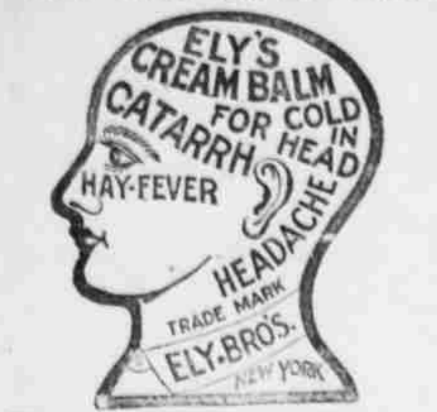


CATARRH



ELY'S CREAM BALM
Sure to Give Satisfaction.
GIVES RELIEF AT ONCE.

It cleanses, soothes, heals and protects the diseased membrane resulting from Catarrh and drives away a Cold in the Head quickly. Restores the Senses of Taste and Smell. Easy to use. Contains no injurious drugs. Applied into the nostrils and absorbed. Large Size, 50 cents at Drugists or by mail. Liquid Cream Balm for use in atomizers, 75 cents.

ELY BROTHERS, 56 Warren St., New York.

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Is the art of putting into another mind what is in your own.

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That we are prepared to give you.

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(better than Maple).

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503 Alder Street
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\$1,000 REWARD

The Oregon, California and Nevada Live Stock Protection Association, which the undersigned is a member will give \$1,000 reward for evidence leading to the rest and conviction of any party or parties stealing horses, cattle or mules belonging to any of its members.

In addition to the above, the undersigned offers on the same condition \$500 for all horses branded horse show bar on both or either of the above brands recorded in eight counties, Range Harvey Lake and Crook counties, horses "cut" when sold.

Note: but grown horses sold, and only in large quantities.
W. W. Brown, File Oregon

HOW WHITE SLAVE ESCAPED WITH FINE

Death of the Complaining Witness Weakens Prosecution's Case

Portland Telegram: Belle Marshall, indicted for taking Marie Reid from Seattle to Lakeview for immoral purposes, had cause to thank her lucky star when she faced Judge Wolverton of the federal court for sentence after pleading guilty to the accusation. She got off with a \$300 fine, instead of a long penitentiary term, as has been the rule for most other white slave traders who have faced the federal tribunal.

Death of the complaining witness Marie Reid, a friend of the accused, was the first ray of luck on the horizon of the entrapped slaver. Then her ability to prove that Marie Reid had loaned her money, and the insistent statement that she had merely sent the girl what was owed, instead of sending money for Marie Reid to buy a ticket into Oregon, was the next stroke of fortune.

Deputy United States Attorney McGuire recommended to the court that merely a fine be imposed. He said the government might have considerable difficulty in proving its case, in the event of trial, and for this cause the prosecution would consent to accept a fine, if the defendant would plead guilty. Judge Wolverton told the woman that in view of the doubt now created through inability of the complaining witness to testify, he would impose a fine of but \$300.

She paid this without difficulty and was given her freedom.

A Great Record

Figures compiled by the railroads show that during 1910 not a single passenger was killed on the Union Pacific, Southern Pacific or Southern Railway lines in Mexico, a total of 17,800 miles.

During that period there was carried on these lines an aggregate of 49,491,000 passengers, or, in other words, 3,003,000,000 passengers were carried on mile.

This is the result of the electric block signals and other safety devices, and is believed to have no parallel in the railroad world.

Toned It Down.
"King Edward," said an English visitor in New York, "hated snobbishness. To show how ridiculous snobbishness was he used often to tell about an alphabet book of his childhood.

"This book had alliterative sentences arranged under each letter, thus:
"Callous Caroline caused a cur-crue-ly."
"Henry hated the heat of heavy hats."
"Under the letter V came the facetious sentence:
"William Vikings wiped his vest."
"But the young prince's snobbish tutors thought this sentence too vulgar and low for their charge and accordingly they substituted for it the more refined and genteel line:
"Vincent Vining viewed a vacant villa."

Genius and Mediocrity.
Corneille did not speak correctly the language of which he was such a master. Descartes was silent in mixed society. Thymostoles, when asked to play on a lute, said, "I cannot fiddle, but I can make a little village into a great city." Addison was unable to converse in company. Virgil was heavy colloquy. La Fontaine was coarse and stupid when surrounded by men. The Countess of Pembroke had been often heard to say of Chaucer that his silence was more agreeable to her than his conversation. Socrates, celebrated for his written orations, was so timid that he never ventured to speak in public. Hayden said that he was unfit for company. Hence it has been remarked, "Mediocrity can talk; it is for genius to observe."

The Art of Carpentry.
How many common figurative expressions in our language are borrowed from the art of carpentry may be seen from the following sentences: "The lawyer who filed the bill, shayed the note, cut an acquaintance, split a hair, made an entry, got up a case, framed an indictment, impaneled a jury, put them into a box, nailed a witness, hammered a judge and tored a whole court, all in one day, has since laid down law and turned carpenter."

Contrary Human Nature.
"I suppose it is our natural contrariness which makes us do such paradoxical things."
"Such as what?"
"As makes us long for things when we are short."—Baltimore American.

Annoying.
First Angel—What is that spirit fussing about? Second Angel—She says her hatpins stick out beyond her halo.—Harper's Bazar.

Chamberlain's Stomach and Liver Tablets assist nature in driving all impurities out of the system, insuring a free and regular condition and restoring the organs of the body to health and strength. Sold by all good dealers.

EFFICIENT DIRT ROAD IMPLEMENT

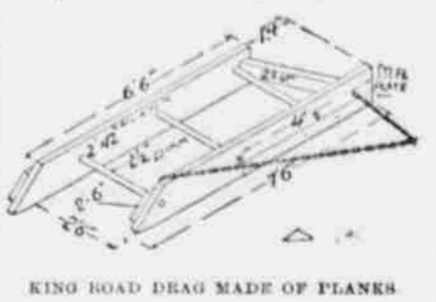
Construction and Methods of Using a Plank Drag.

WORKS BEST ON MOIST SOIL

Better Results Achieved by First Crowning Roadway With a Blade Grader—How to Operate the Machine Successfully.

How to construct and use one of the most useful and handy devices for improving earth roads is described in the Breeder's Gazette by Professor L. W. Chase of the Nebraska experiment station, who says:

The split log drag, or, as it is commonly called, the King drag, is with-



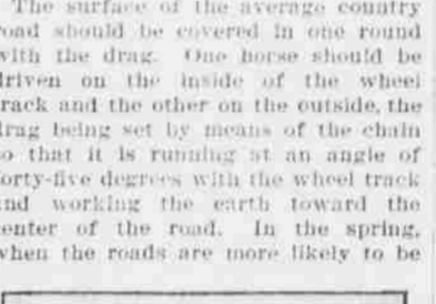
KING ROAD DRAG MADE OF PLANKS
out doubt the best implement for keeping roads in shape and in many instances is as efficient as any other implement in the construction of earth roads.

The King drag can be constructed of either a split log or a plank, but in Nebraska the plank is much easier to obtain than the log; hence this brief description pertains to the construction from planks.

Select a good yellow pine, ash or oak plank two inches thick, twelve inches wide and fourteen feet long. Cut this in two at an angle so that one edge of each piece is seven feet six inches long and the other edge is six feet six inches long. Spike to the back and along the center of each of these planks a two inch by six inch piece, which re-enforces the plan. Bore the holes for the cross stakes about twenty-six inches apart and four inches from each end with a two and one-half inch auger, using care to keep the auger perpendicular to the plank. The two inch by four inch brace at the front end should start from the middle of the rear plank and drop to the bottom part of the front plank. The blade, which is generally made of steel cutting steel, should be given the proper curvature by planing a wide, shaped strip between it and the plank. One end of the chain is fastened to a cross stake, and the other passes through a hole in the plank and is held in position by means of a pin.

The use of the drag is more satisfactory if the road has first been crowned with a blade grader, but whenever this is not convenient and the traffic is not too heavy the road may be gradually brought to a crown by means of the drag.

The surface of the average country road should be covered in one round with the drag. One horse should be driven on the inside of the wheel track and the other on the outside, the drag being set by means of the chain so that it is running at an angle of forty-five degrees with the wheel track and working the earth toward the center of the road. In the spring, when the roads are more likely to be



DIRT ROAD BEFORE DRAGGING.

rutty and soft, it is generally better to go over the road twice and in some places oftener.

The drag should be floored with boards which are separated by open spaces of sufficient width so that the dirt which falls over will rattle through, and yet they should be close enough so that the driver can move about upon the drag quite freely.

To insure the successful operation of the drag it is necessary for the driver to use careful judgment. Sometimes it is essential that the blade be held down so that the drag will cut roots and weeds, while at other times the front edge should not bear too heavily upon the surface, as it will dig out a soft place which would be better if left undisturbed. This regulation of the cutting edge can be accomplished by the driver moving back and forth or to the right and left on the drag.

If the road is to be crowned with the drag it is often well to plow a light furrow along the sides and work this loosened dirt to the center. On roads with heavy traffic the drag should be used much oftener and with more care than on roads with light traffic.

The distance from the drag at which the team is hitched affects the cutting. A long hitch permits the blade to cut deeper than a short hitch; likewise a heavy doubletree will cause the cut-

ting edge to settle deeper than a light one.

There are very few periods of the year when the use of the drag does not benefit the road, but it does the best work when the soil is moist and yet not too sticky. This is frequently within a half day's time after a rain. When the earth is in this state it works the best, and the effects of working it are fully as beneficial as at any other time. The Nebraska soils when mixed with water and thoroughly worked become remarkably tough and impervious to rain, and if compacted in this condition they become extremely hard. This action of the soil in becoming so hard and smooth not only helps to shed the water during a rain, but also greatly retards the formation of dust.

So much has been written and said pertaining to the great benefits from the use of the road drag that many people beginning the use of it become discouraged before they are well started. They should not feel thus, as it often takes a whole season for the road to become properly puddled and baked to withstand the rains and traffic. After a road has been worked with a drag only a short time it is not well to expect it to stand up to heavy traffic during a continued damp spell without being affected. However, it will take far heavier traffic than most earth roads receive to more than scuff up the surface. During the four years that the writer has observed the road shown in the illustrations only once has it ever become so soft that teams were not hauling a ton and a half of coal in each load over it. Even in the fall of 1909 teams were delivering 3,500 pounds of coal at a load to the university farm boiler house before the roads became frozen.

It is not well to consider the benefits from a good road as solely confined to heavy traffic, for there is no doubt that the time saved to light vehicles



THE SAME ROAD AFTER THREE YEARS' DRAGGING.

and the greater pleasure derived from their use over good roads far surpass the economy in heavy hauling. While driving over a well crowned, smooth road the team does not have to follow the usual rut, no slacking has to be made for irregularities in the surface, and it matters not whether one or two horses are being driven.

Calcium Chloride For Preventing Dust.

The Houston (Tex.) Post has the following discussion of dust preventive:

Second in importance only to the construction of good roads themselves is the solution of the dust problem. Automobile traffic has had a revolutionary effect upon road building and has taxed the utmost energies of road engineers throughout the world to cope with the new conditions which have arisen. The dust that is raised by a rapidly moving machine is disagreeable and annoying not only to other users of the highway as well as the occupants of automobiles following in the wake of the car ahead, but also the residents along the road. The only real and permanent solution of the problem is the construction of a binder that will not yield to the effects of automobile traffic. Oil and tar together with various other preparations have been tried out, and especially abroad, with only fair success. In most cases their application is expensive and their effects disagreeable. The greatest satisfaction from all standpoints has been obtained both in the United States and abroad from the use of calcium chloride. It is the cheapest of all binders, with the exception of water, and in some cases is much more economical than the latter when the cost of dust prevention for the whole season is taken into consideration. One of its greatest advantages is that it is clean and absolutely odorless. In fact, it seems to have been demonstrated that calcium chloride can be used with profit on frequently traveled highways.

Good Road Helpers.

Don't be jealous of the automobile owner, for if he doesn't happen to own land in your township he is paying taxes in some other place and thus contributes his share toward the making of better roads, and in many instances he is advancing money to aid in road construction. If a road is made better for an automobile it is also made better for a buggy with a load of eggs in the back end.

A Good Move.

It is a good idea to have a clean ditch at each side of the road before winter. The other day a farmer plowed a good furrow out of each ditch of the road alongside his farm, and he pulled the dirt over the grade with a road drag. It was a neat thing to do. The dirt put on the grade was not enough to make mud, but enough to open a clear track for the water into each ditch.

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School at 10 a. m. Preaching every Sunday at 10 a. m. and 7:30 p. m. Epworth League every Sunday evening at 6:45. Prayer Meeting Thurs. day at 7:30 p. m. On first meeting at 7:30 p. m. after every Wednesday at 1:30 p. m. everybody cordially invited to attend all services.
M. T. WIRE, Pastor.

FIRST BAPTIST CHURCH OF LAKEVIEW
Preaching service at 11 A. M. and 7:30 P. M. on 5th and 3rd Sts. Sunday School at 10 A. M. Junior Society at 2:30 P. M. Baptists Young People's Union at 6:30 P. M. every Sunday. Prayer Meeting at 7:30 P. M. Wednesday evening. Everybody invited to attend all services.
REV. H. SMITH, Pastor.

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and Benediction at 10 o'clock a. m. Sunday school after Benediction. Holy days Mass at 7:00 a. m.
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FIRST BAPTIST CHURCH OF GORSE LAKE
at New Pine Creek, Oregon. Preaching services at 11 A. M. and 7:30 P. M. on Sunday of every month. Sunday school at 10 A. M. Prayer service at 7:30 on Wednesday evening of each month. All are cordially invited to attend all services.
REV. L. E. HENDERSON.

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Lodge room at 10th and 4th. Thursday of each month. In Masonic Hall, Lakeview. Two Thousand, W. M.; W. Gantner, P. M.

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L. O. O. F.—LAKEVIEW ENCAMPMENT NO. 1
L. O. O. F. meets every Saturday evening in Odd Fellows Hall, at 7:00 o'clock, from October 1 to April 1, and at 8 o'clock from April 1 to September 30. H. B. Bennis, S. G.; J. P. Thompson, Sec'y.

A. O. G. F.—LAKEVIEW ENCAMPMENT NO. 1
L. O. O. F. meets the first and third Thursday evening of each month in Odd Fellows Hall, Lakeview, G. D. Arthur, G. P.; A. H. Zimmerman, Sec'y.

REBEKAH LODGE—LAKEVIEW LODGE NO. 22
L. O. O. F. meets the second and fourth Fridays of each month in Odd Fellows Hall, 10th and 4th Sts.; Blanche Bailey, Sec'y; Alice Bunting, Treasurer; Cora Green, Sec'y.

O. E. S. ORIENTAL CHAPTER, NO. 5, LAKEVIEW, OREGON
Meets on Tuesday, on or before full moon and two weeks thereafter, in Masonic Hall, at 7:30 o'clock. Visiting members are cordially invited.
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