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LAKE COUNTY ABSTRACT COMPANY

Incorporated.

A Complete Record

We have made an entire transcript of all Records in Lake County which in any way, affect Real Property in the county. We have a complete Record of every Mortgage and transfer ever made in Lake County, and ever Deed given.

Errors Found in Titles

In transcribing the records we have found numerous mortgages recorded in the Deed record and indexed; and many deeds are recorded in the Mortgage record and other books. Hundreds of mortgages and deeds are not indexed at all, and most difficult to trace up from the records.

We have notations of all these Errors.

Others cannot find them. We have put hundreds of dollars hunting up these errors, and we can fully guarantee our work.

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Lakeview, Oregon

Write for Booklet and Information

BUILDING OF GOOD ROADS

Suggestions For the Treatment of Rural Highways.

NO PATCHWORK WHATSOEVER

The Work to Be Done in Sections—A Mile Should Be Carefully Finished in Its Entirety—How the Roadway Ought to Be Cared For.

How good roads should be made and how they should be cared for is tersely described in the Iowa Homestead by an enthusiast, who says:

In the first place, there should be no patchwork roadmaking having for its object only to make one particular spot passable. Road work should be done in sections. For instance, a mile of road should be taken and completed in its entirety. Every inch of it should be made a good and safe road. I venture the assertion that not more than one mile of road in every ten is safe or free from some dangerous trap to cause trouble to careless drivers or those not given to close observation of the roadways. They should be made so that a child might safely drive over them.

Beginning, I would establish a reasonable grade so that no steep hills remain when the work is finished. I would make over the entire width of the road from fence to fence. I would make the actual roadway of usual width, with only rise enough in the center to shed rain. From the gutter at the side of this roadway I would make a smooth and even grade to the fence line. Then I would compel the property owners along the road to keep the roadside well set in grass and to mow and care for it just as they do their meadows. No deep, unsightly and dangerous gullies would be permitted, and the man who scraped a lot of grass, weeds, clods and trash into the center of the road should at once be condemned to penal servitude for life. Capital punishment would be too good for the one who scoured his plow in the road.

The road worker who plowed up a stretch of road late in the fall and left it to mellow up until spring should be banished to roadless Siberia. A plow has no place in any road that has once been properly made. The care of a road made according to my plan would be only that of going over it occasionally with a drag. The occasion for the use of the drag, however, should be from the viewpoint of the need of the road and not the convenience of the operator of the drag. No man would be permitted to drive a drag over a road unless he were a licensed graduate of a roadmaking school. A road drag is a dangerous thing (for the road) in the hands of a man who does not have sense enough to use it.

I would build a complete and effective drainage system to take care of the water that finds its way to the road—not a guesswork one, but one planned by a drainage engineer who knew how.

I would make culverts and bridges the width of the road. No small culverts should be built. They invariably fill up and remain a damage. A good, big concrete bridge is the safest and cheapest that can be made.

Flat Roads Versus Convex.

Flat roads, as opposed to those of convex section, are recommended in the London board of trade traffic report as tending to minimize the splashing of pavements with mud.

GOOD ROAD ITEMS.

Last year New Jersey spent more than \$1,000,000 in repairing roads.

Escambia county, Fla., is investigating the cost and advantages of shell roads.

Spain is planning a circuit highway 1,674 miles long, to cost \$1,440,000.

There is a movement on foot in Iowa to spend the hunters' license fund for road improvement.

Of the 2,100,000 miles of public road in the United States 44,000 miles rank as first class.

Williamson county, Tex., will spend \$200,000 in the construction of sixty miles of gravel road.

The Boys' Booster club of Iron county, Mo., has the honor of being the first company of good roads soldiers in Missouri.

Citizens of Franklinton, La., have asked for a per capita tax in their parish of \$1 on each male between sixteen and fifty for good roads.

The Automobile Club of Indiana is offering \$300 in cash prizes to the road supervisors who make the best showing in keeping up their roads.

White sulphite waste, a by-product in the manufacture of wood pulp, is being used in parts of New York to make a road surface. The experiment is being watched with interest.

STATE CONTROL OF ROADS.

Why a Kansas County's Surveyor Favors a Uniform System.

The state control of roads in order to bring about uniformity and eliminate the offices that have to do with road building is advocated by J. M. Lindsay, county surveyor of Wyandotte county, Kan. Mr. Lindsay would abolish the office of county engineer and have a resident state engineer appointed either by the state highway engineer or a good roads commission.

As a continuation of the plan the township road overseer would be under the control of the resident engineer, and the result, Mr. Lindsay says, would be a uniformity of roads and bridges.

"Suppose," Mr. Lindsay said, "that the county commissioners of one county should erect a concrete bridge and on the same road in the next county a cheap 'tin' affair is erected. In a few years the cheap bridge may wear out, and a heavily loaded wagon or a thrashing machine would be compelled to go around it. Under state control this condition would not arise, as the plans for bridges would be more or less uniform. Not that all bridges would necessarily be concrete, but the capacity and condition of every bridge in the state would be known by every resident engineer. If the survey of every county road were made in conformity with roads in adjoining counties the ultimate result would be a road straight across the state at no unusual cost.

"This would be the case if surveys for all generally traveled roads were filed in the office of the state highway engineer or with a good roads commission. Then, too, the 'road boss' who insists upon his own ideas of road building, whether they are right or wrong would be eliminated. He would be under the direction of a competent engineer, and his bit of road would receive the same attention as any other road in the state."

Mr. Lindsay is one of the three members of a committee appointed by the Kansas Engineering society to procure the passage of good roads laws in the Kansas legislature next winter. He is endeavoring to get the support of the society for state control of highways.

DRAGGING ROADS WITH AUTOS

How Six Machines Helped to Make Two Miles Smooth and Hard.

The Muskogee (Okla.) Motor club is improving the roads in Muskogee county. This club is composed of fifty motorists. The members have bought fifty split log drags and are using them on the roads leading out of Muskogee. The first trial was made a short time ago and proved a great success.

A stretch of road two miles long leading out of one of the city's principal thoroughfares was selected. When the ground was in the right condition the six split log drags were attached to the rear axles of six machines, and the 1 1/2 inches of mud were thoroughly dragged. The result is that they are as smooth and hard as could be desired. It took the motorists about a quarter of a day to do the work.

This work is to be extended. The fifty members of the club are to be divided into squads of six each. Each squad is to be given a division of road to improve. More drags will be made.

The material in a drag of this kind costs \$4.50 if bought at a lumber yard and hardware store, but any farmer can make one with ordinary tools for practically nothing by using split logs, as the name of the drag suggests.

Women For Good Roads.

In one of those cities where the women have actively taken up the work of civic improvement the woman's club has created a department of good roads and has appointed a committee to have charge. This is the first action of the kind that we have noticed. The local newspaper says that "this committee has not been asked to work the roads, but it surely will be able to work the men who control them, to judge by the success of the efforts of the women in the past for improvements of advantage to the city." And therein is stated the secret of the value of such an undertaking on the part of these women. If the men won't build good roads the women can make them. Southern Good Roads begs leave to acknowledge itself a firm and unwavering constituent of this club of progressive ladies who not only enjoy books and original articles on current topics, refreshments and social pleasures connected with the usual feminine club, but also incorporate into their realm of activity such a laudable work as furthering the good roads movement.

Oil Versus Water as a Dust Preventive.

The superintendent of parks in Kansas City found that in one year a saving of 34 per cent was effected by using oil instead of water as a preventive of dust. Sprinkling would have cost for that year \$16,207.32. Oiling cost \$10,671.44. The superintendent said that occasional light applications of oil during the season improved the wearing surface of the driveways. The damage to the wearing surface comes largely from attrition of the grit or dust on the roadway, and oil, he pointed out, compacts the grit or dust, thus checking deterioration at once and preventing the damage that comes from automobile travel.

How to Get Good Roads.

Get together, agree on a policy, select representatives to put that policy into effect, and you will have good roads.

Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of *Chas. H. Fletcher* and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but Experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It is Pleasant. It contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. It cures Diarrhoea and Wind Colic. It relieves Teething Troubles, cures Constipation and Flatulency. It assimilates the Food, regulates the Stomach and Bowels, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Choice Beef, Mutton, Pork, Veal, Etc., Etc.

Try our Sausages and Cured Meats

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