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W. B. Snider	Recorder
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CHURCH DIRECTORY

Rooms Headquarters for Strangers.

S V. Rehart

by the second of the second of

PIRST BAPTIST CHURCH OF LAKEVIEW-Preaching service at 11 A M and 7:20 P M on 181 and 3rd Sun. Sunday School at 10 A M. Junior Society at 2:20 P M. Baptist Young People's Union at 6:20 P M on each Sunday. Prayer Meeting at 7:30 P M Wednesday ovening. Everybody invited to attend all'services.

REV. H. SMITH. Pastor.

CATHOLIC CHURCH-EVERY SUNDAY MASS and Benediction at 10 o'clock a.m., Sunday school after Benediction, Week day Mass at 7:00 s.m. MICHAEL O'MALLEY, S. J.

FIRST BAPTIST CHURCH OF GOOSE TAKE At New Pine Creek, Oregon. Preaching Mer-vices at 11 A Mand 7:30 P M of each Sunday of every month Sunday School at 10 A M. Prayer Service at 7:30 on Wadnesday evening of each weed All are cordially invited to attend he services. REV. L. E. HENDERSON,

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O. U. W.-LAKEVIEW LODG: NO. 111.
 Meets every second and fourth Thursday of each mouth. In Massule Hall, Lakeview. Chas. Tonningsen. W.M.: Wm. Gunther, F.

DEGREE OF HONOR-LAKESHORE Lange No. 77, D. of H., A. O. U. W., Meets and also third Thursdays of each mobile Hall: Etta Pea C. of H.; Mary Post L. of H.; Marmie McCulley, C. of C.; Cora Greene Recorder.

I. O. O. F -LAKEVIEW LODGE, No. O. F., meets every Saturday evening of Fellows Hall, at 7:30 o'clock, from October to April 1, and at 8 obligheds from April 1 September 30, A. E. Cheney, N. G.:

1. O. O. F .- LABEVIEW ENCAMPMENT NO. 1 Hummerstey, scribe.

Visiting members are cordially invited, CORNELIA A. WATSON, W. M. IDA UEBACH, Secretary

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PRACTICALLY SELF HEALING.

Oiled Highways Are Not Only Dustless, Mudless and Noiseless, but They Improve With Use-Oil Makes Roads Firm, but Not Hard,

In the opinion of H. T. Snell, who has made a study of city and country roads in twenty states in the last year, more good roads will be built in Kansas during the next twelve months than in any other state in the Union. big trust is seeking a market for its surplus of oil left after the more valit. The surplus oil is now sold chiefly for fuel.

"The company expects to build a mile of good road near the State Agri. frost. cultural college at Manhattan, Kan.," Mr. Snell said. "We expect to show by the experiment that an oiled road, whether built with earth or crushed rock is not only the most durable, but in the end is the most economical.

"In every state there is annually new roads. In few cases is any considerable sum spent on the roads to only dustless, mudless and noiseless, but they are practically 'self healing'that is, they improve with use. The dirt and oil roads give horses good footing, while the tires of the vehicles track." 'iron out' the hoof marks."

Experiments made on Kansas City boulevards and on roads in Jackson county, which were coated with oil, have been watched by men and organizations interested in good roads. placed by Mr. Dickens at \$660. The use of oil on boulevards and roads in Jackson county was among the ear-Her experiments in its use. Adopted for use to prevent dust, it was found that oil also is a preservative. In his report to the board of park commis-City boulevards, W. H. Dunn, superintendent of parks, said the results were "remarkable."

The city paid an average of 771/2 cents a barrel of forty-two gallons for



METHOD OF APPLYING THE OIL. the oil. An area equal to 1.010,560 dust. Had the same area been sprin- the landowner falls to pay the cost the square yard. Mr. Dunn estimated satisfy the judgment. Saving in using oil was \$5,538.88, or 34 the driver is not allowed to ride up the 22, I. O. O. F., meets the second and fourth Fridays of each month in Odd Follows list. Mrs. Edna Siller, N. G.: Mrs. Mary Ahlstriom V. G.: Mrs. Mr. D. Moss. Secretary; Mrs. Ale 2 maintaining the bouleverds and the uniform excellence of their condition.

.E. S. ORIENTAL CHAPTER, NO 3, LAKE-view, Oregan, Meets on Tuesday, so or be-fore full moon and two weeks thereafter, in Masonic Hall, at 7:30 ord-sek. and maintained in good condition construction. These roads are built at home

ricultural college were among the first branches. of the governors of agricultural colleges in the United States to realize the vital concern which good roads are

erally.

Albert Dickens to take charge of ex- The other bill places a tax of \$5 on perimental road work in Kansas. Mr. all automobiles under thirty horse-Dickens selected one-fourth of a mile power and \$10 on thirty horsepower of road west of the reformatory at and over, the proceeds to go into the Hutchinson to use in the first experi- state good roads food. ment. He reported upon the test as follows

The sell was a fair sample of the sandy loam of the Arkansas valley. At the date of its reference no rain had fallen for ten days. The sand was several inches deep.

Loads consisting of fifty bushels of grain ble to farmer and merchant alike.

made an exceedingly heavy load for a strong draft team. A good carriage team required much urging to pull the carriage

faster than a walk. After the grading was completed and the roadbed was well formed where fills were required the entire road, one-fourth mile in length and thirty feet wide, wes plowed to a depth of about four and one-half kiches and thoroughly pulverized with a harrow and disk. A disk, set straight, was run before the oil sprin-kling tank to open small furrows, and a harrow followed the oil sprinkling tank to

thoroughly mix the soil and oil.

The oiling was done the first days of October. The oil was not heated. The October. The oil was not heated. The tank of 500 gallons would cover about 8,800 square yards once. The harrow followed each application. When one gallon to each square yard had been applied the soil seemed nearly saturated to the depth of the plowing, four and one-half inches. After harrowing the last time a beauty for the property of the property heavy float was used to smooth the surface. In a week the road was sufficiently firm to allow rolling. A twelve ton roller was used, going over the road several times until it seemed to be thoroughly firm. After a week the road was used by Mr. Snell investigated road conditions hard. A sharp shod horse left the calk for the Standard Oil company. The marks plainly outlined, but did not tear up the soil even when driven at a quick

One reason for building the road in the uable products have been taken from fall was to note the effect of freezing it. The surplus oil is now sold chiefly weather. The road was not seriously affected. It seemed that the coating of oiled soil kept the underlying soil sufficiently dry to prevent serious heaving by

Mr. Dickens ended the report by saying that the road is in good condi- elbow on your desk and is dropping tion. were built near the Agricultural col- sleeve. It would be just as easy for lege in black loam; at Maple Hill, in him to make his speech or preach his the Mill creek valley, in soil known as sermon three or four feet away, but "gumbo;" at Garden City, in "as bad he never learns that fact and damages spent millions of dollars in building a stretch of road as can be found any. his own cause by dragging his chair where," being of sand, which absorbed | over your carpet and puffing his breath the oil in places to a depth of sixteen preserve them. Oiled roads are not inches, and the race track at Manhattan, which was said to have been got so fired of having clgar ashes on improved so much that a widely his clothes and smoke poured into his known trainer of horses, C. B. Mi- face that he called a carpenter, took chael, terms it a "first class training the rollers off one chair, placed it in

The cost of the roads varied from \$525 to \$1,300 a mile, Mr. Dickens reported. The average cost of a road eighteen feet wide, three miles from the railroad delivering the oil, is began his talk and, growing earnest,

The oil used for roadmaking purposes embodies a quantity of asphalt. The California oil is best for the purpose. Texas oil ranks next, with Kansas third. The eastern oils have a base largely paraffin. They must be sioners on the use of oils on Kansas, treated and asphalt added to make them useful in roadmaking.

With proper construction and the use of oil as a binder for dirt and macroad construction .- Kansas City Star.

GOOD ROADS IN SWEDEN.

Every Landowner Must Keep His Section of Highways Improved.

G. Zergkirst of Climax Springs, Mo., Kansas City Star's fight for good roads, says: "Perhaps it would be of interest to know how the roads in Sweden are maintained. There are three classes of roads there-highways, ists, but when about to carry out one village roads and private roads. The of his bold schemes he would lie on highways run between county seats. his rug and stroke the paw to get 'inand the grades are limited to 2% per fluence, though why and how this cent. The village roads cannot be in excess of a 4 per cent grade. The cost Throne, of building is divided among the landowners according to acreage, whether It is government land or is owned by private citizens, except where one owner has an extremely costly road to build along his land. In that case he gets due allowance in distance for the cost of construction. No village road DIET ROAD AFTER ONE OIL TREATMENT AND can be opened until it is built to the

proper grade. "As to maintenance, every landownsquare yards was oiled. The cost of er must keep his section of the road oiling per square yard was slightly properly improved. If he does not a more than I cent, representing the oil, government inspector orders the imlabor and supplies. The oil subdued provement at public expense, and if kled with water to prevent dust the government takes a sufficient amount cost would have been 2.4 cents per of his personal property and sells it to

that the cost of sprinkling the area "Every man must maintain his own 1.0.9 F, meets the first and third Thurs offed last summer would have been roads in that country under govern-field lakeview. T. D. tithur, C. P., A. II \$16.207.32. The expense of oiling ment supervision. One provision of the this area was \$10.671.44. The direct government law in Sweden also is that saving in using oil was \$5,538.88, or 34 the driver is not allowed to ride up the

> Road Improvement In Cuba. Good roads naturally are a rural. One of the beneficial results of the for business and pleasure are paved tem of roads and the beginning of Country towns are concerned as much primarily for the marketing of crops, with good roads as are the farmers but they are used extensively by auwho use them. In country towns bust- tomobiles as well. They are made uniness practically is at a standstill in formly thirty-four feet wide, with sixrainy seasons. Bad roads keep the teen feet of macadam in the center. farmers at home. If the farmer had a The surface finishing is placed on a fit thereushfare to the village be could foundation of ten inches of broken do his trading on days when he could rock and they have no grades greater do no tasks in the fields. It is far than 6 per cent. Bridges are of steel, more desirable that the farmer should culverts of concrete. Ditches are dug visit his nearest town in the rainy in the low places, and the roadway is season than at any other time, as the generally elevated above the level of commodities he has to sell command the contiguous land. The main road is the highest prices when rain keeps him complete from Havana to San Cristobal and from Pinar del Rio to Es-The regents of the Kansas State Ag. peranza, besides numerous short

Bills For Better Roads.

In the lowa legislature two bills to farmers. Not only was there the have been introduced in the interests feature of poor roads following rain, of better roads. One provides for the but there was the every day feature doubling of the county road tax levy, of ruts, pools and poor roadbed gen- for the development of the most important roads which radiate from the The college board of regents named principal market town in each county.

Good Road's Great Value.

He Earned 1t.

One bleak winter morning a cold tooking individual walked into a small

"Morning." he said cheerity, addressing himself to the white aproned attendant behind the bar.

"Morning." was the reply. "How'd you like a sherry and egg this morning?" continued the stranger. "Well, that sounds very good to me. Are you going to treat?"

"I'll furnish the eggs if you will contribute the sherry." "Done," agreed the proprietor.

"All right. I'll be back in a minute," the frested one called over his shoulder as he walked toward the door. Into the street and around the corner he made his way and halted be-

Chair Hitching.

"The chair hitcher," says a business man, "is the greatest nuisance that an office man is competled to endure.

"The hitcher is always deeply interested in the matter he has come to talk over, and the more he talks the closer he draws his chair, and with every additional point he makes he gives his chair another hunch in your direction, and by the time he has fairly entered on his subject he has his feet on the rounds of your chair, his Under his direction roads also the ashes from his eigar on your cont in your face.

"I know one office man in town who a convenient position at the end of his desk, then had the man nail it to the floor. But it didn't do a particle of The first hitcher that came in was a big, strong 200 pounder, who just pulled the chair up by the roots, dragged it toward the desk and never noticed that anything was wrong."-St. Louis Globe-Democrat.

"Bogies" In Business.

The speceasful business man played with the quaint amulet suspended from ats watch clude.

"You'd be surprised if you knew what a part superstition plays in adam roads the farmers virtually may business," he said. "I know two parthave asphalt roads past their homes, ners who are very lucky in their specudeclare advocates of this method of latious. Well, they never made a single plunge without consulting a certain medium as to their chances of tuccesis.

'Another man once told me be had a 'fan fliar spirit' whom he consulted quite frequently and whose advice be had always found reliable

"One of the most during manipulawho is especially interested in the tors in stock has a fine tiger skin spread as a rug on his study floor. In an expensive moment he once informed a " and that not only did he seek advice from clairvoyants and spiritualplan works I don't know."-London

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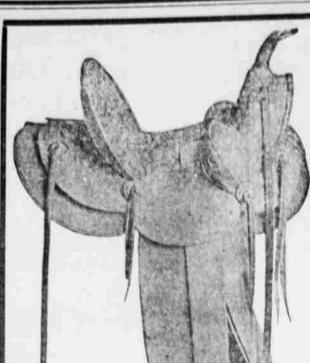






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