# BETTER ROADS AND THE FARMER

## Movement Means a Great Deal to Agriculturists.

## SAND-CLAY IS VERY GOOD.

**This Type of Highway Is Far Cheaper Than Macadam and Usually Brings Splendid Results—Proper Method of Building.**

"To the farmer better roads frequently mean the difference between affluence and bankruptcy," said Professor Ernest Flagg Ayres, highway engineer of the Oregon Agricultural college, in a recent lecture. "A Wisconsin farmer held 1,000 bushels of potatoes in his cellar, waiting for a good price. He was offered 92 cents in March, but the potatoes must be delivered in town, and the roads were in such condition that it was impossible to haul over them. When the roads finally dried out he took his potatoes to market and got 30 cents a bushel.

"In order to secure the advantages of better transportation facilities it is not necessary that a great deal of money

A GOOD SAND-CLAY ROAD.

be spent on our highways, but what is invested should be used carefully and intelligently. A very few dollars spent at the right time will save repairs costing hundreds."

Mr. Ayres then described in detail the process of construction of the sand-clay road—the initial grading with a proper crown and drainage ditches, the distribution and packing of the clay, spreading of the sand and plowing and harrowing it in lightly on top. This type of road has given excellent satisfaction in the southern and middle western states, but little work of the sort has as yet been done in the Pacific northwest. There is no question of its value for rural highways, and the saving in expense over other forms of road is no mean item.

"The road must first be graded and drained carefully and should be crowned about one inch to the foot and smoothed with the drag. The road can be greatly improved by adding sand, even if no grading has been done, but the expense will be much greater.

"The sand must be sharp and coarse, but need not be as clean as is required for concrete. The sand should be

POORLY DRAINED SAND-CLAY ROAD.

brought to the road and piled along the shoulders in dry weather. The rains must soften the clay before construction can begin, but the cost of hauling is much less when the roads are hard and firm. The cheapest method of improvement is to spread the sand four to six inches deep over the wet clay and let the traffic mix the materials.

"Do not assume that your road is a failure because it does not compare favorably with gravel or macadam as soon as the sand is added. Its construction is a gradual process, and the surface will not reach its best condition in less than six months. If it gets muddy during the long rains add more sand; if it becomes too dry and dusty during the summer more clay is needed to fill the voids. All that is needed for maintenance is the addition of a little more sand every year and the occasional use of the drag."

### GOOD ROAD MAXIMS.

Push; don't pull.
Don't be a knocker.
You cannot afford bad roads.
The laborer should be interested in the road question.
Soft roads and slushy streets add to the cost of everything.
Good roads do mean more than a mere pleasure course for automobiles.
It costs more money to do without good roads than it will to build them.
Build good roads and see America first.
Improved roads are the best advertisement a state can have.
It is false economy to build a wagon road with cheap materials.
As soon as we "get down to brass tacks" on the road question and agree upon a system to be built, the kind of roads to construct and an equitable way to pay for them the country will fall over itself getting away from the old mud roads.

### GET TOGETHER.

## GET TOGETHER ON GOOD ROADS WORK.

**What Two Old Enemies Did at an Improvement Meeting.**

Two of the oldest men in the town of Goffs, Nemaha county, Kan., quarreled eight or ten years ago. They have been mighty careful ever since not to see each other on the street or to speak. There have been no open hostilities, but just a silent warfare. No one knows how the old grudge might have resulted eventually had it not been for one thing. Nemaha county had a good roads turnout recently. One hundred and twenty-five men, with fifty teams, gave one day to improving one mile of the worst road in the county. Three long hills were cut down and two old broken bridges were repaired. These bridges are to be replaced at once with concrete. All the weeds and brush for several miles along the road were cut and burned.

At noon the good roads workers met at a big picnic to hear A. R. Lush, assistant state highway engineer from the agricultural college, give a good roads talk and get something to eat. And there the two old business enemies met. After the silence and contempt of years they looked at each other for a moment and then shook hands. "Bill," said one, "we surely do need work on these roads."

"We surely do," said the other. "And the only way to do it is to get together."

## TIPS TO HIGHWAY USERS.

**Engineer's Novel Method For Keeping Roads in Good Condition.**

A novel and unusual method of calling attention to the proper way in which to use a good road was put in operation by the state highway engineer of Illinois. It consists of a card bearing the following legend:

### HOW TO KEEP THIS ROAD FOR YEARS.

This road was constructed for your use.
Don't drive in one track. Avoid making ruts.
If all use one place all the wear will be in one place and make a rut.
If you use a little care and do not drive exactly where the last wagon did the wear will be distributed, which will keep the surface smooth and the road will remain good for years; otherwise it will soon be rutted and the smooth surface gone.

### RESTORATION TO ENTRY OF LANDS IN NATIONAL FOREST.

Notice is hereby given that the lands described below, embracing 393.86 acres, within the Deschutes National Forest, Oregon, will be subject to settlement and entry under the provisions of the homestead laws of the United States and the act of June 11, 1906 (34 Stat., 233), at the United States land office at Lakeview, Oregon, on March 4, 1913. Any settler who was actually and in good faith claiming any of said lands for agricultural purposes prior to January 1, 1906, and has not abandoned same, has a preference right to make a homestead entry for the lands actually occupied. Said lands were listed upon the applications of the persons mentioned below, who have a preference right subject to the prior right of any such settler, provided such settler or applicant is qualified to make homestead entry and the preference right is exercised prior to March 4, 1913, on which date the lands will be subject to settlement and entry by any qualified person. The lands are as follows: The NW¼ of NE¼, the S½ of NE¼ of NW¼, the S½ of NW¼ of NE¼ of NW¼, the NE¼ of NW¼ of NE¼ of NW¼, the NE¼ of NE¼ of NW¼, Sec. 24, the S½ of SW¼ of SE¼, the S½ of NE¼ of SW¼ of SE¼, the W½ of SE¼ of SE¼, the W½ of E½ of SE¼ of SE¼, the SE¼ of NE¼ of SE¼ of SE¼, the E½ of SE¼ of SE¼ of SE¼, Sec. 13, T. 21 S., R. 9 E., W. M., 140 acres application of James L. Benson, of Lapine, Oregon; List 6-731. The E½ of NE¼ of SE¼, the SW¼ of NE¼ of SE¼, the SE¼ of NW¼ of NE¼ of SE¼, the SE¼ of SE¼, the SE¼ of SW¼ of SE¼, the SE¼ of NE¼ of SW¼ of SE¼, Sec. 11, T. 21 S., R. 10 E., 85 acres, application of Herbert J. Finley, of Dalhart, Texas; List 6-735. The NE¼ of NE¼ of SW¼ of NE¼, the W½ of NE¼ of SW¼ of NE¼, the E½ of NW¼ of SW¼ of NE¼, the NE¼ of SW¼ of SW¼ of NE¼, the W½ of W½ of SW¼ of NE¼, the NW¼ of NW¼ of NW¼ of SE¼, the N½ of NE¼ of SW¼, N½ of S½ of NE¼ of SW¼, the N½ of NW¼ of SW¼, the E½ of SE¼ of NW¼ of SW¼, Sec. 17, T. 22 S., R. 10 E., 82.50 acres, application of George T. Sly, Jr., of Lapine, Oregon; List 6-754. The N½ of SW¼ of NE¼, the N½ of S½ of SW¼ of NE¼, the SW¼ of SE¼ of SW¼ of NE¼, the S½ of SW¼ of SW¼ of NE¼, the W½ of NE¼ of NW¼ of SE¼, the W½ of NW¼ of SE¼, the S½ of NW¼ of SW¼ of SE¼, the S½ of SW¼ of SE¼, Sec. 3, T. 22 S., R. 10 E., 87.60 acres, except a strip 30 feet wide along the west side of the SW¼ of NE¼, and the NW¼ of NW¼ of NW¼ of SE¼, Sec. 3, the net area being 86.36 acres, application of Waldemar Christensen, of Lapine, Oregon; List 6-758. Approved December 9, 1912. S. V. Proudfit, Assistant Commissioner of the General Land Office. 42-45

### CITATION.

In the County Court of the State of Oregon for Crook County.
In the matter of the Estate of Paul O. Velstad, Deceased.
To Electa Olena Velstad, Irene Christine Velstad and Olaf Percy Velstad, the known heirs of Paul O. Velstad, deceased, and to all the unknown heirs if any, of Paul O. Valstead, deceased, Greeting:
In the name of the State of Oregon:

You and each of you are hereby cited and summoned to appear on Monday, the 3d day of February, 1913, at 10 o'clock in the forenoon of said day, at the County Court room in Prineville, Oregon, and then and there show cause, if any there be, why an order for the sale of SW¼, Section (35), Township (18) S., Range (12) E., W. M., should not be made to John Steidl, administrator of said estate, as prayed for in the petition of said administrator filed herein.

Witness, the Honorable H. C. Ellis, Judge of the County Court of the State of Oregon for the County of Crook, with the seal of said Court affixed this 24th day of December, 1912.

Attest: Warren Brown, County Clerk. 42-45


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IN The Bend Bulletin of December 4, there were some articles comparing **BEND** and its future with Seattle and its past. Did you read them? You undoubtedly did. If you did not, loose no time to do so and while you are reading **THINK**. After thinking hard, ask yourself if you can afford to let pass another such opportunity as those now wealthy men in Seattle who could see into the future took advantage of---then invest in Bend property.

Once there was a man who said he would never do anything he hadn't done before. Fortunately there were not many of his kind, so the world continued to advance just the same.

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