

Additional Local

Dutch lunch at the Brewery Saloon.

Dutch lunch at the Brewery Saloon.

New line of Gents neckwear at L. M. Co.

Dutch lunch at the Brewery Saloon.

CLOSING OUT

20 yds. Calico \$1 at

Bielers

WANTED: 10 men in each state to travel, post signs, advertise and leave samples of our goods. Salary \$75.00 per month. \$3.00 per day for expenses. ROYAL SUPPLY CO., Dept. W. Atlas Block, Chicago. 52-2.

Every man owes it to himself and his family to master a trade or profession. Read the display advertisement of the six Morse Schools of Telegraphy, in this issue and learn how easily a young man or lady may learn telegraphy and be assured a position. aug 3-4m

WANTED:—Two men in each county to represent and advertise Hardware Department, put out samples of our goods, etc. Traveling Position or Office Manager. Salary \$90.00 per month cash weekly, with all expenses paid in advance. We furnish everything.

THE COLUMBIA HOUSE, Chicago, Ill.

Dept. 610, Monon, Bldg.

CLOSING OUT

12 yds. O'Flan-nee at

Bielers

Mr. W. H. Shirk, president of the First National Bank of Lakeview, and Mrs. Shirk started for California last Wednesday, but on account of the storm, returned to their home in this city. On Friday the weather looked more favorable, and they made another start for the sunny south. They expect to be absent from Lakeview several weeks, visiting and attending business matters in San Francisco, Reno and other places south of here.

Last Sunday evening was to have been the last night of services at the baptist church, but so much interest was shown that it was decided to continue for a few nights, the minister announcing each night the future appointments. The preacher will go to Pine Creek from here where they will hold meetings. We understand that Rev. Sanford Snyder, pastor of the M. E. Church, will open a series of meetings when those at the Baptist church close.

CLOSING OUT

Remnants be-low Cost at

Bielers

It is said by old timers that the present winter has experienced more snow in this valley than any winter for sixteen years; since the hard winter of 1899-00. The snow has been very wet, and more water has fallen in the past ten days than any ten days in the memory of old settlers. The snow contains more water than deep snows usually contain and has not drifted as snows generally do in this country. No one ought to be afraid of a dry season next summer.

Coyotes are becoming very brave since the deep snow fell. Hunger drives them out of the hills, and in search of food they wander about the farm houses and even come into town. Coyotes usually feed on rabbits in winter, but the snow has been so wet and packed as it fell, that rabbits can run on top of the snow and keep out of Mr. coyotes' reach. Coyotes are quite numerous all over the country, and it is very probable that many will starve to death before the snow melts off in the spring, unless stock on the range die in sufficient numbers to supply forage for them.

THE OLD RELIABLE

Royal

BAKING POWDER

ABSOLUTELY PURE

The greatest of modern-time helps to perfect cooking

Used in the best families the world over

ROYAL BAKING POWDER CO., NEW YORK

Weather prophets, whose knowledge of weather conditions have been gathered from experience, are generally reluctant to shelve the "signs". Their first inkling of a storm is a hard wind then a pain in the hip or shoulder, and without these forewarnings some of them cannot be made to believe a storm is brewing. "Thick and heavy all around and pouring down in the middle" is no sign unless it is preceded by a hard wind. After it had snowed and rained every day and night for ten days, and the snow was two feet deep in the valley and six to ten in the mountains, one of these weather prophets was heard to announce from a nail keg behind the stove in the store, that the "storm wouldn't amount to anything, as there had been no wind, and he had not felt it in his bones."

Quick Payment.

The promptness with which the Home Fire & Marine Ins. Co., of California, Dick J. Wilcox, Agent, paid the \$400 policy of A. H. Hamersley on his home that burned a few days ago, is highly appreciated by holders of policies in that company. The company received the proofs of loss on the 19th, and on the 20th, inst., a check for the amount of the assurance claim was mailed to Mr. Wilcox, also thanking Mr. Wilcox for his promptness in forwarding proofs of loss.

To the Republicans of Lake County.

I aspire to be the Republican nominee for County Clerk of Lake county, Oregon, at the general election next June, and will submit my name for your consideration at the Primary Election to be held April 20th, 1906. I ask at your hands a careful consideration of my qualifications, and, in your opinion, I am capable and worthy, respectfully ask your support.

Yours Truly,
E. N. Jaquish.

Because He Wants It.

Some candidates are born. Others become candidates at the urgent solicitation of their friends, but J. L. Smith is a candidate for county clerk of Lake county, subject to action of the Republican Party in Primary Election, April 20, 1906—Because he wants the office.

To The Voters.

I hereby announce myself a candidate for the office of County Clerk of Lake county, Oregon, subject to the decision of the voters of Lake county at the primary election to be held on April 20th, 1906.

J. W. Tucker.

Democratic Voters, Notice.

I hereby announce myself a candidate for the office of Sheriff of Lake county, Oregon subject to the decision of the Democratic voters, at the primary election to be held on April 20th, 1906.

Lee Beall.

Greatly In Demand.

Nothing is more in demand than a medicine which meets modern requirements for a blood system cleanser such as Dr. King's New Life Pills. They are just what you need to cure stomach and liver troubles. Try them. At Lee Beall's drug store, 25c., guaranteed.

"Lost on Goose Lake."

That which was lost was, "two soft cheeks and two soft hands. Thornton's Favorite Cream for chaps."

CASTORIA.
The Kind You Have Always Bought
Beware the Signature of

Great Reduction Sale...

Beginning to-day, we will sell all Ladies' Shirt Waists at COST.

All Ladies', Misses' and Children's Coats, Capes and Jackets at a DISCOUNT of 25 per cent.

We are also making a great SACRIFICE in all Ladies' and Misses' Walking Skirts.

Call and see us and be convinced that what we SAY IS A FACT.

Lakeview Mercantile Company

The Illinois Central

maintains unexcelled service from the West to the East and South. Making close connections with trains of all transcontinental lines, passengers are given their choice of routes to Chicago, Louisville, Memphis and New Orleans, and through these points to the far east.

Prospective travelers desiring information as to the lowest rates and best routes are invited to correspond with the following representatives.

B. H. Trumbull, Commercial Agent, 142 Third St., Portland, Ore.
J. C. Lindsey, Trav Passenger Agent, 142 Third St., Portland, Ore.
Paul B. Thompson, Passenger Agent Colman Building Seattle Wash.

Popular and Picturesque.

The only thing necessary to make the Denver and Rio Grande the most popular, as it has ever been known the most pleasant and most picturesque way to cross the continent, has come about. This is the establishment of through sleeping car service.

In connection with the O. R. & N. a through Pullman Standard Sleeper is now run from Portland to Denver, leaving Portland at 8.15 p. m., arriving at Salt Lake at 8.40 a. m., the second morning, leaving Salt Lake at 3.50 p. m. and arriving at Denver 4.20 p. m. the following day. This schedule gives passengers seven hours stop-over in Salt Lake, affording an opportunity to visit the Mormon Capital as well as a day light ride through the grandest scenery in the world.

For reservation in this car and for illustrated booklets picturing the scenery contiguous to the Denver & Rio Grande, proving it to be the "Scenic Line of the World," write to W. C. McBride, General Agent, 124 Third street, Portland.

Administrator's Sale.

NOTICE IS HEREBY GIVEN, that Edwin Hartzog, administrator of the estate of E. H. Gibbins, deceased, and also of the Partnership of Hartzog & Gibbins, in pursuance of an order of the County Court of the State of Oregon, for the County of Lake, duly made and entered on the 13th day of January, 1906, in the matter of said partnership, will, on the 24th day of February, 1906, at the hour of one o'clock, P. M. of said day, at the store building of Fleming Bros., on the premises, sell at public auction for cash in hand, subject to confirmation by said Court, all the right, title, interest and estate, which said partnership of Hartzog & Gibbins, had at the time of the death of said E. H. Gibbins, and all the right, title, interest and estate which said E. H. Gibbins and said Edwin Hartzog had at the time of the death of said E. H. Gibbins, and all the right, title and interest that said partnership and said Edwin Hartzog has acquired, by operation of law, or otherwise, other than or in addition to that of the said partnership, and that of the said Edwin Hartzog at the time of the death of said E. H. Gibbins, in and to all that certain lot, piece or parcel of lands situate, lying and being in said County of Lake, State of Oregon, and bounded and described as follows, to-wit: commencing thirty (30) feet East of the South-west corner of lot No. Four (4), of Section Nineteen (19), Township Forty-one (41) South, Range Twenty-one (21) East of Willamette Meridian, and thence running North Seventy (70) feet; thence East One Hundred and Ninety-two and three-fourths (192.75) feet; thence South Seventy (70) feet, to the State Line; thence West One Hundred Ninety-two and three-fourths (192.75) feet, to the place of beginning.

The date of the first publication hereof is January 25th, 1906.
EDWIN HARTZOG,
Administrator of the estate of E. H. Gibbins, deceased, and also of the Partnership of Hartzog & Gibbins.



THE 1906

WORLD ALMANAC AND ENCYCLOPEDIA

IS ON SALE ALL OVER THE UNITED STATES.

It is a volume of nearly seven hundred pages and sells for 25c. Sent by mail for 35c.

A Reference Book of unusual value, almost indispensable to any man of business, or in the professions.

It contains information on more than 1,000 timely topics and presents over 10,000 facts such as arise daily for answering.

Election statistics, agricultural, financial, educational, railroads, shipping, etc., etc., through all the list of topics where new figures are most valuable. 34 columns of index.

Send for this "Standard American Annual."—Address THE WORLD, Pulitzer Building, New York City.

HIGHWAYS OF STEEL

HOW THEY ARE CONSTRUCTED AND THEIR ADVANTAGES.

Cost of Hauling and Force Required Much Less—Haulage Equally Easy in Summer, Spring and Winter. Tracks Must Be Thoroughly Laid.

The modern American steel road is not so much a road of steel as it is an improved railway track adapted to the use of ordinary trucks, says George E. Walsh in Gunton's Magazine. Twelve inch plates of steel one-quarter of an inch thick are laid down on a bed of broken stone or vitrified clay at the standard gauge of four and a half feet. The rails have flaring sides, with downward flanges, which fit evenly with the surrounding surface of stone pavement. This latter is raised slightly over the level of the steel plates, so that by means of the sloping guides the wheels of vehicles are conducted naturally to the steel surface below. The plates are strongly spliced by a channel piece closely fitting underneath the joint in order to form a continuous rail of uniform bearing. The steel tracks thus formed accommodate the widest wheels of the heaviest trucks and give to them far less resistance than the ordinary car tracks. The latter are generally too narrow for truck tires, and the constant friction against the sides partly neutralizes the gain obtained in other ways.

The relative cost of putting down steel roads either for the city or country is one that naturally calls for careful consideration. The amount of metal for a mile of steel tracks would approximate seventy-five to a hundred tons, including the steel splices and bolts. With steel at \$18 to \$20 per ton, the price for which it has sold in the last few years, the cost of the material for a mile of steel road either for the city or country would run from \$1,800 to \$2,000. This does not represent the labor and cost of laying the tracks nor of fixing the adjacent part of the road.



A STEEL TRACK ROAD.

In the country districts, where the steel roads would be subjected to much lighter use than in the cities, the rails could be narrower, and the road outside of the line of rails could be left unfinished. This would enable drivers of vehicles to use the steel tracks continually except when turning out for other trucks or wagons coming from the opposite direction.

Efforts have been made by the agricultural department to ascertain the relative amount of loss suffered by farmers through the use of poor country roads. In the statistics gathered of the cost of hauling on country roads, with estimates of distances and quantities moved, the total expenditure for this work has been found to approximate \$900,000,000, of which two-thirds is chargeable to bad roads. According to the estimates furnished, it was found that the average cost was 25 cents per ton per mile. In Europe, where good country roads have long been in existence, the average cost per ton per mile is as low as 8 cents. But even this rate is exorbitant compared with the cost of hauling on steel roads.

The question of steel roads is consequently one that applies to the country districts fully as much as to the cities. Where only the center of the road is macadamized the cost runs from \$2,000 to \$2,500.

With our country roads costing from \$2,000 to \$3,000 a mile, the steel road would prove more serviceable for many reasons. The force required to haul the load over the steel plates would be much less, and it would prove equally easy in summer, spring and winter. On the best macadam country road haulage in the winter and spring becomes almost impossible. The soft mud will work up to the surface, requiring constant and expensive repairing, and when the spring thaw begins heavy loads cannot be hauled. Farmers are thus handicapped in the delivery of their goods at some of the most important seasons of the year. The question of repairs will always show a heavy balance in favor of the steel roads. There should be no repairs required of steel roads oftener than once a year, and these should be of little account. The steel rails should last for upward of a quarter of a century in the ordinary country districts where traffic is light.

A good deal depends upon the thoroughness of putting down the steel tracks. There must be a perfect foundation of stones, gravel or burned clay for the steel plates. The foundation must be built down far enough to insure perfect solidity and the surface finished off with cobblestones large enough to give the rails stability in freezing and thawing weather. The weight of the rails and their continuous length will ordinarily make them firm and steady on almost any kind of a foundation, but where the soil sags and is washed out in places the constant pounding of the rails will in time weaken the channel pieces and ties. The weak parts of the steel roads are at these joints, but if provided with proper stone foundations at each joint there should be little danger of any injurious strain or friction.

Ayer's
Don't try cheap cough medicines. Get the best, Ayer's Cherry Pectoral. What a record it has, sixty years of
Cherry Pectoral
cures! Ask your doctor if he doesn't use it for coughs, colds, bronchitis, and all throat and lung troubles.
"I have found that Ayer's Cherry Pectoral is the best medicine I can prescribe for bronchitis, influenza, coughs, and hard colds."
M. LODGMAN, M.D., Utica, N. Y.
Sole, Sec., P. O. J. C. AYER CO., Lowell, Mass.
All druggists.
Bronchitis
Correct any tendency to constipation with small doses of Ayer's Pills.

THE REAL THING
in good whiskey is
Proper Maturity
Absolute Purity and
Perfect Bouquet.
JESSE MOORE WHISKEY
has all these good qualities.
GEORGE JAMMERTHAL