

OREGON ELECTRIC

EAST		WEST	
No. 30 6-40 A.M.	No. 21 7-32 A.M.	No. 30 6-40 P.M.	No. 21 7-32 P.M.
33 7-41	33 8-50	34 8-41	35 11-03
36 10-13	37 1-52 P.M.	38 1-08 P.M.	39 4-07
40 4-13	41 6-02	42 6-09	43 6-53
44 8-32	45 8-02 Sat.	46 10-17 Sat.	47 12-02 AM

G. L. THOMPSON, Agent.

SOUTHERN PACIFIC

GOING WEST

No. 101	7:52 am	Eugene elec
107	9:40 am	McMin elec
141	8:51 am	via Cutoff PRN steam
111	11:37 am	elec
113	2:53 pm	elec
103	4:09 pm	Will'ns elec
123	5:45 pm	
115	6:17 pm	
105	6:49 pm	McMin elec
117	8:37 pm	
109	11:52 pm	

GOING EAST

120	6:20 am	
112	7:12 am	
106	8:05 am	elec
104	10:39 am	elec
114	1:11 pm	
108	2:36 pm	elec
116	4:35 pm	
142	4:56 pm	from Tillamook steam, Cutoff
102	5:17 pm	
110	7:05 pm	
118	10:11 pm	

ALL TRAINS electric, via 4th street line, except No. 141 and No. 142.
S. W. McILVAINE, Agent.

G. A. R.
F. J. BABCOCK POST NO. 30.
Meets every 2nd Friday of each month, at the residence of Comrade W. L. PIKE.
M. S. Barnes, Commander.
A. E. Hendricks, Adjutant.

GRANGE
Beaverton P. of H. meets at Grange Hall the second Saturday of each month.
A. W. Pike Master
Mrs. W. H. Boyd Secretary.

M. E. Church
Preaching Every Sunday At 11 A.M. and 7:45 P.M.
Sunday School 10 A.M.
Prayer Meeting Thursday 7:45

Congregational
Sunday School at 10 A. M. every Sunday. Christian Endeavor at 6:30 sharp. Preaching every Sunday of each month.
Rev. Uphaw Pastor.

S. D. A. CHURCH
Regular preaching services on the first Sabbath of each month at 11 a. m.
Sabbath school every Sabbath at 10:30 a. m.
ELD. R. D. BENHAM Pastor

CHAMBER OF COMMERCE
Regular meetings Second Thursday of each month. Meeting called at 8 p. m.
L. L. GILBERT, T. W. ZIMMERMAN, Pres. Sec.

M. H. Stephenson E. L. Johnson
Wicks Abstract & Title Co.
WASHINGTON CO. ABSTRACTS
Hillsboro, Oregon.

Notice to Creditors.
In the Circuit Court of State of Oregon, for the County of Washington.
L. B. Allen Assignee.
Notice is hereby given that L. B. Allen, owner of the City Meat Market in Beaverton, Oregon, has filed his assignment for the benefit of the creditors in the above entitled Court. All persons having claims against L. B. Allen are hereby required to present their claims, under oath to the undersigned.
JOS. A. LAGERFELD, Assignee.

BEAVERTON SHOE SHOP
One half block east Fisher Bldg.
20 YEARS IN SAME PLACE
PHOTO GALLERY ANNEX
Vincent Mazzei
Beaverton Oregon
For Sale.
Fresh Jersey cow. When fresh gives 9 to 10 gallons rich milk. For information apply at Times office. 715

BEAVERTON TIMES
E. H. DAVIS & SON, Publishers
Beaverton, Oregon.
Published every Thursday.

Entered as Second Class mail matter, under the Act of March 3, 1879. At the Post Office, in Beaverton, Oregon, July 20, 1912

Subscription \$ 1.00 Per Year.

ADVERTISING RATES.
Display ads. 75c an inch per month; readers 10c per line for 1st insertion, 5c per line for all subsequent insertions.

HELP US AND THE COMMUNITY.

"It is not enough for a live community that advertising should be correctly used to promote general prosperity. The home newspaper is a social and intellectual thing as well as a medium of business. One can not serve the community better than by seeing that interesting items get to the editor. The editor is no mind reader, call him up and tell him. To do so is the neighborly thing, the kind-hearted thing—a courtesy not to the publisher alone but to every one in the district who might be interested in your little item.

"If you can once get all your people in the way of voluntarily pouring these interesting scraps of news into the weekly paper you will add immensely to the general friendliness of the community. You will be helping to make your town the kind of a place where people want to stay and to which former residents want to come back.

"So try to get ideas into the paper. Write a little for it once in awhile. Don't let the editor do all the thinking for the town. If you publish ideas you will start others by thinking and they raise by just so much the general level of intelligence.

"Encourage the home paper to be a business, social and intellectual center of the community. It will richly repay."—Canby Herald.

Garden Home Club House Burns.

Only a bare brick chimney remains standing today where yesterday stood the Portland Hunt club's building at Garden Home. Fire razed the building last night, causing a loss of \$5000 to the club. There is \$2500 insurance.

Mrs. Ambrose M. Cronin, whose home is a short distance from the club quarters, discovered at 9:20 last night flames shooting from the kitchen. She called her husband and other members of the club, but the fire had gained such headway that it burned to the ground before a bucket brigade could get into action. The homes of Cronin, Dr. W. L. Wood and Fred A. Martin near the club house were in danger from the sparks swept in their direction by a strong north wind, but the occupants successfully prevented further damage.

The fire is thought to have started from an overheated stove in the kitchen. It broke out shortly after Mrs. L. E. Ashoff had left for the night. Mrs. Ashoff is the caretaker and her personal losses included a piano, furniture and furnishings, which were not protected by insurance. The valuable trophies belonging to the club are in a vault in Portland and the club lost only a few choice photographs and pictures in addition to the principal loss.

Grand Jury Sits at Hillsboro.

The grand jury convened in special session yesterday to dispose of the cases accumulated since that body took a recess from the first of the term. Several persons are held in jail for investigation.

TO MAKE AND KEEP ROADS DRY

Good Drainage For Earth and Gravel Highways.

DRAG AFTER EACH RAIN.

Ruts Should Be Kept Filled and the Road Crowned With a Slope Toward the Side Ditches or From Three-fourths to One Inch to the Foot. Keep Side Ditches Clean.

Water plus clay or ordinary earth when mixed, invariably forms mud. On ordinary earth roads the rains and melting snow furnish the water and the passing traffic the mixing, and the result is muddy roads. Take away the water or prevent it from mixing with the clay or earth on the road surface and little or no mud will result. In other words, keep your road dry if you wish it to remain hard, smooth and free from mud.

Except in very sandy or arid regions good drainage is the cardinal principle in the maintenance of earth and gravel roads. Get the water away from the road as quickly and completely as possible. Water naturally seeks the lowest level. You cannot keep the water from falling on the road, but you can assist its natural inclination to get away to a lower level. Keep the ruts filled and the road crowned with a slope toward the side ditches of from three-fourths to one inch to the foot, and the water will not collect on the road and soak in and be mixed to mud by passing traffic. Keep the side ditches clean and with frequent outlets to get the water away from the road entirely. Do not let the culverts clog up or material accumulate in the ditches and hold back pools of water to soak into and soften the foundation of your road. Water is an enemy that will run away if you give it a chance. Do not neglect to give it every chance.

Like most other enemies, water is not very destructive or dangerous until it collects in force. Therefore get the water away from your road at every available opportunity and before it has time to collect in sufficient volume to be dangerous to the road, and do not invite certain disaster by making your culverts too small to care for the largest possible storm. Further more, build the culverts so that the water will of necessity flow through them and not find a way around or beneath them. Properly designed substantial wing and end walls are the fortifications which protect the culvert from attack and destruction during severe storms. Do not build dry weather culverts; build them with a view to caring for and protecting the road during the worst possible storms.

Make your road dry, build it hard and compact with a crown sufficient to shed water rapidly to the side ditches and with ample culverts and drains. To keep your road dry maintain the drainage in good condition. Drag your roads after each rain. Dragging fills in the ruts, smooths the surface and maintains the crown. On a road which has been properly dragged the rain finds no place to collect and soak into and soften the surface. Unless the rain is of long duration the surface is softened but very little. As soon as the rain has ceased and the road surface dried so that the clay is not sticky, but while it is still plastic, drag the road again. Any depression or rut which have been formed during and after the rain are thus filled and the surface smoothed up and plastered over with a thin plaster of clay or earth which packs and becomes very hard under passing traffic. Therefore, in order to make and keep your road dry first provide for good drainage and then maintain the good drainage by systematic dragging after each rain. Diligent attention to these points will in general insure an earth road fairly passable at all times and very good most of the time.—Southern Good Roads.

Remarkable System of Concrete Roads.

Wayne county, in Michigan, has the most remarkable system of concrete roads in the United States. Their construction began about seven years ago. The value of farm lands has in many instances more than doubled. Farmers who formerly required four horses to transport their produce to town now use one horse. Where trips to market formerly occupied an entire day, or perhaps two, the journey is now made in a few hours. These roads radiate like the spokes of a wheel with Detroit as their center. The great department stores of the city deliver merchandise over a wide area, going now into what were formerly remote rural districts. In brief, many of these farms, in so far as easy access to the city is concerned, have become suburban properties. The average maintenance on concrete roads sixteen feet wide has been less than \$30 per mile per year, and in the case of a concrete road built in Bellefontaine, O., more than twenty years ago, a road subject to constant use since that time, the average repair charges have been less than \$25 per mile per year.

Concrete Roads.

California has built 500 miles of concrete roads during the last three years and New York state ranks second. They are also being laid extensively in Michigan, Illinois, Wisconsin and Iowa. The cost per mile for a fifteen foot road is about \$7,750.

Big Reduction Ford Cars

As we have discontinued our Ford agency, and wish to clean up our large stock of new cars, we will sell as long as they last brand new 1916 Ford cars as follows:

Ford Touring Car \$467.50 at Hillsboro
Terms Strictly Cash

REMEMBER
They will not last long so come early

S. E. BIRD & CO.

Automobile Dealer
HILLSBORO OREGON.

We will continue to carry a large stock of Ford parts and accessories, so anyone purchasing a car is assured of first class service.

AROUND THE COURT HOUSE

Interesting Items Gleaned From the Court Records.

Circuit Court

State Industrial Accident Commission vs. B. H. Tupper. The defendant conducted a sawmill at Gaston, Oregon, at one time and is alleged to have paid wages amounting to \$600.60. The plaintiff in this case sets forth the fact the Working Men's Compensation Act provides that 3 per cent of the wages paid to be allowed as a contribution to the so called Working Men's Compensation Fund. The Plaintiff therefore asks for \$21.02 due said fund and the costs of action.

State Industrial Accident Commission vs. W. Meshaw et al. Also operated a sawmill at Gaston, paying a wage of \$4727.38, of this 3 per cent should have gone to the Compensation Fund. The plaintiffs in this action now ask judgment for the sum of \$118.11 and costs of action.

State of Oregon vs. John Nyman—Charged with molesting a signal flag on the Southern Pacific railway.

Probate Court

In the estate of Jennie Haines, Eola Haines is petitioning for the appointment of administratrix. Estate valued at \$1000.00.

Estate of Chas. E. Brown—Petition for the appointment of Joseph Brown and Mary Faber as administrators of said estate valued at \$2000.

Mrs. R. B. Scott entertained the Ladies of the Eastern Star Tuesday afternoon at her residence in Sorrento. A fine luncheon was served and the afternoon was spent in a social good time.

THE GOOD JUDGE LOSES

GET steady tobacco satisfaction—all day, every day, from a clean, small chew—W-B CUT Chewing—the Real Tobacco Chew, now out, long ahead.
It's glad news that a man can't help telling his friends about as soon as he learns the facts himself. The taste lasts longer. You need fewer chews.
Notice how this ad brings out the rich tobacco taste.
Made by WEYMAN-BRUTON COMPANY, 50 Union Square, New York City

COME AND SEE US

LET US BID ON YOUR JOB PRINTING.

LETTER HEADS
STATEMENTS
ENVELOPES
DODGERS
CARDS
BEAVERTON TIMES.