will in any way disparage what I have said in relation to the condition to be met with here, that is our late frosts. Yet these, old settlers tell us, are seemingly growing less blighting as the country settles up. This, in fact, appears to be a peculiarity experienced in almost all newly settled localities and is attributable by many to the clearing off and plowing the ground, combined with the freed alluvial gases that commingle with and modify the electrical conditions that obtained at earlier periods. Be this as it may, I do not assume to reason on these lines—I only know the climate is growing less rigorous and it is only once in a great while that frosts seriously injure our fruit crops.

Fish—Lake Trout will weigh from ½ to 7 lbs. and are a fine fish. Mountain Trout grow from 4 to 12 inches long and are as palatable and gamy as the epicure or sportsman could wish. Salmon Trout average about nine pounds, and sometimes weigh as much as fifty pounds, and are plentiful in the tributaries of Klamath Lake.

Stock Feeding:—Commences about the first of January and stock are turned out to skirmish for themselves about the 15th of March.

Housing Stock:—No stock is housed during the winter except it be milch-cows, team horses and young stock of small farmers, and much of that never gets inside a barn or shelter.

Cold Weather:—Generally speaking we have one cold spell during the winter, when the mercury drops from one to five degrees below zero,—this may be for one only or it may last as many as four or five days— this does not occur every winter. Correctly speaking, we have about two months of winter weather.

Warm Weather:—In July the mercury will run up as high as 95 or 96 degrees for one or two days, but when night comes you will require the usual number of blankets on your bed.

Destructive Storms or winds:—We have neither cyclones, hurricans or destructive wind storms, but just enough wind to be healthful and invigorating. We have occasionally what is called a thunder shower, and yet we can say it is a very rare thing to hear distinct thunder or see sharp lightning, consequently you will not find a lightning rod in this county. Neither do we know of a single case of any person being struck by lightning in this county.

Ice:—The thickest forms in large pools of still Water, sometimes as much as 14 inches thick (so we are told, but the writer has never seen it) the usual thickness put up here for summer use is from six to eight inches, and some winters it does not form thick enough to put up for summer use.

Saloons:—Some correspondents have asked us how it is possible for us to make claim to as high-toned and well regulated a condition of society as we do, and at the same time support the number of saloons we do? In answering this question satisfactorily, it is necessary that the questioner should be somewhat acquainted with the ways of the people of the Pacific coast, in order that they comprehend the situation as it exists. The fact is, saloons with us and the Eastern people are two different institutions and society treats these here in a different light, for here, the business man be he church member or not, does not lose caste if business takes him into a saloon, so long as he does not patronize the gambling or club rooms, as they are called, he deems his conduct as free from reproach as was that of Ceasar's wife and society deems him so and treats him as being superior to and above contamination by such surroundings. This being a great stock growing country, many cow punchers, herders, camp tenders, etc. are employed the year round, and they belong of all nationalities and transient to a great extent, contribute largely to the support of the saloons, and with all our floating population it is a rare thing to see a drunken man on our streets.

Secret Orders:—Embracing the A. F. & A. M. and chapter, I. O. O. F. and Rebekahs, Woodmen, and Circle, Workmen, and Degree of Honor, the Foresters, the Eagles, are in a flourishing condition.

Our many mountain streams afford the purest and best water, and good water is obtained almost anywhere by digging or driving from fourteen to twenty-four feet.

The Desert Land Act:-Permits one to take 320 acres or less, and his wife can also do the same, on the condition that each will pay 25 cents per acre at the time of filing. They will also be required to expend labor to the amount of one dollar per acre on it each year for three years—this expenditure to be on the improvement of the property, such as fencing, ditching, building or making reservoirs or diverting streams onto it, clearing, plowing, etc. At or before the expiration of the third year each will pay one dollar more, making a total of $1.25 per acre in cash.

Timber and Stone Land:—Per acre $2.50. Ninety days after application must be proved upon and paid for. One can only take 160 acres or less of this class of land; a wife can also acquire title to these lands.

Homestead:—Of 160 acres or less, costs for filing $16 and advertising fees.

Stage Fares;—about 9 cts per mile. From Madeline to Lakeview by Stage $9.00. Stages leave Madeline one evening and arrive at Lakeview the next evening.

The recent discovery of Gold and Copper deposits 20 miles south of Lakeview, on the divide between Fort Bidwell and Pine Creek, and the discovery of Gold, Silver and Galena on the mountain near Paisley, also the fact that highly mineralized rock is found and exhibited by many herders and vanqueros from many of the surrounding ranges that almost make us know that if these finds prove half as rich as reputed, we may yet find that Lake County has an Eldorado of its own, that only awaits the advent of a class of prospectors, miners, farmers and wide awake business men, who would not only develop and unearth a mineral wealth not dreamed of heretofore, but will hasten the people of far off localities to come and take a look at this land of promise.

Almost every industry and occupation may be pursued here the year round under our climatic conditions.

Our hills and mountains abound in antelope, deer and smaller game; while our valleys afford a veritable paradise for geese, ducks, etc.

Like all new countries, this affords inducements not only to the capitalist, but to the brainy business man, the frugal earnest every day laborer, who, all in their own line will develop enterpises not now thought of.

We expect at an early date the advent of a rail road, and when this becomes an assured fact, the funeral knell will be rung on our cheap lands and your golden opportunity lost to profit by the advantages you could now profit by, in securing a home at a small outlay.

### Luckiest Man in Arkansas

"I'm, the luckiest man in Arkansas," writes H. L. Stanley, of Bruno, "since the restoration of my wife's health after five years of continuous coughing and bleeding from the lungs; and I owe my good fortune to the world's greatest medicine, Dr. King's New Discovery for Consumption, which I know from experience will cure consumptson if taken in time. My wife improved with the first bottle and twelve bottles completed the cure." Cures the worst coughs and colds or money refunded. At Lee Beall druggist. 50c and $1.00. Trial bottle free.













TIME CARD.
Effective January 1st, 1906.

| | | | |
|---|---|---|---|
| 9:00 A. M. Lv. | a | Reno | Ar. 5:45 P. M. |
| 11:48 A. M. Lv. | | Plumas | Lv. 2:45 P. M. |
| 1:10 P. M. Lv. | b | Doyle | Lv. 1:10 P. M. |
| 2:15 P. M. Ar. | | Amedee | Lv. 12:01 P. M. |
| 3:00 P. M. Lv. | | Amedee | Ar. 11:15 A. M. |
| 3:20 P. M. Lv. | c | Hot Spgs | Lv. 11:00 A. M. |
| 7:30 P. M. Ar. | d | Madeline | Lv. 7:15 A. M. |
| 1:00 P. M. Lv. | | Plumas | Ar. 12:20 P. M. |
| 2:32 P. M. Lv. | e | Beckwith | Lv. 10:55 A. M. |
| 4:20 P. M. Ar. | f | Mohawk | Lv. 9:00 A. M. |

a Connections made with East and West bound trains of S. P. Co.
b Stages to and from Milford, Janesville, Buntingville.
c Stages to and from Standish and Susanville.
d Stages to and from Eagleville, Cedarville, Fort Bidwell, Adin, Alturas, Lakeview, and other points in Oregon.
e Stages to and from Genesee, Taylorsville and Greenville.
f Stages to and from Johnsville, Cromberg, and Quincy.



## Land Notice.

JOHN MULLAN,
Attorney and Counselor at Law.
1310 Conneticut Avenue
Washington, D. C.

All persons who have heretofore made FINAL PROOF in any kind of Land, Mineral or Timber Entries, which has been accepted by the Register or Receiver of any U. S. Land Office, can have the issuance of their U. S. Patent for said Lands promptly attended to by sending me their Duplicate Receists, or Certificates of Entry, and an agreement to pay me $10 whenever said Patents shall issue.

JOHN MULLAN,
Oregon, California and Nevada State Agent



### $1,250 Reward.


The Harney County Live Stock Association, of which I am a member, pays $750 reward for evidence leading to the conviction of parties stealing stock belonging to its members. In addition I offer $500 reward. Horse brand horseshoe-bar on either or both jaws. Recorded in 8 counties Range, Harney, Lake and Crook Counties Horses vented when sold. Horses sold to pass through this section will be reported in this paper. If not so reported, please write or telephone The Times Herald, Main 324, Burns, Oregon
W W BROWN, Fife, Ore.

### FOR SALE.

**Fine Sheep Ranch in Modoc County**

The Examiner has for sale one of the sheep ranches in Modoc county, which controls the best range in California. It consists of 560 acres all under fence. It lies along Pitt river for 2 ¾ 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.




THE LAKE COUNTY EXAMINER

PRINTING IS AN ART IN which THE EXAMINER excells. We have all the late styles in type and keep in stock a large assortment of high grade stationery so that there is no delay in executing a large order. Our prices will be found to compare favorably with other prices.

LATEST LAND AND STOCK NEWS
EIGHT PAGES LOCAL AND COUNTY NEWS

TWO DOLLARS A YEAR.
ESTABLISHED IN 1880.


## GRADERS FOR ROADS

### POINTS ON MAKING GOOD USE OF THE MACHINES.

**Season's Work Should Be Planned In Advance—Value of Having Graders In Use as Soon as the Ground Is Dry—Best Way to Work the Horses.**

The grading machine is unquestionably the most generally useful of modern roadmaking implements on roads of the class being built in Ontario, says the commissioner of highways in Ontario, Canada, in his ninth annual report. A road grader is a necessity in every township where good roads are being constructed. By their use the cost of grading the roads is greatly reduced and a great improvement in the making and repair of roads is effected. They are of greatest value in townships where gravel and broken stone are not to be had and dependence must be placed on earth roads. At the same time they are none the less a necessity in the construction and repair of gravel and broken stone roads, and even among stumps and stones when properly handled they work in a most surprising manner. It is not their use which it now seems necessary to urge, but rather there is need of guarding against their misuse.

A matter of first importance in making good use of a grader is to plan the season's work in advance. The township road commissioners, councilors or a committee of the council, according to the local system of road management, should go over the roads early in the year and determine what grading is required. This work should be staked out according to the definite width and dimensions of roads as required by township regulations. The grader when it commences in the spring should proceed to each piece of work consecutively and should be in use continuously until the grading is done for that year.

In some townships it is customary for the grading machines to go here and there over the township without method—one day on one side of the township, next day on the opposite side, then to another distant part, backward and forward, wasting a considerable part of the wages of men and teams in moving from one part of the township to another. By following a well considered schedule the cost of moving the machine between different pieces of work is reduced to a minimum.

Arrangements should be made every spring to have the grader in use as soon as the ground is sufficiently dry. The soil is then in its best condition for manipulation, having been mellowed by frost. The roads are rough and most in need of treatment. Roads which are properly graded early in spring are at once compacted by traffic, and they will remain in their best condition all summer. If the work is left until late in the season clay soils become baked and hardened, difficult to handle and rough when finished. Sandy soils if loosened up late in the year will be much more dusty than if treated early in the spring, when they are damp and readily compacted by traffic.

One of the first essentials in providing that the roads will be properly graded is to select the right man to operate the grader. He should be active and energetic, with some mechanical experience, one who will take an interest in his work, who will make a study of roadmaking and who will be willing to follow the instructions given him by the township road commissioner or councilor having supervision of the work. When such a man is found he should be engaged from year to year, so that his growing experience will render him more efficient.

The same horses should be used in operating the grader for an entire season at least. "Green" horses are very awkward, will not pull together, waste much time, and even a reliable man as operator cannot under such circumstances perform good work. Horses used continuously become accustomed to the work, to each other, to the driver and will produce much better results.

Some townships instead of horses use a traction engine for certain work. Where one can be rented from a local thrasher it can usually be obtained very cheaply in the early part of the year. Where a considerable stretch has to be graded without turning, as in cutting off the shoulders of old gravel roads, a traction engine is much preferable to horses. It is more steady.

The township regulations as to the width and dimensions of the road should be closely followed in grading. These generally provide for a width of twenty-four feet between the inside edges of the open drains on roads of greatest travel, twenty feet on roads of moderate travel and eighteen feet on roads of least travel. A rise of from one-half an inch to one inch to the foot from the inside edge of the drain to the center of the road is ample crown for a new road after the gravel or stone has been placed on it. More than this is unnecessary and an injury. There is a tendency in the use of graders to crown roads excessively, and this should be guarded against.

Where gravel or stone is regularly used for surfacing roads only such an extent of new road should be graded as can be metaled and otherwise completed in the one summer. If this is not done the work of grading has practically to be done over in many cases before gravel can be applied, as the road will be so much cut by traffic and washed out by rains and freshets of the ensuing wet seasons. In addition the road is left in a very soft condition, readily turning it into a deep slough of mud. The ideal method for making a good road for traffic and for conserving the road metal is to roll down and consolidate the grade as left by the grader. On this should be placed a layer of broken stone and this in turn rolled down for traffic.