

SCENIC DRIVE 'ROUND CR. LAKE

Proposed Boulevard Will Make Accessible World's Wonder

"The most beautiful and most wonderful scenic drive in the world" is what army engineers call the proposed boulevard around the rim of Crater lake, traversing the summit of the Cascades in the Crater Lake National park in southern Oregon. Globe trotters and others who have visited this region, rich in natural wonders, fully coincide with the opinions of the engineers, who have just completed the survey for a road circling the mystic lake and its surrounding mountains, traversing what scientists pronounce the most remarkable geological formation in America.

The proposed system of highways, for the survey of which congress appropriated \$10,000 is estimated to cost in the vicinity of from \$750,000 to \$1,000,000 when completed. It consists of four main highways through the park, one from Medford, and Central Point, one from Fort Klamath, one up Sand creek from the southeast, and one up Bear creek from Crater, the proposed railroad town on the new Harriman and Hill lines. Connecting these four laterals is the road around the rim, over thirty-five miles in length, running in many places along sheer precipices 2,000 feet above the lake's level, elsewhere climbing adjacent mountains, such as Glacier peak, Scott peak, Round Top, Garfield peak, etc., with an altitude of from 6,500 to 8,500 feet.

This boulevard will be unlike any other in the world. Not only does it look down upon America's deepest lake, lying like a blue amethyst in mystic beauty, and admittedly unrivaled among the world's natural wonders, but it affords a marvelous panorama of mountain scenery, of bleak hills and verdure-clad slopes, of snowy peaks—a bewildering multitude of mountain ranges stretching toward horizons in every direction as far as the eye can see. Mount Jefferson is plainly visible in the north, Mount Shasta in the south. To the east lies the lakes and green fields of the Klamaths stretching like a fairyland into the sage brush hills of the distance. To the west are the many ribbed slopes of the wooded Umpquas and Siskiyou.

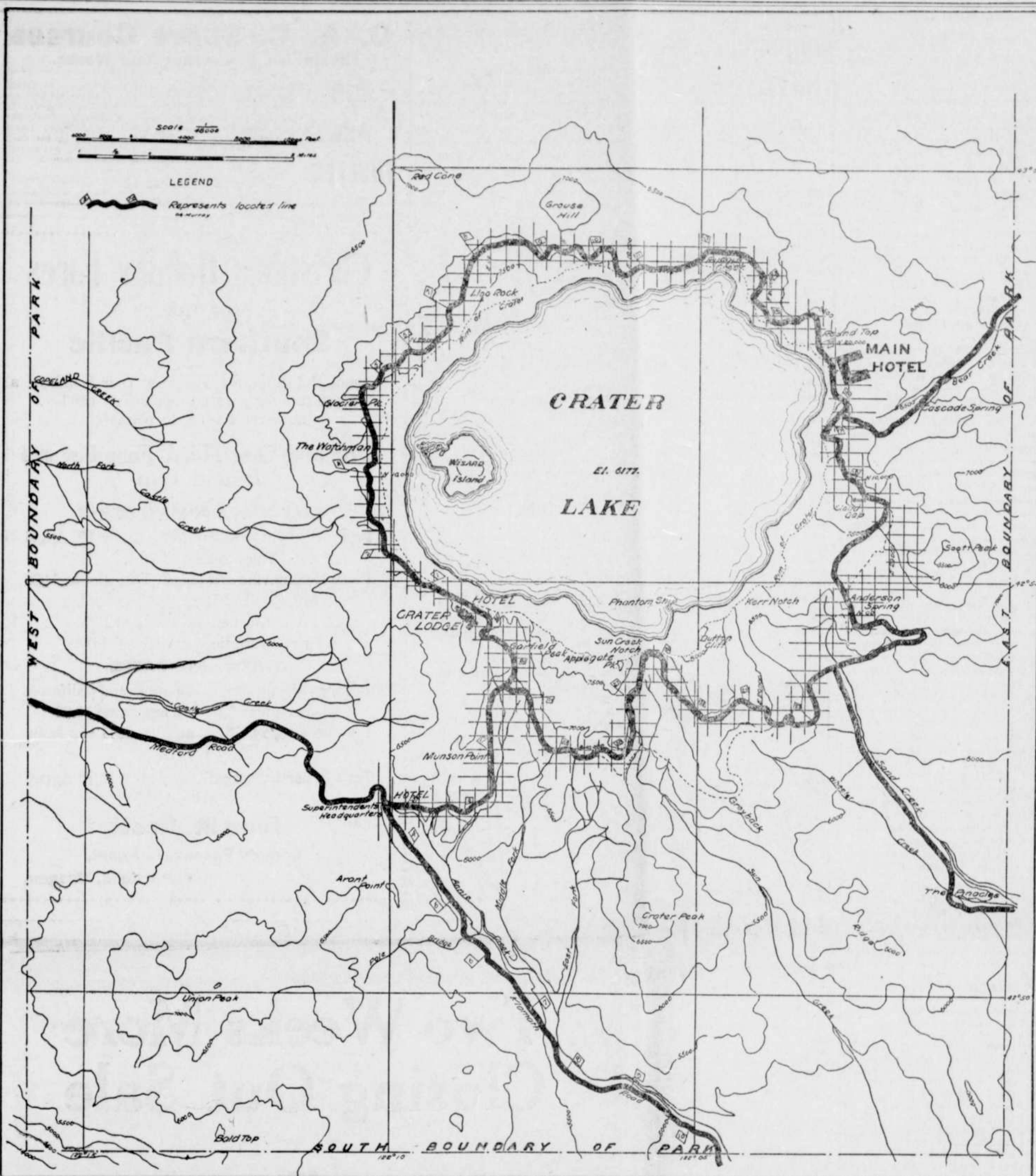
The survey was completed under the direction of Major Jay J. Morrow corps of engineers, U. S. A., by H. L. Gilbert, junior engineer. It affords a basis for estimates and appropriations, and it is hoped to secure at least \$500,000 from this session of congress for immediate construction. To have a representative upon the spot, the Medford Commercial club, the city of Medford and the county of Jackson have united and sent Will G. Steel, the father of the Crater Lake National park, to Washington to work in behalf of the appropriation, which has the endorsement of Secretary Fisher of the interior department and Secretary Wilson of the department of agriculture.

The accompanying map is published by courtesy of the Medford Mail Tribune.

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THE COST OF POOR ROADS.

The interstate commerce commission has lately compiled some statistics relative to public highways in the United States that should be of interest not only to road builders but to all producers of transportable commodities. The investigators have found that there are 2,150,000 miles of public highway, of which but 8 per cent, or 176,000 miles, could be classed as improved—that is, treated in some way with stone or gravel—and that if all highways were made as good as this 8 per cent it would cost \$3,000,000,000. The commission finds that 265,000,000 tons of agricultural, forest and miscellaneous products are hauled to depots by wagon in the course of a year at an average cost of 23 cents per ton per mile, or \$432,400,000. If the cost of hauling could be reduced to one-half the present average, or 11½ cents per ton—the cost of hauling on the improved roads of France—the saving effected would be more than \$200,000,000. This economy would seem well worth while.

USING THE ROAD DRAG.

In several states laws have been passed within the past few years making the use of the King road drag a compulsory feature of road work. The requirement is a most excellent one, but the good got from the use of the drag will depend in great measure upon using it at the right time following a rain. While there is naturally some variation as between different soils, it may be said in a general way that the right time to use the drag is when the earth is in a rather mellow condition, as it then will not stick to the scraper. Sometimes, if the ruts to be filled are quite deep, it is well to give the road a treatment within a short time after a rain, following this with a second dragging after it has arrived at the mealy stage.

J. E. Rigg

HOME CANNING OF PEACHES.

A lady living in Georgia, who signs herself Rose Lombard, contributed a two page article to the Fruit Grower, published at St. Joseph, Mo., on preserving peaches which is of a most definite and practical nature. Several points in her general directions we condense and give for the benefit of readers who may not be acquainted with them. After a great deal of study and experimenting she recommends dipping peaches in a lye solution as the best method of removing the skins. This solution is made by dissolving one pound of 90 per cent lye in three gallons of water, which should be brought to a boil and kept there while the fruit is being dipped. It is best to put the peaches in a wire basket, and they should be kept in the solution just half a minute, the basket being moved gently up and down to secure even action on all the fruit. The kettle in which the lye solution is boiled should be of ample size, as the solution is likely to boil over while the fruit is being dipped. At the close of the half minute the peaches should be dipped quickly into clean cool water enough times to thoroughly cleanse from the lye solution. If the fruit is perfect very little paring will be necessary. If half peaches are desired they should be cut and the pit removed at this point. If desired whole they are all ready for the next step. This is the cooking, and, in the opinion of this contributor, this is one of the real secrets of successful canning. She found that cooking in a thin sirup in half gallon jars placed in a wash boiler for an hour and a half at 190 degrees gave a peach that was tender, yet firm. Another most important step she found to be the complete cooling of the fruit before repacking in the jars in which it was to be kept. She found that when cooked in this manner and thoroughly cooled she could pack ten whole peaches in a quart jar without crushing those at the bottom. The final step after repacking is covering the peaches with the sirup, putting on covers, placing in cold water in boiler, bringing quickly to a boil and removing a moment afterward. This lady

put her peaches up in a sirup testing 32 degrees on a Baume sugar gauge or scale, made by dissolving two cups of sugar in one cup of hot water.

The difference in feeding value between corn and wheat is not so great as one would naturally suppose. Chemical analysis shows that in 100 pounds of the former grain there are 7.8 pounds of muscle forming elements and 776.4 pounds of heat and fat formers. In the latter there are 8.3 pounds of muscle formers and 70.9 pounds of fat formers. These figures show that corn has slightly the better of it as a ration to fit stock for market, with wheat preferable as a ration for growing things.

That race horses, like professional athletes, live the pace that kills was shown a few days ago at Grand Rapids, Mich., when the promising little mare Penisa Maid, a daughter of Pennant and Seneca Maid, died after an illness of but a few hours. Penisa Maid had made an official record of 2:04½, and it was expected she would reach the two minute mark before the end of the season. The little mare was "discovered" at Sheldon, Ia., in 1908, sold at that time for \$1,500, and about a year ago was bought by a Canadian horseman for \$25,000.

Many of the ailments from which poultry, calves and swine suffer might be largely averted were greater pains taken to keep their quarters sweet and clean. Filth of one kind and another is the stuff in which germs breed, and without exception the serious diseases from which animals suffer are of germ origin. Fumigation, disinfection and whitewashing are all valuable aids in securing the desired results. Another condition tending to help greatly in preserving the health of both poultry and animals is keeping them dry. This should always be kept in mind.

Davis, the Dentist. Why? Because his work is right. 34 tf