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S. P. Co's Trains leave Reno as follows:

No. 23 leaves Reno for San Francisco at	7:30 p. m.
No. 3 leaves Reno for San Francisco at	2:45 a. m.
No. 4 leaves Reno for the East at	8:45 p. m.
No. 2 leaves Reno for the East at	9:50 p. m.

LOW ROUND TRIP RATES to the EAST

The SOUTHERN PACIFIC CO.

WILL SELL ROUND TRIP TICKETS FROM POINTS
IN NEVADA ON

May 16, 17, 18, 19, 22, 23, 24, 25, 27, 28, 29, 31
June 1, 2, 5, 6, 7, 8, 9, 10, 14, 15, 16, 17, 23, 24, 28, 29, 30
July 1, 2, 3, 4, 5, 6, 19, 20, 26, 27, 28
August 3, 4, 5, 14, 15, 16, 17, 21, 22, 23, 28, 29, 30
September 1, 2, 3, 4, 6, 7
October 12, 13, 14 to Denver, Col. Springs & Pueblo

RETURN LIMIT, OCTOBER 31, 1911

THE ROUND TRIP RATES WILL BE AS FOLLOWS:

Atchison, Kas.....	\$ 55.00	Montreal, P. Q.....	\$103.50
Baltimore, Md.....	102.50	New Orleans, La.....	65.00
Boston, Mass.....	105.50	New York, N. Y.....	103.50
Chicago, Ill.....	67.50	Omaha, Neb.....	55.00
Colorado Springs, Col.	50.00	Philadelphia, Pa.....	103.50
Dallas, Texas.....	55.00	Portland, Maine.....	108.50
Denver, Colo.....	50.00	Pueblo, Colo.....	50.00
Duluth, Minn.....	74.50	Quebec, P. Q.....	111.50
Houston, Tex.....	55.00	St. Joseph, Mo.....	55.00
Kansas City, Mo.....	55.00	St. Louis, Mo.....	65.00
Leavenworth, Kas.....	55.00	St. Paul, Minn.....	68.50
Memphis, Tenn.....	65.00	Toronto, Ont.....	90.70
Minneapolis, Minn.....	68.50	Washington, D. C.....	102.50

Tickets good returning up to and including October 31st, stopovers within fifteen days may be used on going trip. Returning stop may be made as long as one desires up to October 31st.

Figures compiled by the railroads show that during 1910 not a single passenger was killed on the Union Pacific, Southern Pacific or Southern Pacific 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, 3,000,000,000 passengers were carried one mile.

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

Write or Call on any Agent, or

District Freight and Passenger Agent, Reno, Nev.

GRAVEL ROAD CONSTRUCTION

Two Economical Methods Described by an Expert.

VERY LITTLE SAND NEEDED.

Screened Gravel is the Most Suitable Material to Use—Winter Treatment Considered the Cheaper—Advice on the Mending of Highways.

Representative William W. Cocks of Long Island, who has built several gravel roads and has found them very satisfactory, tells how they can be constructed economically.

"To the minds of most people," he says, "when we speak of a gravel road comes the idea of coarse sand, such as they have seen dumped on the road from time to time and frequently in such quantities that it did not mix properly with the loam, and hence there was a soft, sandy road, which is the worst road in the world for hauling heavy loads over. What I mean by a gravel road is screened gravel or gravel that may be found in some banks that would be suitable for road construction without screening, but it should not contain over 10 per cent of sand in most instances unless one were to use a very thin coat and over a road that was of very deep loam, when it would be well enough to allow a little larger percentage of sand, but otherwise I prefer it to carry as little sand as possible.

"There are two methods in which this kind of road could be constructed. One is by the formation of a trench, treating it very much as we do a road for macadam and then putting in the gravel about eight inches deep mixed with a little loam or clay, and I believe that now it would be wise to put some tar on the top course. In the construction of this road I would lay it in two courses, provided I were going to use tar in the upper course. There would be some difficulty in getting a gravel road to pack if it were laid in eight inches thick, and it should be done in the winter time unless one



USEFUL IMPLEMENT FOR EARTH ROADS.

crusher, and its weight is such that it can be nicely handled with an ordinary farm team. There are certain roads which require a good deal of whipping into shape before they become good dirt roads. This work can be done by a split log drag if time is taken for it. It can be done more readily by the combination implement herewith illustrated, as will be shown on a trial.

As this implement has a value in the field that is equalled by that on the road, it may be considered a distinct improvement over both the ordinary split log drag and the harrow. The drawing is sufficiently plain to show the method of construction, and the cost for the iron attachments for holding the teeth need not be great. The teeth, of course, can be set in a wooden frame, though they are less satisfactory so because less readily adjustable. This implement has been used on the farm where it was made for a number of years and has been found equally effective in the field and on the road.



A GRAVEL ROAD.

(From Good Roads Magazine, New York.)

expects to haul a good deal of water and use a roller. By far the most economical way to build a gravel road is to spread about two inches on the ordinary surface of a road that has been previously cleared of all dead and worn out material that would never pack again and then plow the road and put the gravel on about three or four inches deep and just allow the traffic to work it in and have a man continuously along the road for two or three weeks with a rake to fill in the ruts and pick out any of the too large gravel stones, as the top surface should contain no stones larger than a hickory nut.

"Another method of constructing this road which would be still more economical would be to spread the gravel on in November or December. Spread it over the road about two or three inches deep and repeat during the winter as the traffic works it into the mud. I am assuming now that we have a road that would get muddy in the winter time and one that would have a clay or loam bottom or a large percentage of loam. If we are to deal with a sandy road it will be necessary to put a considerable percentage of clay or loam with the sand prior to the spreading of the gravel. I have built quite a number of pieces of road in this manner, by putting the gravel on during the winter, and they have been very satisfactory.

"One of the greatest difficulties with a great many people in mending roads, in my judgment, is that they endeavor to patch up the road instead of plowing it up and letting the whole mass settle at once. Some people have an idea that traffic will make a road level. Traffic will mask down some lumps and some of the coarse gravel, but if the material is not evenly spread or the road not properly graded when it is constructed it will grow worse—that is, more uneven—as time goes on. It is time well spent in the grading of a new road to go over it innumerable times with a road machine in order that the grade may be made perfect in the beginning, and I know of a great many roads in Nassau and Suffolk counties, New York, now which, if they could be plowed up and have a little sand put in some places and a little loam in others, then be thoroughly graded with a road machine and have a little gravel added during the winter, would be good all the year round for wagons or automobiles, and if they were oiled they could be rendered just as dust proof as a macadam road."

HANDY ROAD TOOL.

Combination Device For Whipping Dirt Highways into Shape.

We recently visited a model farm, and one of the most attractive features about it was the condition in which the roads, both on the farm and the adjacent highway, were kept by use of the split log drag. This is a matter of real economy, as well as of good looks. A visit to another farm showed a modified device which we had never seen used elsewhere and which is the invention of the owner, says a writer in the Kansas Farmer. It is so effective that a drawing of it is shown herewith. It is really a combination of harrow and split log drag. The harrow teeth are attached in such a manner that they can be let down and the implement used as a harrow only, or the teeth can be raised and the implement used as a drag only. If the teeth are set level with the bottom of the drag it forms an excellent clod

A DEED OF DARING.

Twenty-seven Lives Saved by One Man in a Shipwreck.

A historic case of daring and endurance rarely equaled in life saving annals was that of the rescue of twenty-seven souls by one man in 1867. The fishing schooner Sea Clipper was driven by the tempest against a reef near the Spotted Islands on that coast and speedily went to pieces. Captain William Jackman, in charge of a fishing crew at these islands, had wandered in a direction he had never been before as if by inspiration and suddenly saw the whole tragedy enacted before his eyes. Hurrying his one companion back to the fishing station to summon help, he plunged into the howling swirl himself and eleven times swam to the ship. Each time he took back a human being to safety, battling splendidly against wind and tide.

Then help arrived, but no means was available of communicating with the vessel, so Jackman fastened a rope around his waist and made fifteen more trips, returning with a castaway on each occasion. It was then discovered that a woman had been overlooked and left on board, and the belief was expressed that she was dead, but he declared that he would not leave her there, living or dead. Accordingly he plunged into the surf again and soon bore the hapless creature to the shore, where, divesting himself of his flannels, he wrapped her round her, as she was almost at death's door. She expired a few hours later, but lived long enough to thank her preserver for his noble efforts in her behalf.—Wide World Magazine.

BROUGHT UP HOT WATER.

The Friction of the Boat Made the Ocean Almost Boil.

The steamship was speeding over seas with a record breaking list of passengers when one of the gay, young and inquiring girls who are found on every trip skipped up to the captain and asked:

"Captain, are we really going fast? It seems as if we were just crawling."

"Fast," answered the captain gruffly, "of course we're going fast. With nothing to see but water and sky you can't judge our speed, but, my dear young lady, the friction of the boat is so great it makes the water hot aft."

"I don't believe it," giggled the girl, and the captain, with a great show of indignation, called for a rope and bucket to prove his words. These brought, he swung the pall down aft of the vessel directly under the draught of the galley, where hot water runs all day, and brought it up smoking, to the astonishment of the awestruck girl.

A long, lean Yankee who had been watching the performance then came forward and drawled, "Say, cap, that must make your change your course mighty often."

"Change my course?" blustered the captain. "What would I change my course for?"

"Well," said the Yankee slowly, "you darn much friction as that must wear the ocean out mighty quick."—Philadelphia Times.

KEEP OUT OF RUTS.

In That Way Motorists Will Make Highways Better.

Few problems with which the motorist has to cope have proved more refractory than that of improving the roads. It is so unwieldy a situation to handle and its ramifications extend into such a multitude of tangles in the field of legislation and of public sentiment that progress has now been slow indeed. None the less it is possible for each automobile owner here and now to give practical assistance to the movement if he only will.

Those who have carefully studied the road maintenance problem find that one of their chief difficulties arises from the fact that traffic inevitably finds its way into a pair of ruts. Each succeeding vehicle digs deeper, and so the operation continues until there is only one part of the road which can be traveled with comfort.

Suppose that each vehicle should seek a new path. What would be the result? A smooth, firmly packed surface, in practically as good condition as if a steam roller were in constant operation. Now is the time when a policy of avoiding the ruts can best be made effective.

His Bad Dream.

Truly oriental was the defense put forward by a prisoner at Alipore. Charged with stealing a Hindu idol with its ornaments, he stated that the goddess told him in a dream the night before that, as she was not properly worshipped by the Hindu priest, she would be better taken care of by him, a Mohammedan, and that unless he took charge of her worship she would in her wrath destroy his whole family. The magistrate, however, was not satisfied with the story and sentenced the accused to two months' rigorous imprisonment and to pay a fine.—Bombay Gazette.

When the Loss Was Felt.

Wife (on returning home after a long visit)—Have you noticed that my husband missed me much while I was away, Mary? Maid—Well, mum, I didn't notice that he felt your absence much at first, but this last day or two he has certainly seemed very down-hearted, mum.

He Promised.

Sutton—No, can't spare the money very well, but I'll lend it to you if you promise not to keep it too long. Gay-boy—I'll undertake to spend every penny of it before tomorrow.—Washingtonian.

Feeding the Fish.

Disgusted Fisherman (emptying his bait into the stream)—Hanged if I'll wait on you any longer! Here, help yourselves.—Life.

Sorrow is an evil with many feet.

Simonides.

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