TO REPAIR COUNTY ROADS.

A Missouri Judge Would Use Part of

Road Fund For That Purpose. The need of a practical system of maintenance of macadam roads in Jackson county, in Missouri, has at last been recognized by the county court, says the Kansas City Star. Judge G. Lee Chrisman recently announced that be was in favor of using amounting to \$170,402, to maintenance of rock roads already built in repair.

As evidence of his interest in the matter Judge Chrisman went out the other afternoon with Oscar Koehler, the county surveyor, to inspect several macadamized roads which have been allowed to become namo t impassable through neglect to keep them in repair

Among the roads to which the attention of the county court has been par ticularly called is Sixty-third street from the Wornall road to E mwood. Sixty-third street is a macadamized road. There are two deep cuts in it. and large quantities of shale and soap stone have blocked it in several places. Yet Sixty-third street furnishes only one of several instances where a maendam road has become practically useless in places through neglect.

The people who are accustomed to using the macadam roads are insisting that some action be taken toward the or she will not stand up so well against adoption of a system for permanent cold.

"What is the use of building fine macadam roads if they are not kept except when the weather is very exin repair?" said a Jackson county farm er. "The county road money coming relatively small, only a few ears per from the dramshop fund has been day, mostly used in the past for building type or barley may take the place of new roads. Now let the county court use a good part of it for keeping them in repair."

REAL GOOD ROAD ADVOCATE

Nevada Man's Plan to Realize a Dream of Hoyhund Days,

John P. Henne my, a man who has made a fortune in Tonopah, Nev., has given \$10,000 to build a good wagon road from Burnt Ranch, Trialty county, Cal., to the mouth of the South Fork, in Humboldt county, and thus realizes a dream of his boyhood days, says the Auto Advocate and Country Roads. Hennessy was 'orn and reared at Burnt Ranch, on the lower Trinity river, a settlement that to this day is reached only by pack trains over rough mountain trails. He was ten years old before he ever saw a wagon road, which was the one which still ends at South Fork, Humboldt county. To him that wagon road was then a great wonder, and he said that when he got to be a his home at Burnt Ranch.

He repeated the promise frequently during his youthful career and was always laughed at by his heavers. He is now a man of great wealth and has returned to Burnt Ranch to visit his parents, who still reside in the remote settlement. He has slyce made good his childish promise, for he has already set twenty-five men to work building the wagon road to South Fork. It is to be completed in a workmanlike manner or over frozen ground in a sheltered and made a first class road on light place. grades. It is to be free to the public and a monument to Hennessy

How the Farmers Are Benefited.

It should not take extended argument to convince any farmer of the benefits that will accrue to him by reason of the construction of a good, enduring highway past or through his farm, says the Binghamton Press. The experience of owners of farms along the good roads already built is most encouraging. Their land has increased In value. This increase comes from two causes first, they are able to market their products easier and with more regularity in all weathers; second, the increasing tendency of city folks to buy small pieces of land for the purpose of erecting summer homes enables farmers to dispose of small tracts of land at a profitable price, and the presence of these summer visitors gives them a nearby market for farm produce.

English Roads. Dr. Henry van Dyke writes as follows in June Scribner's concerning the English roads: "What good roads they have in England! Look at the piles of broken stone for repairs stored in little niches all along the way, see how promptly and carefully every hole is filled up and every break mended, and you will understand how a small beast can pull a heavy load in this country and why the big draft horses wear long and do good work. A country with a fine system of roads is like a man with a good circulation of the blood-the labor of life becomes easier, effort is reduced and pleasure increased."

Making the Road Attractive.

In the construction of a road the work of beautifying the sides of the highway should not be neglected. Flowers, shrubbery and trees should each have a place along the roadside. They refresh the eye and cultivate a love for the beautiful in nature, making a trip over the road a pleasure to be remembered. The appearance of the roadside is generally a pretty good index to the character of the owner of the premises. A clean, well kept roadside is an advertisement for the owner and adds value to the land.

Good Road Maxims.

If we cannot secure all our rights, et us at least secure good roads. If you'd have good roads, prepare to

Time is money, and a good road saves much time.

make 'em now.

Be sure you've got a good road, then go ahead.

One good road is worth two bad ones,

Good wine needs no bush, and good roads need no bushes.

BROOD SOWS IN WINTER.

Importance of Liberal Feeding, Shelter and Exercise.

No class of animals are so illy managed in the winter season as brood sows, says Professor Thomas Shaw in American Agriculturist. In a majority of instances in some sections of the country they are simply abused. It is not intentional abuse. It is abuse that a large part of the road fund, now is the outcome of not knowing. The sow is expected to reproduce her kind under conditions not to consonance with the laws of reproduction. She is denied the right kind of food, the right kind of shelter and the proper amount of exercise. How can she reproduce as she ought to?

She should be fed a balanced ration-that is, she should be fed a ration with a due proportion of protein in it and a due proportion of carbohydrates. The former should be in the ascendant since it produces muscle and the sow is presupposed to be pregnant at that sea-Unless she is fed liberally of protein the young swine in embryo will not be properly nourished. They will be deficient in vitality at birth and in all round stamina subsequently. She must be fed food sufficiently supplied with ash or the young pigs will be deficient in bone. She must also be fed a certain proportion of earbohydrates

One of the best combinations in the northern states is field roots and corn. treme. The amount of corn wanted is Such a diet is chesp. Graund corn. In the south cowpens and alfalfaanswer well or cowpens and aweet pointoes. All corn or rye or barley is in a sense fatal to well doing. If yown can be fed much skim milk then they may also be fed considerable corn. since the milk is very rich in protein.

As with feeding the sow, a few prin ciples should be borne in mind which will indicate what should be done under the conditions which must govern the action of the farmer in this mat-The shelter should be warm enough to keep the animals in comfort. It should have simple ventilation. The bed should be dry, as sows suffer easily from cold. The hair covering does not protect them as the thick coat of a cattle beast protects cattle. If not kept reasonably warm by shelter, the necessary warmth must be obtained by add ed food. If the ventilation is not enough, steam will be produced in cold weather within the shelter, and this will induce dampness, very injurious to swine in cold weather. If the bed is rich man he would build the road to damp for any prolonged period, there is danger that rheumatism may set in.

There is no way by which a brood sow can be exercised so well in cold eess to a barnyard. She will root amid the contents of the place for sheltered grain. In doing so she gets the exercise that she must take if her progeny are to be strong and vigorous at birth. Some farmers even scatter grain occasionally over the litter or manure heap

liage Good For Sheep Silage is a most excellent food for sheep, says E. Van Alstyne in Rural New Yorker. They become very fond of it, and it will tend to keep their bowels in good condition and stimulate the milk flow. Last year when the major part of our root crop was frozen in we fed more of it to our sheep than ever before, and while not quite so good as roots I can but speak of it in the highest terms.

POINTS ON FEEDING

When you want to fatten sheep do not throw in a great volume of feed at one time; they will waste it and also be disgusted with it. Give them just enough to eat up clean and no more and they will stay on their feed and fatten fast.

Pennuts For Hogs.

In the fail of 1903 five Tamworth hogs, aggregating 805 pounds, were pastured for twenty days upon Span ish peanuts. At the end of the twent days they weighed 1,124 pounds, the five gaining 229 pounds, or 45.8 pound per hog in twenty days. The average grain of each hog was 2.29 pounds pe day. - Bulletin Arkansas Experimet

Sonking Grain For Pigs.

Authoritative data is not plentiff upon the point of the relative value ! dry and soaked whole grain for to feeding of pigs, but such tests as hae been made seem to indicate that the is a considerable advantage in fact of the soaked grain.

Alfalfa For Horses.

Horses are often fed too much & falfa. This is indicated by indigest b. which finally manifests itself in scots. A horse of 1,000 pounds should not it over twenty pounds of alfalfa per 4y. If appetite is left to determine the quantity some individuals will desur thirty or more pounds.-Farm Progress.

Steer Feeding.

Alfalfa hay combined with corrand cob meal gave the best results tofattening steers at the Kansas scion when tested against a mixture opeverul grains and hays, including orn

The Colt's Feed.

The second winter in a colt's le the feed should be increased enough to keep the colt growing and in god condition. This should be follows up, his feed being increased a little very year until fully matured.

Milk For Hogs.

Hogs need fresh, clear wate even when they are fed on slop. Claber be not as good for growing pigs as utter milk or sweet milk.

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THE BUILDING OF ROADS.

Advice About How Not to Make Repairs on Them.

Consul Halstead of Birmingham, England, reports to the department of commerce and labor results of unintelligent, unscientific road repairing. He quotes some excellent advice about how not to make or repair a road. He writes:

"When in London recently I noticed 1 at the great road along the Thames, one of the most important thoroughfares in London, known as the Thames embankment, was very rough, and in recent article in the London Mail, entitled 'How Not to Make a Road,' some observant person tells of the methods used when the embankment was last torn up and remetaled and refroned, which confirms in many respects the dispatch I recently had published in Dally Consular and Trade Reports, Sept. 9, entitled 'Dust and Motor Cars.' This writer had thought that a sound knowledge would surely be displayed in repairing such a thoroughfare as the Thames embankment. After the scarlfier had been at work and the road tern up, loads of 'blue metal,' he said, were dumped down, but this stone was of a very uneven nature, both as to size and shape, many of the pieces being long and narrow, while others were small and approximately cubical, and there tens additionally a large proportion of irregularly shaped stones. The loads were roughly spread across the roadway, and in many cases 'the wheel ruts of the carts were not even raked out." Continuing his description of what was done as roadmaking for the great thoroughfare, be says:

"Over this chaotic beap was strewn shade of Macadam!-pulverized clay. Water was then copiously flooded on to this interesting mess to induce the clay to get in between the crevices or chasms in the roadway. This it speedlly did, although naturally much remained as mud on the surface. Then the steam roller got to work, and soon the roadway looked quite smooth and nice, and he who knew no better would have passed by and said, 'That is a fine bit of work.' He who knew, however, and saw it done, said, 'Give it a few weeks and it will be as bad as ever.'

False Shoulders.

Many a highway commissioner, anxlous to serve his town and progress his road work, leaves what are known as false shoulders on the side of the road, says the Ogdensburg (N. Y.) Advance. In operating his road scraper he fails to put the toe of the blade clear to the ditch on the side of the road, but places it a foot and a half nearer to the middle of the road, thus making a new ditch and leaving a shoulder of dirt between the new ditch and the old one. Some highway commissioners do this in the expectancy that the next year they will cut this shoulder away to the original ditch and gradually widen their road to the lines of the former ditch. These highway commissioners always open water-FOR SALE. way at countries the new dit shoulder, letting the trace rup to the

sheep ranches in Modec county, which so, trols the best range in California. It consists of 560 acres all under fence. It its along fits river for 2 % miles. Besides other buildings there are two houses 1½ miles apart. It is an ideal sheep ranch. If taken quick it will be sold for \$6000. have such bad luct when they try so hard to serve their town well. It is not an easy thing to build or mastain a road, and it requires experience from the results of mistakes. If a man who has been an indifferent highway commissioner his first year improves in his work the second year, he may be reelected and become as valuable a highway commissioner as the town could obtain. He must have his heart in his work or he cannot do his town credit.

National Aid In Road Building. It is as yet a little early to predict what

will be done during the next congress with respect to the question of national aid in road building, says Good Roads Magazine. Announcement has, however, been made that bills will be introduced either at the beginning or before the close of the session, . Congressman Brownlow, Senator Latimer, Senator Gallinger and other ardent advocates of federal aid are very much in earnest over the measures which they have champloned, and it is reasonably certain they will be heard from. On the other hand, many appear to share the opinion that the time is not yet propitious for aid from the national government in the way of a large appropriation. Public sentiment in favor of such aid is no doubt growing throughout the country, but until the individual is thoroughly convinced and his mind made up there is little hope of much favorable legislation in the direction of national aid. Primarily the demand must be made by those whose use of the highways is 90 per cent of the total. Meetings, conventions, all forms of agitation, should be continued in order that people may be fully educated upon all phases of the great question of road improvement. The problem will then be easy.

Working For a Better Road. No organization in the city is more

interested in the movement for good roads than is the Cincinnati Automobile club, says the Auto Advocate and Country Roads. The club is willing to do anything in its power to help along the project, and its committees will be found working hard with those of the local branch of the National Good Roads association. Along this line President Val Duttenhofer of the Cincinnati Automobile club will do some work himself. It is his plan to make trips over all the roads leading out of Cincinnati and then make a detailed report to the club as to their condition. This report will be of value to every automobile driver who contemplates little excursions in this part of the

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