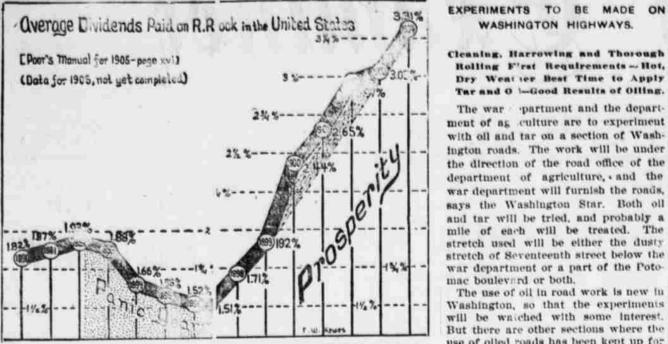
PANIC AND PROSPERIT RAILROAD DIVIDENDS.



When the tarial revision period of 90-97 began, railroad dividends in the United States were averagi 1.93 p cent, or \$1.93 for each \$100 worth of stock. In 1893 there was a cost to 1 in 1894 a further drop to 1.66, and the drop kept on drawing until in 1897, af four years of tariff revision, the average dividend in failen to 1.1 In ! the dividend rate showed the effects of restored projection. It had seen to '1 In 1890 it had gone up to 1.92, and until is the total of ar for which complete data are at it kept on going d able the average dividend rate of hand, it had 3.62 1 om Foor's Manual for 1905, gives ying 🐂 1897. The ros tock dividends in the tariff some int . and a cance to high water figures revision in seven

Photography for the AMATEUR Half its Former Cost



department of agriculture, and the says the Washington Star. Both oll thereof and tar will be tried, and probably a

mile of each will be treated. The stretch used will be either the dusty stretch of Seventeenth street below the war department or a part of the Potomac boulevard or both. The use of oil in road work is new in Washington, so that the experiments

OIL AND TAR ON ROAD

EXPERIMENTS TO BE MADE ON

WASHINGTON HIGHWAYS.

Cleaning, Harrowing and Thorough

Rolling F'rat Requirements - Hot,

Dry Weather Best Time to Apply

Tar and O |--Good Results of Olling.

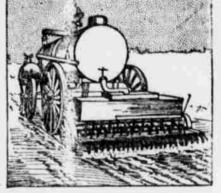
The war opartment and the depart-

ment of ag culture are to experiment

with oil and tar on a section of Wash-

ington roads. The work will be under

will be watched with some interest. But there are other sections where the use of olled roads has been kept up for years, and the practice has spread over most of California, where the people are quite et husiastic over the results work was commenced in 1898 in Callfornia, where petroleum is cheap, and was tried at first in a limited way on a stretch of a but six miles simply to lay nuisance in the long, rainless sum-



A BOAD OILER.

mers, but I Jured orchards and fields for a cons' erable distance on each side of the mod-

The result of oiling the roads as soon as the authorities got the right method was more than to lay the dust. It was found that not only was the road dustless, but that the oll became incorporated with the surface and made a good binding crust from one to three Inches deep.

The roads stood wear and water well, and after a number of severe rainstorms that cut the unoiled macadam roads to pi-ces the olled roads were found in as good condition as ever. The practice in California extended till now there are about 750 miles of roads and streets that have been olled for from one year upward.

The department of agriculture recently received a preliminary report on some experimental stretches of an oiled and tarred road in Jackson, Tenn. This road had been treated only seven months, but the results so far have been very satisfactory. The section treated with tar formed an almost asphalt-like surface that has stood the wear well so far, has been waterproof and is said to be pleasant to drive over CALL FOR PAVED ROADWAYS. and easy on the horses' hoofs. The olled road in that section has been almost equally satisfactory. The same sort of experiments have been tried to a limited extent in Texas. Pennsylvania, New Jersey and other states, and the reports have been unis said William Jackson, a farmer living formily favorable where the work has on Spring Hill road in Chillicothe, Mo. to be cleaned and harrowed and well rolled, and it is best to apply the tar or oll in hot, dry weather. The roed patch, At, oug these is J. T. Jackson, ates. has to be protected from traffic for who lives on Trenton road. When from ten hours to two days till the Jackson heard of the plan he said undressing has had time to set and sink | hesitatingly | in. After that it is said to be almost us catisfactory as a paved street. The oil that will be used in the Wastthe surface has set. California is decidedly enthusiastic over the success of her olding work, opinions of 11 neighbors, and he thinks November 1906, which has there passed beyond the experimentul stage, Washington will have the benefit of her experience, too, as there were some mistakes made is the earlier stages of the work, and the oil made a masty mud that injure1. clothes and everything else it touche It has been found now that this troub does not centre if the road is not use too soon, and even the damage that was feared relight result to automobili tires has proved a myth. In fact, it is said that the tires show a longer his on the oiled conds than they do where the rubber is exposed to the sharp cutting grit of the old macadam surface.

HOW DOCTORS CAN HELP. Practical Suggestions For Securing

Good Roads. In an article recently in the Auto Advocate, Dr. H. H. St. John of Edina,

Mo., told how physicians might help secure good roads as follows: "If any one man on the face of this earth knows how to appeciate a good road it is the physician. Except it might be a fireman on the call of duty in the suburbs of some town or city none can appreciate better than he or she who has a life to save the inestimable advantage of a good road, particularly when compelled to drive over it at night. What then can the physiwar department will furnish the roads. cian dr to assist in the promotion

> "There are at least three practical ways op suggestions offering themselves-viz, one is the education of the people, the showing to the practical ev eryday taxpaving farmer that goods roads are good investments and par over 300 per cent on the net cost.

"Educate them, show them the aw ful waste, the actual loss of money evory time they haul a load or empty wagon over a poor road, the wear and tear on their buggies, wagons or cart : show them that the cost of building a good road is but little greater than that in the past eight or nine years. The of keeping up a little dirt in the cen- Office at the Mercantile Company's Clerk. ter and that a road once well built is easy to repair and is a good road for many years. What roads have ever superseded those in Great Britain. Good Stock - - - Easy Coaches surveyor. the dust, w'ich was not only a great many of which are in existence yet. but all of which owe their firmness, solidity and durability today to the old foundations built by the Romans cen

turies ago when Britain was nothin: but dense forests, plains and everglades? "Who, then, better than the phys! cian, who has the entree into our homes and is imbued with all the freedom and privilege of an exclusive

member of every family he visits, who bas a better right or is better capable of doing a right loyal part in the fight for good roads? He is revered, r-spected, loo'ted up to, and his views are accepted with a degree of positiveness and assurance bred in the minds of his hearers by his calling and his higher education.

"Secondly, let every physician who owns or controls a section of roadway along his property set the example of building and maintaining a good road. Then his teaching will have effect among his hearers, his efforts in trying to establish county and state good road funds, uniformity of road build-

ing, etc., will have weight and effect, "Thirdly, let physicians as a class, : special class, express their willingness Lakeview Cigar Factory . . to sumbit in the cause of humanity to a special nominal tax per annum to a state fund spart from whatever other ordinary taxes they in common with others have to meet, said tax to be known and recognized as "the phy- Maker of sicians' own good road subscription." and it will become before long such a source of pride and glorification of physicians as a class that not only will it react as a special lever to their teach

ing qualities, but other professions and



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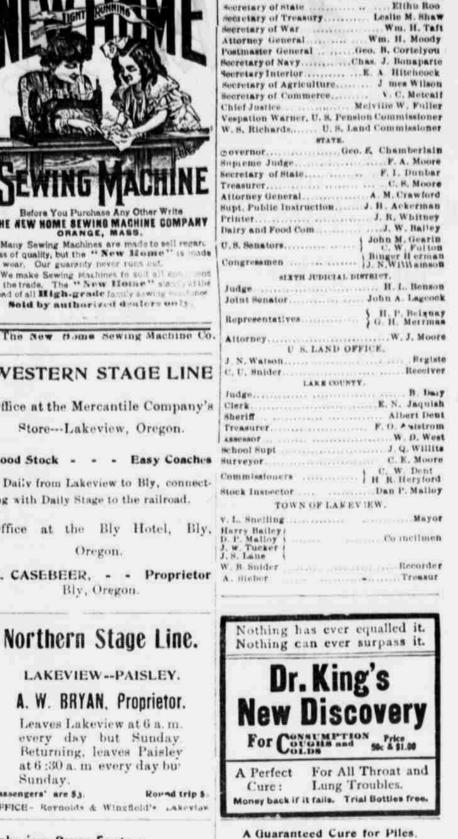
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VE WILL TAKE THE RISK WITTE COLUMBIA WOOLEN MILLS CO. : PORTLAND OREGON

Special Road Tax.

Gaston county, N. C., has been collecting \$20.070 annually from a special road tax which has been expended in macadamizing the principal highways. So satisfactory and profitable has been the result that the county is to borrow \$300,000 on a 4 per cent bond issue with which to hasten the improvement. The \$20,000 yearly tax will pay the its terest and similing fund charges, and with no increase in taxation the people will enjoy the benefits of good roads immediately.

Working Out the Taxes.

Towns which have been in the habit of allowing cond taxes to be worked out should comember that a properly organized force under good supervision will produce results at a much less cost than is possible under the old system.

furnish the largest pro rata per annum in the state. Then will come the golden days of good roads in earnest."

Landowner Willing to Pay \$2 an Acre For the Improvement.

"I would tax myself \$1 an acre if myneighbors would join me for the pur pose of paving the road with brick," found others even more liberal than himself, says the St. Louis Post-Dis-

pave Trentsa road, and I believe there Office at Lakeview, Oregon October 2, "Why, I would give \$2 per acre to are others who would do the same, 1 \$3,000 a mil 1 think."

with them be will start to raise a fund for paying (> road.

Prize For Good Roads.

At a record Kansas good roads convention the county good roads committee main the following recommendation is the convention: That each township give \$25 in prizes for the five best tail mile stretches of roomade in the township by the use of the King drug and that the city of Law rence give a prize for the best strets of road on the blue rural routes run ning out from Lawrence, the mail carriers to be the judges.

When to Drag.

When the smiles of spring appear Urag the road, When the summer time is here

Drag the road; When the corn is in the ear, In the winter cold and drear, Every senson in the year, Drag the road.

When you've nothing class to do

Frag the road; If but for an hour or two, Drag the road;

It will keep them good as new, With a perpose firm and true, Fall in line, it's up to you; Drag the road.

Would you do the proper thing? Firng the road; Bet the system on the wing, Drag the read;

Sive the drag a lively swing. Toss the laurel wreath to King. Hats off: Everybody sing ligg the road. -National Stockman and Farmer.

from a sen of pride to see who can loon _akeview, Oregon.

A Chance for Speculators.

SCHOOL LAND .- 280 acres of level you want stock certificates see our unimproved agricultural land for sale samples and get our prices. cheap. Discription: SW14, S12 of NE14 and NW14 of SE14, Section 10, Tp. 39 S. R. 19 E. W. M. This is a desirable piece of land, located in Goose Lake valley and wid make some man a good ranch

If you are thinking of organizing a been properly done. The road has His suggestion was taken up, and he stock company see our new samples oWall Street engraved stock certifitf

Final Proof Notice.

Department of the Interior, Land 1906.

Notice is hereby given that Elmer ington work is a rather heavy oil, with know one other farmer on the road M. McCulley, of Lakeview, Oregon, an asphaltum base. The tar is the who would do it. The money collected has filed notice of his intention to made before Register and Receiver at Jackson I. actively trying to get the Lakeview, Oregon, on 16th day of

on, and cultivation of, the land, viz: Fred Snyder, S. P. Dicks, V. L. Snelling, L. E. McCulley, all of Lakeview, Oregon.

J. N. Watson, Register. 10-5

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WOOD. I will take orders for wood to be delivered any time after August 15th, to be cut out of large pine trees any length.

Mrs. Rosa McDaniels. 31-1m

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General Manager, 134 E. Lake St., Chicago. 30-10

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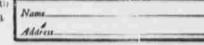
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Gake County Examiner, June

