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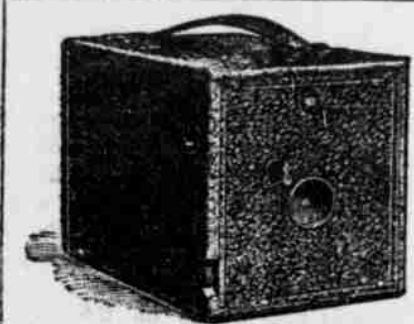
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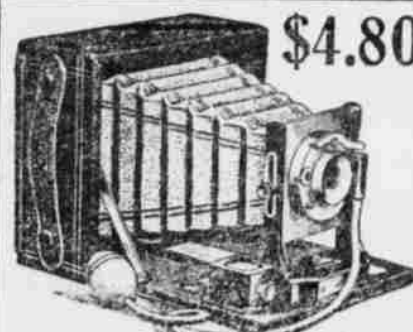
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CARE OF A GOOD ROAD VALUE OF "HONING" ITS SURFACE AFTER A RAIN.

How the Mount Hope Road, Near Middletown, N. Y., Was Improved by This Method—Importance of Gutters and Grading.

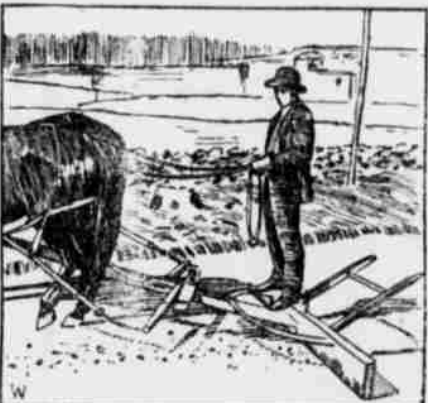
The work of the Maple Dale Good Roads club of farmers has attracted quite a good deal of attention in a local way in Orange county, N. Y., and is of general interest, writes O. W. Mapes, president of the Maple Dale Good Roads club, in the Good Roads Magazine.

Just west of the thriving city of Middletown is a section of farming country which is tapped by the Mount Hope road. This is a part of what was formerly the old stagecoach route leading from Newburg, on the Hudson river, to Milford, Pa., on the Delaware river.

The following article by the writer published in the Rural New Yorker in 1904 shows pretty well the methods employed in improving the road:

"The first step is to stake out the work by making a light furrow on each side of the proposed work twelve or fourteen feet apart. If any part of these first furrows comes within the beaten track where it is hard it should be done just after a soaking rain, either with a plow or the point of a road machine. Next put the wheel of the road machine in this light furrow, hold the point of the blade firmly down in place, remove every stone which the point strikes and work down and out until enough dirt is secured to bring a good crown to the center of the road and a good gutter on each side, making suitable outlets from all low points in these gutters.

"This is only a question of applying sufficient team power and removing all stones that interfere with making a good gutter. On portions of our road this alone will give us a good road with proper care in honing down after each heavy rain and raking out all loose stones. Other portions will need a little gravel or shale along the crown of the road. There are several hills where this can be secured, requiring only short hauls. A cubic yard hauled on a twelve foot wagon is enough for the worst places by dumping a full load in a place, and in other places a half or a third of a load in a place will finish the crown of the road. Grading with the machine should not cost more than \$25 per mile nor drawing the gravel on the crown of the road



ROAD "HONED" USED IN IMPROVING THE SURFACE.

more than 40 cents per cubic yard. This makes the cost only \$200 per mile were a full load of gravel placed on the crown of the road all the way.

"How about the after care of such a road? Here is the secret of success. When the first rain comes passing teams and vehicles will puddle the material along the crown of the road in the beaten track, forming a hard crust as it dries, which will be somewhat rough and uneven. Before it becomes too dry and hard hone the surface perfectly smooth and true with a light bone about five or six feet long. One man and team can bone off a bunch of road in this way if he understands his business at slight cost. He should stand on the bone and guide it by stepping from one end of the bone to the other as the occasion requires. This is very inexpensive and should be repeated after every big rain, though it will never soften much after the first puddling. Now rake off any loose stone, and you have a beaten track on the crown of the road, over which a bicycle or an auto will roll as smoothly as on the best macadam road and on which you can drive a clean buggy an hour after a summer shower without having to avoid mud holes. The only other care needed on such a road will be to sprinkle a very little good gravel, shale or even hardpan right in the center of the beaten track occasionally, according to the amount of wear on the road, and keep the gutters from filling, throwing the stuff scored out of them away from the road instead of back into it.

"What are the scientific principles involved? The beaten track on the crown of the road is a hard crust of most impervious to water, while the soil beneath this crust and at the side near the lower gutters is porous and open. I cannot illustrate better than by referring to a turtle's shell. Using the bone frequently keeps the upper surface of the crust so smooth that rain flows quickly into the gutters at the side, as it would from a turtle's shell. Rain cannot saturate this crust from the under side any more than it could on the under side of a turtle's shell. If any happens to work its way through the crust of the beaten track it falls away quickly through the more porous soil beneath and into the gutters at the side, just as rain would run from the under side of the shell to a turtle's back through the openings for his legs. At any rate, the sample which was built after this pattern and at this cost has stood the test of a year's service and is still in almost perfect condition."

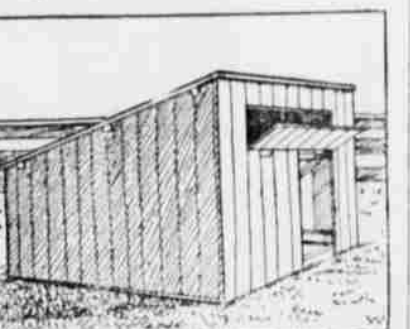
BUILDING A HOG HOUSE

In order to grow swine most successfully in a country with a cold or varied climate, it is necessary to have some kind of a hog house. The proper location of this house or shelter of any kind for swine is one of the first essentials to success in swine husbandry. The Illinois experiment station gives the following points on the location and construction of hog houses:

In providing shelter for swine as well as for other classes of live stock, surroundings should be furnished that conform as near to nature as the improved condition of the animals and circumstances of the owner will permit. The best surroundings are those that will satisfy their natural desires, but so modified and improved as to promote the largest financial results. The best location for a hog house, therefore, is one that is well drained and well lighted and one that will permit access to pasture, to good shade and to a stream of running water that is free of disease germs, where also there are opportunities for making wallows in clean mud. If the building can be placed on a sandy or gravelly soil it will afford better drainage than a clay, silt or peaty soil would furnish.

Light and shade are desirable for reasons that are apparent to every one. Pasture should be accessible, as considerable food is obtained from the soil in the form of roots, worms and insects, as well as many materials that are not foods, but are necessary to the health of the pigs. A limestone soil is preferable because the water from such a soil, as well as the soil and stone themselves, furnishes the lime that is so essential in building up bone. A rolling pasture is preferable because it furnishes better drainage and a form of exercise that is conducive to the production of a large percentage of lean meat. It also tends to produce strong legs with upright pasterns, which, from the breeder's standpoint, are among the first essentials of a good hog.

Individual Hog Houses.
Individual hog houses or cots, as they are sometimes called, are built in many different ways. Some are built with four upright walls and a shed roof, each of which (the walls and roof), being a separate piece, can easily be taken down and replaced, making the moving of these small houses or cots an easy matter. Others are built with



INDIVIDUAL HOG HOUSE.

two sides sloping in toward the top so as to form the roof. These are built on skids and when necessary can be moved as a whole by being drawn by a horse. They are built in several different styles; some have a window in the front end above the door, while all may have a small door in the rear end near the apex for ventilating purposes. They are also built in different sizes. Indeed, there are about as many forms of cots as there are individuals using them. The form in which these houses or cots are built is of little significance as long as the general principles pertaining to the health of the animals and the convenience of the breeder are observed.

The arguments in favor of this type of houses for swine are that each sow at farrowing time may be kept alone and away from all disturbance; that each litter of pigs may be kept and fed by itself, consequently there will not be too large a number of pigs in a common lot; that these houses may be placed at the farther end of the feed lot, thus compelling the sow and pigs to take exercise, especially in winter, when they come to the feed trough at the front end of the lot; that the danger of spreading disease among the herd is at a minimum; and in case the place occupied by the cot becomes unsanitary, it may be moved to a clean location.

Diseases in Sheep.
Again and again tidings come showing that sheep have been purchased in certain localities and that they have later scattered the seeds of death in the flocks in the form of nodular disease, tapeworm or stomach worms. The unfortunate thing about the whole matter is that the sheep which carry these disease germs may appear quite healthy. The disease will first show itself probably in the lambs to which the germs have in some way been conveyed, says the American Agriculturist. The frequency of the trouble emphasizes the wisdom of trading as little as possible in live stock on the farm. When a farmer has a healthy flock of sheep and free from such diseases, he should be very careful how he adds to the same. These three diseases are the three great dangers to sheep husbandry in the United States, and the dog disease is the fourth.

Full Shearing.
Full shearing is beneficial in preparing lambs for early winter market. The work should be done early in the season. The removal of the fleeces lessens the fattening process, and are made at a cheaper rate.

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Final Proof Notice.

Department of the Interior, Land Office at Lakeview, Oregon October 2, 1905.

Notice is hereby given that Elmer M. McCulley, of Lakeview, Oregon, has filed notice of his intention to make final five year proof in support of his claim, viz: Homestead Entry No. 3570, made March 10th, 1900, for the NE¹/₄ SW¹/₄ Section 11 and E¹/₂ SE¹/₄ Section 10 Township 38, S., Range 21, E., W. M., and that said proof will be made before Register and Receiver at Lakeview, Oregon, on 10th day of November 1905.

He names the following witnesses to prove his continuous residence upon, 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.

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Vespation Warner, U. S. Pension Commissioner	W. S. Richards
U. S. Land Commissioner	W. S. Richards

SIXTH JUDICIAL DISTRICT.	
Judge.....	H. L. Benson
Joint Senator.....	John A. Lagoock
Representatives.....	H. P. Holmquist
Attorney.....	W. J. Moore
U. S. LAND OFFICE.	
J. N. Watson.....	Register
C. U. Snider.....	Receiver

LAKE COUNTY.

Judge.....	B. Vary
Clerk.....	E. N. Jaquith
Sheriff.....	Albert Dent
Treasurer.....	F. O. A. sistrom
Assessor.....	W. D. West
School Supt.....	J. C. Willis
Surveyor.....	C. E. Moore
Commissioners.....	H. R. Dent
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TOWN OF LAKEVIEW.

V. L. Snelling.....	Mayor
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D. P. Malloy.....	
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Lake County Examiner, June