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LAKEVIEW BOARD OF TRADE
President: W. H. Shirk
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CHURCH DIRECTORY

FIRST METHODIST CHURCH—SUNDAY
School at 10 a. m. Preaching every Sunday at 11 a. m. and 7:30 p. m.

FIRST BAPTIST CHURCH OF LAKEVIEW
Preaching service at 11 A. M. and 7:30 P. M. on 1st and 3rd Sun. Sunday School at 10 A. M.

CATHOLIC CHURCH—EVERY SUNDAY MASS
and Benediction at 10 o'clock a. m. Sunday school after Benediction. Week day Mass at 7:30 a. m.

FIRST BAPTIST CHURCH OF GOOD HOPE LAKE
at New Pine Lake, Oregon. Preaching services at 11 A. M. and 7:30 P. M. of each Sunday

LODGE DIRECTORY

A. O. U. W.—LAKEVIEW LODGE NO. 111
Meets every second and fourth Thursday of each month. In Masonic Hall, Lakeview.

DEGREE OF HONOR—LAKESHORE LODGE
No. 77, D. of H., A. O. U. W., Meets 2d and 4th Thursdays of each month.

I. O. O. F.—LAKEVIEW LODGE, No. 111
I. O. O. F. meets every Saturday evening in Falls Hall, at 7:30 o'clock.

I. O. O. F.—LAKEVIEW ENCAMPMENT NO. 1
I. O. O. F. meets the 2nd and 4th Thursdays of each month in Odd Fellows Hall.

BEVERLY LODGE—LAKEVIEW LODGE, No. 2
I. O. O. F. meets the second and fourth Fridays of each month in Odd Fellows Hall.

J. E. S. ORIENTAL CHAPTER, NO. 4, LAKEVIEW, OREGON
Meets on Tuesday, 9th or before full moon and two weeks thereafter, in Masonic Hall at 7:30 o'clock.

PROFESSIONAL CARDS

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Lakeview, Oregon

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LAKEVIEW, OREGON

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LAKEVIEW OREGON

ROADMAKING WITH OIL

Method of Construction Valuable For Dirt and Macadam.

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.

The company expects to build a mile of good road near the State Agricultural 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 spent millions of dollars in building new roads. In few cases is any considerable sum spent on the roads to preserve them. Oiled roads are not 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 'run out' the hoof marks."

The city paid an average of 77 1/2 cents a barrel of forty-two gallons for

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.

The oiling was done the first days of October. The oil was not heated. The tank of 500 gallons would cover about 1,500 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.

One reason for building the road in the fall was to note the effect of freezing weather. The road was not seriously affected. It seemed that the coating of oil kept the underlying soil sufficiently dry to prevent serious heaving by frost.

Mr. Dickens ended the report by saying that the road is in good condition. Under his direction roads also were built near the Agricultural college in black loam; at Maple Hill, in the Mill creek valley, in soil known as "gumbo"; at Garden City, in "as bad a stretch of road as can be found anywhere," being of sand, which absorbed the oil in places to a depth of sixteen inches, and the race track at Manhattan, which was said to have been improved so much that a widely known trainer of horses, C. B. Michael, terms it a "first class training track."

The cost of the roads varied from \$25 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 placed by Mr. Dickens at \$600.

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 treated and asphalt added to make them useful in roadmaking.

With proper construction and the use of oil as a binder for dirt and macadam roads the farmers virtually may have asphalt roads past their homes, declare advocates of this method of road construction.—Kansas City Star.

GOOD ROADS IN SWEDEN.

Every Landowner Must Keep His Section of Highways Improved.

G. Zerkirist of Climax Springs, Mo., who is especially interested in the 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, village roads and private roads. The highways run between county seats, and the grades are limited to 2 1/2 per cent. The village roads cannot be in excess of a 4 per cent grade. The cost 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 can be opened until it is built to the proper grade.

"As to maintenance, every landowner must keep his section of the road properly improved. If he does not a government inspector orders the improvement at public expense, and if the landowner fails to pay the cost the government takes a sufficient amount of his personal property and sells it to satisfy the judgment.

"Every man must maintain his own roads in that country under government supervision. One provision of the government law in Sweden also is that the driver not allowed to ride up the hills on a loaded wagon if it is necessary to use a whip on his horse."

Road Improvement in Cuba.

One of the beneficial results of the American occupation of Cuba has been the establishment of an adequate system of roads and the beginning of construction. These roads are built primarily for the marketing of crops, but they are used extensively by automobiles as well. They are made uniformly thirty-four feet wide, with sixteen feet of macadam in the center. The surface finishing is placed on a foundation of ten inches of broken rock and they have no grades greater than 6 per cent. Bridges are of steel, culverts of concrete. Ditches are dug in the low places, and the roadway is generally elevated above the level of the contiguous land. The main road is complete from Havana to San Cristobal and from Pinar del Rio to Esperanza, besides numerous short branches.

Bills For Better Roads.

In the Iowa legislature two bills have been introduced in the interests of better roads. One provides for the doubling of the county road tax levy, for the development of the most important roads which radiate from the principal market town in each county. The other bill places a tax of \$5 on all automobiles under thirty horsepower and \$10 on thirty horsepower and over, the proceeds to go into the state good roads fund.

Good Road's Great Value.

A good road is a convenience and a necessity. It helps both the buyer and seller of farm produce. It is invaluable to farmer and merchant alike.

He Earned It.

One bleak winter morning a cold looking individual walked into a small cafe.

"Morning," he said cheerily, 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 frosted one called over his shoulder as he walked toward the door.

Into the street and around the corner he made his way and halted before a chair hitcher.

"The chair hitcher," says a business man, "is the greatest nuisance that an office man is compelled 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 lurch in your direction, and by the time he has fairly entered on his subject he has his feet on the rungs of your chair, his elbow on your desk and is dropping the ashes from his cigar on your coat sleeve. It would be just as easy for him to make his speech or preach his sermon three or four feet away, but he never learns that fact and damages his own cause by dragging his chair over your carpet and puffing his breath in your face.

"I know one office man in town who got so tired of having cigar ashes on his clothes and smoke poured into his face that he called a carpenter, took the rollers of one chair, placed it in 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 good. The first hitcher that came in was a big, strong 200 pounder, who began his talk and, growing earnest, 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 successful business man played with the quaint amulet suspended from his watch chain.

"You'd be surprised if you knew what a part superstition plays in business," he said. "I know two partners who are very lucky in their speculations. Well, they never made a single plunge without consulting a certain medium as to their chances of success.

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

"One of the most daring manipulators in stock has a fine floor sika spread as a rug on his study floor. In an expensive moment he once informed a friend that not only did he seek advice from clairvoyants and spiritualists, but when about to carry out one of his bold schemes he would lie on his rug and stroke the paw to get 'influence,' though why and how this plan works I don't know."—London Throne.

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Children Cry FOR FLETCHER'S CASTORIA

MISCELLANEOUS

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