General Information

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We have a full set of Mysell-Rollins & Co's., samples of Stock Certificates loon. and bonds, with price list. If you are organizing a stock company get office. our prices on stock certificates, tf

WANTED: 10 men in each state loon. 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-

The Examiner has received a new sample book of the Wall Street line of engraved certificates of stock and bond blanks, the most up-to-date on the market. Used and endorsed by you need anything in this line. tf

WANTED:-Two men in each couware department, put out samples of our goods, etc. Traveling Position or Office Manager, Salary \$90 per month, cash weekly, with all expenses paid in advance. We furnish everything. 8-12

The Columbia House Dept. 610, 234 5th Ave Chicago, Ill

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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, land. and through these points to the far

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The only thing necessary to make the ular, as it has ever been known the of it. most pleasant and most picturesque about. This is the establishment of pers printed at The Examine office, way to cross the continent, has come 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. It doesn't suit you. m. and arriving at Denver 4 20 p. m. the following day. This schedule gives passengers seven hours stop-over in Salt could not bring as much happiness to in the world.

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No additional charge is made for a seat in our reclining chair cars which are fitted with lavatories and smocking rooms, and have a porter in attendance. Rates via the ILLINOIS CENTRAL are the lowest and we will be glad to quote them in connection with any

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There is two ways to tell a good cigar; one is to buy it, pay your monay and smoke it. But the better or a Mountain Rose, which is absolute proof of its genuineness, Made and for sale by A. Storkman, at the cigar factory. tf

We are now prepared to sell several you, especially if you are acquainted with the location. We have land all the way from \$1.50 per acre up to \$15; unimproved or improved, to suit the purchaser. Lake County Examiner.t

See a sample of the Pacific montly at this office, and you will not hesitate to pay \$2.50 for a year's subsciption to The Examiner and that valuable Mayazine published in Port-

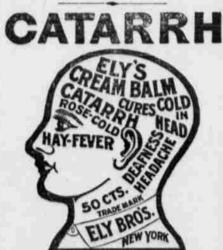
H. M. Bell, Republican nominee for county treasurer of Crook county, is sure to be the winner at the June lar subscribers at the extremely low policy will be to divide the county funds that may be in my charge." Of course every voter in the county will connection with The Lake County funds are turned over to the new new subscribers, and old ones who

the South Lakeview Feed and Livery Stable. He guarantees good treatment to all stock left in his care, and Denver and Rio Grande the most pop- proposes to feed good hay and plenty

> Farmers, have yor butter wrapinstead of sending away for them. You keep your money at home, and patronize them that patronize you, besides, you see what you are getting and don't have to pay for it if

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Lake, affording an opportunity to visit Mrs. Lucia Wilke, of Caroline, Wis., the Mormon Capital as well as a day as did one 25c box of Bucklin's Arnica light ride through the grandest scenery Salve, when it completely cured a running sore on her leg, which had tor-For reservation in this car and for il- tured her for 23 long years. Greatest contiguous to the Denver & Rio Grande, and Sores. 25c at Lee Beall's Drug



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With the June number will begin The Pacific Monthly's series of special editions for the year 1905. They MODERN will comprise a number for Portland, for Seattle, for Southern California, for San Francisco and the souvenir tracts of land at prices that will startle number of the Lewis and Clark Exposition, also a special automobile number. The articles of Dr. Wolf von Schierbrand, six in number on "The Coming Supremacy of the Pacific" are also promised, and the plans contemplated by the publishers will, without question, place The Pacific Monthly far in advance, not only of present competitors, but also into the unreachable class of periodical literature on the Pacific Coast, The Pacific Monthly is sold to reguan arrangement with the publishers by which we are able to offer it in come in for his divy as soon as the Examiner, (both Publications), to pay up any back subscription they C. S. Loveless invites the public to may owe and a year in advance, for share their patronage with him at the very low price of \$2.50 a year. tf

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BARGAIN DAYS IN MAGAZINES

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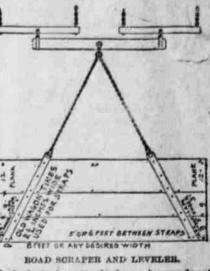
Central Magazine Agency Box 320, Indianapolis, U. S. A,

A SCRAPER AND LEVELER.

Connecticut Man's Device For Improving Dirt Roads

James H. MacDonald, state bighway commissioner of Connecticut, who is interested in the improvement of our common dirt roads, has sent to the Good Roads Magazine a sketch of a simple tool that he thinks will assist road builders all over the United States in making a betterment of the common dirt roads with very little expense. Mr. MacDonald describes his device as follows:

This simple drag is one that has been used for many years in my own practice and has been adopted by many towns in the state (Connecticut) for removing ruts and toe marks and distributing the natural material to be used on the roads. It can also be used as a roller and leveler to firm the material. The cutting edge, or tooth side of the drag, is shod with strap iron, or for economy an old wagon tire can be used; also the straps to which the



chain is to be attached can be made of an old wagon tire. The chain to be used upon the drag need not be specially made for the purpose. Any chain having a hook on one end can be used, The only wel ht necessary to produce on the ordinary road the ability to remove ruts and the marks is the weight of the driver, but if additional weight is required the drag can be loaded with

If material is desired from the shoulders to round up the road with the chain can be shortened on either side. making a diagonal drag to bring the material from the sides to the center. If it is simply a question of smoothing, leveling or firming the road the drag can be turned over on the reverse side, and a spleadid, smooth road will result. The use of this drag in the late fall in leveling up the road will result in having a smooth and pleasant road throughout the entire winter months. Recourse to the drag in the spring will result in making a pleasant road for the entire summer.

The tool is so simple in its construction that any farmer can make one and the expense entailed is so very, very slight that it is entirely within the reans of almost any one to provide himself with this very useful article of highway improvement. The dimensions of the drag are as follows: Length of plank, 8 feet; thickness, 2 inches; overlap of plank, 3 inches; straps for draft on drag, I foot 6 inches from center at chain end and 2 feet 6 inches from center at back; bolts for planks, 2% inches long and one-half inch in diameter; bolts for straps, 2 inches long, and straps for draft, 2 inches wide. Chestnut plank will be most serviceable. All heads of bolts are to be let in or sunk. Straps for wear edge are to be nailed on. Any log or wagon chain can be used to attach drag. The chain can be shortened with S hook or shackles. The entire expense under the most unfavorable conditions should not exceed \$5.

This drag has done such efficient work for me for so many years that I am satisfied that any one who has once used it will always continue to so do.

Good Roads In Michigan.

The Michigan State Good Roads association was organized in Flint Jan. 25. One of the resolutions passed at the largely attended meeting referred to the Brownlow bill, now before congress, which if passed will set apart \$702,000 for Michigan state roads, says the Municipal Journal and Engineer. The meeting favored future distribution of funds among counties in proportion to their assessed valuations. Other resolutions urge co-operation between "good roads" organizations and with federal, state and county officials. It was also resolved "that international, state and county fairs should give premiums to the states and counties that give the best, most appropriate and dignified names to their roads and that first complete their markings; todesigners and builders of the longest, best and most beautiful roads, of model intercapital, intercounty seat and intertownship center boulevards, of beautiful avenues along our lakes and rivers and of country bridges." The assoclation decided to publish a monthly bulletin. Mayor Todd of Jackson was elected president.

Convicts For Working Roads. A resolution adopted by the United Mine Workers in convention at Indianapolis recently calls for the use of convict labor on public highways and declares that much good would result to the citizens and the country at large if convict labor, both state and national, should be used in this way. Work of this kind is permanent in character and would be a boost to prosperity. The secretary of the union was instructed to communicate with all trades union legislative committees, with the farmers' organizations and the good roads associations of the country, with a view to having bills drawn and presented to various state and national legislative bodies urging the