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The Oregon Cattle Raisers and Horse Raisers Association, which the state legislature has just passed, offers a reward for evidence leading to the arrest and conviction of any party who purloins the horses, cattle or swine belonging to any of its members.

In addition to the above, the undersigned offers on the same condition \$1,000 for all horses branded here for on both or either of the brands recorded in eight counties: Harney, Lake and Crook counties. Horses branded when sold.

None but grown horses sold, and only in large number.

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But two dental offices in town.

For further information, call or address the **LAKE COUNTY EXAMINER** Lakeview, Oregon

GIVES OPINION ON AUTOMOBILE LAW

An important rendering of the law on the matter of automobile registration has been made by Assistant Attorney General I. H. Van Winkle, at the request of Secretary of State Clell and in reply to a letter of inquiry from Lewis I. Thomson of Portland.

The opinion in full is as follows: Answering your inquiry of recent date upon the question raised by Lewis I. Thomson as to whether registration of motor vehicles includes a re-assignment of numbers, or in other words, a change of number upon re-registration as provided in section 7, chapter 174, laws of 1911. I would call your attention to the language of said section as follows: "All registrations under this act shall expire on December 31st of each year and shall be renewed annually in the same manner and upon the payment of the same fee provided in this act for original registration, such renewal to take effect on the 1st day of January of each year."

Special attention is called to the clause providing that registrations shall be renewed annually in the same manner as provided in the act of the first registration.

Referring to section 5 which provides for the assignment of numbers and the issuance of number plates. I quote as follows: "Upon the filing of such application and the payment of the license fee herein provided for, the secretary of state shall assign to the motor vehicle a distinctive duplicate number, and without expense to the applicant issue and deliver to the owner two numbers plates, rear and front, as described in this act."

You can notice that said provision does not provide for any recognition of numbers already assigned for the former year, but requires that the secretary of state shall designate a number for each vehicle. Of course for the first registration there could be no number already assigned, and the assignment by the secretary of state would be no original assignment, but section 7, providing for re-registration, provides that it shall be effected in the same manner; that the same kind of application shall be made, the same fee paid and the secretary shall perform the same duties, to wit: Assign a number for each vehicle and issue to its owner duplicate number plates.

The same provision is contained in

sections 13 and 14 as to the registration of chauffeurs. The objection that number assigned to any motor vehicle is painted on the lamps of course does not apply in the case of registered chauffeurs, but the legislature has employed the same language which goes to support the construction, that the matter of reprinting the numbers on the lamps was not considered by the legislature.

If the same numbers could be designated to motor vehicles when they are re-registered as those already designated to them for the previous year, no doubt this would be a great convenience to the owners of such vehicles. I am not informed however if this would be possible in the transaction of your business, but I am of opinion that it is not required by the statute.

is no quarrel between them and the railroads and that they have more interest in the railroad facilities and in good railroads than they have in almost any other property that they don't directly own, and certainly as much interest as they have in good county roads and highways.

"It is also becoming well known that you can't have railroads and good railroads in this section unless you pour money into them. Money for this purpose is not to be gotten unless it is properly protected.

"However, I am not losing sleep over this problem. I have unlimited faith in the common sense and justice of the people. Some times they are a little slow in grasping these different problems, but they'll grasp them sooner or later.

WANTS REAL FACTS ON OREGON LANDS

A letter received by the Portland Commercial Club from a man in one of the large cities on the Atlantic coast tells of millions of people back there who would be more than glad to put their earnings in Oregon lands if they knew positively that it could be done with some assurance that they would get their money's worth.

The writer does not fear that Oregon has not land as productive as set forth in the advertising literature, but he holds that wild cat schemes that crop out now and then have created the opinion that land companies in general are not to be depended upon.

"Do you know that collectively we eastern people have been skinned so often that we are beginning to look upon every land company as a gang of thieves?" asks the writer plainly.

"But, do you know that there are a million people like myself who stand ready to put in \$10 to \$20 a month in stump land or any old land, provided they can be certain that the company is reliable and that the land, when they are through having for it, will be worth as much or more than they paid for the same?"

"Don't you think that a tip from you to some of the companies to let up a little on the 'big red apple' and the 'grand cherries' and bear down a little harder on their own reliability and the real intrinsic value of the land, would be productive of results?"

"We fellows that were raised on a farm know that farming means hard work. It means more than that now, it means constant study and the application of scientific methods, but we ain't afraid of that. That part of it don't worry us if we have a foundation to begin on. But we do want a foundation; we want land, real land, not a swamp or gravel bank. The fellow that advertises about the big red apples and the cherries, the tons of alfalfa and war loads of wheat we know all about that; we know that a man gets out of farming just what he puts into it, no more and no less.

"I was raised on a farm and my wife is a farmers daughter, and if I can buy some land, provided it is real land, on an ocean, lake or river, and pay for it in monthly installments as stated above, I would like to do so, and there are lots of men up and down this railroad just like me."

ing seventeen and a half miles per gallon instead of fifteen miles, as by his previous driving practice."

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E. T. SPENCE

DEVELOPMENT UP TO LAND OWNERS

After announcing the intention of the Harriman interests to build an east and west line across Central Oregon, providing landowners do not hold their property at figures that will prevent the state from securing desirable settlers, Judge Robert S. Lovett, chairman of the board of directors of all the Harriman roads, predicts the dawn of a bright era of relationship between the people and the railroads.

The east and west line across Central Oregon is receiving more serious consideration from Mr. Lovett and his associates right now than at any time since the death of Mr. Harriman.

The cross-state line will connect with the Oregon Short Line at Vale on the east, and will pass through Malheur canon, the rights of way for which recently were secured by the Harriman interests by an agreement with the Hill roads, who had some claims in that section, Judge Lovett said last night that whether this road will connect with the O. W. R. & N. system at Bend, as had been reported, has not been determined.

"The development of the railroads and development of the country by the railroads," he continued, "rests with the people."

"If the railroads are treated justly, fairly, they can develop. If they are treated unjustly and unfairly and are hounded by unfair laws and unequal advantages under the law, then they can't develop.

"My own opinion is that the people are awakening to the fact that there

TIP FROM ABROAD ON SAVING "GAS"

Some interesting suggestions regarding gasoline economy are made in a recent issue of the Car, an English publication.

"First of all," says the Car, "give the carburetor plenty of air. In nine cases out of ten the mixture used is unnecessarily hot after the motor is once warmed. When running down hills, either take the clutch out and throttle the engine to dead slow, or shut the throttle off altogether and let the engine brake against the compression whenever possible. In this case there should be an air inlet upon the induction pipe, to be opened to prevent the formation of partial vacuums in the combustion chambers and the resulting flooding thereof with lubricating oil. Or else the gear can be put into the neutral position and the engine stopped—that is if it starts easily off the switch on every down grade.

Much fuel may be saved by keeping pace down to the most economical speed, which for ordinary cars, is generally about twenty to twenty five miles an hour on the top gear, as above this speed the wind resistance comes in as an important factor in adding to the work to be done by the engine and puts up the fuel consumption at once. Lastly, there must not be any racing of the engine on hills on any speed, and the engine must not be left working when any stop over a half minute is necessary. In a month's running of about 1,000 miles, the writer has been able to save about nine gallons of gasoline by following these precedents mak-

ing seventeen and a half miles per gallon instead of fifteen miles, as by his previous driving practice."

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