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TIMBER LAND NOTICE

Lakeview, Oregon, March 2, 1907.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory", as extended to all the Public Land States by act of August 4, 1892, Charles E. Hadley, of Klamath Falls, County of Klamath State of Oregon, has this day filed in this office his sworn statement No. 3544, for the purchase of the SE 1/4 SW 1/4 S 1/2 SE 1/4 & NE 1/4 SE 1/4 of Section No. 26, in Township No. 35 S., Range No. 17, E. W. M., and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Clerk of Klamath Co. Ore., at his office at Klamath Falls, Ore., on Tuesday, the 4th day of June, 1907. He names as witnesses:

C. K. Brandenburg, of Klamath Falls Ore. C. H. McCumber, of Dairy Ore. C. H. Dusenbery and Frank H. Hall of Klamath Falls Ore.

Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 4th day of June, 1907.

J. N. Watson, Register.

ROCK ROAD QUESTION

WHY D. WARD KING FAVORS BUILDING MACADAM HIGHWAYS.

Expert Tells How and Where They Are a Possibility—Advices Any Community to Build a Mile or More of Stone Road Each Year.

"The conviction that progress is possible must first exist before any attempt at progress will be made. It certainly is unfortunate that the mistaken idea that macadamized roads are impossible prevails in so many communities," writes D. Ward King in the Good Roads Magazine. "Some folks seem to have a notion that unless the fields are covered with stone rock is too scarce for road building. I will be dogmatic for a moment and assert, as a general proposition, that a macadamized pike is a possibility wherever land is worth \$30 per acre and rock can be obtained within two and a half miles of the proposed road—not all of the roads, of course, but the main thoroughfares."

"Permit me a few moments in support of my position. While visiting in Alabama one summer I saw rock roads building at a cost of \$2,200 per mile where the best land was priced at only \$25 to \$30 per acre. Moreover, in my opinion, the road they were building was far heavier and wider than the travel demanded and therefore much more expensive than necessary. But the people there have been educated to see the advantages of the stone road. Please do not think I am speaking of a radically progressive community. The old dandy still dons his tattered hat and steps off the sidewalk as you pass. Chain harness is the rule. The old style bull tongue plow is in the majority, and these fine roads are traveled by ox teams. Not of the 'new south' am I speaking, but of the genuine old-fashioned hospitable 'old south' of the antebellum days. And now another statement: Although rock is superabundant thereabout, still the contractor found it profitable to haul the crushed rock two and a half miles before moving the crushing machinery. I submit that these two facts prove that with rock less than two and a half miles distant and land at \$30 per acre macadamized roads are a possibility. And it would seem a natural sequence that where land is more valuable the stone can be hauled farther.

"And now let us consider an instance where a community might have



CONSTRUCTING A MACADAM ROAD.

rock roads if they just thought so. I have in mind two towns here in Missouri, lying about six miles apart. What is land worth? Well, land between these two towns has sold recently for \$100 per acre. Probably not an acre can be bought for less than \$50. Therefore the land value is there. As for rock, if we start from one town to go to the other we find rock within 100 steps of the highway before we travel a mile. At two and a half miles rock is less than half a mile distant, at three and a half miles only three-fourths of a mile away, at four and a quarter miles from town but a quarter of a mile to rock, while at five and a half miles it is only half a mile from the road to the quarry that is kept open constantly. Here is rock, quantities of it. Here is land worth more, much more, than \$30. Why don't these people have a stone road? Is your answer ready? My answer has been given. The answer is found in the conviction of the people that rock roads are beyond their reach. The people have been educated to this belief by reading the walls that arise from our brethren in the rockless region of our neighboring states. And all that is needed to inaugurate an era of stone road construction right here in Missouri is the removal of this mistaken conviction.

"In conclusion, I pin my faith in the future betterment of our highways to these foundation truths:

"First.—Six or seven feet of stone is sufficient for the average rural traffic.

"Second.—Any community where rock is available is behind the times if it does not each year build a mile or more of stone road.

"Third.—Rock within two and a half miles is available where land is worth \$20.

"Fourth.—Where stone roads are absolutely out of the question and where, if they can be built, they are not yet an accomplished improvement, a dragged road is the best substitute.

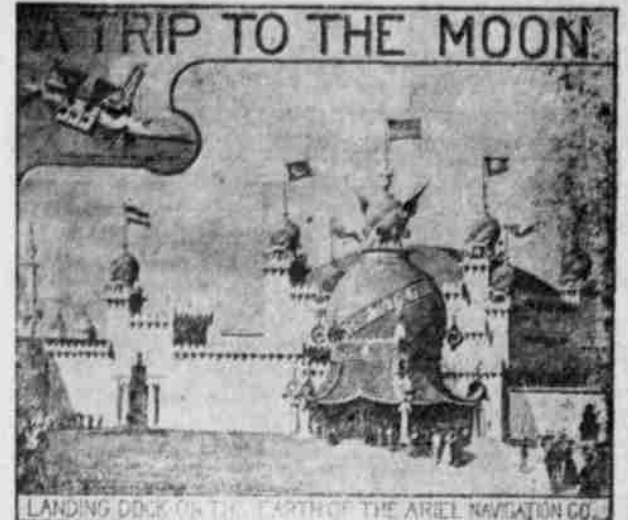
"I hope to see the people settle down to steady improvement—a certain stated amount each year, not necessarily a great deal, but something. People get scared when they begin to figure on a large number of miles of expensive road to be finished in a year or two. Let promoters be content to make a beginning and add a little each year."

Worthy of Emulation.

It is reported that A. J. Moore of Johnson County, Niagara county, N. Y., has offered to give \$100 over and above his taxes and 10,000 yards of crushed stone from his farm toward the building of an improved road from the city of Lockport to the vicinity of his farm, about nine miles distant. This is a striking example of the appreciation of the value of a good road from the farmer's standpoint and is one that could be emulated with great profit by farmers generally throughout the country.

Views Of Past World's Fairs.

Reproduced from actual photographs, from which costly paintings are to be made. Plat of the Pan-American Exposition grounds.



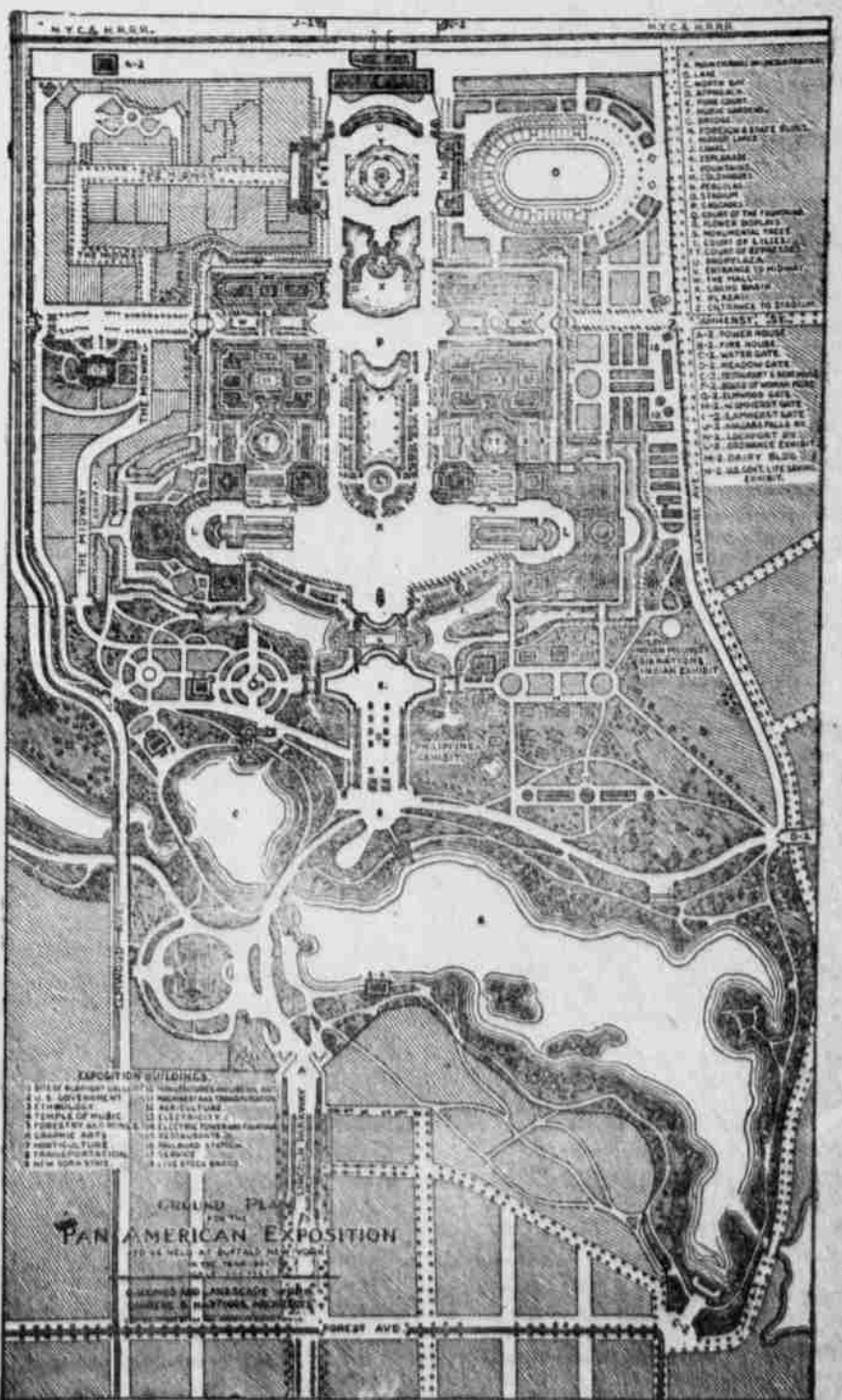
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