not properly graded when it is constructed it will grow worse—that is, more uneven—as time goes on. It is time well spent in the grading of a new road to go over it innumerable times with a road machine in order that the grade may be made perfect in the beginning, and I know of a great many roads in Nassau and Suffolk counties, New York, now which, if they could be plowed up and have a little sand put in some places and a little loam in others, then be thoroughly graded with a road machine and have a little gravel added during the winter, would be good all the year round for wagons or automobiles, and if they were oiled they could be rendered just as dust proof as a macadam road."

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