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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.

J. D. VENATOR, - - - Manager.

ALFALFA FARMING IS COMMENDED

"Alfalfa will grow well on most of the well-drained soils along the coast, particularly the sandy loam soils," says Dr. James Whithycombe, director of the experiment station of the Oregon Agricultural College in replying to a recent inquiry from Eugene asking whether alfalfa will grow on the bottom ground along streams of the coast range mountains where soil conditions are the same as on Lower Siuslaw river, Lake Creek, Dead Wood, Ten Mile, and Yaquina. "The great trouble is that it comes at a time when it is ready for hay before the season is favorable for cutting," Dr. Whithycombe continues. "Again, in the coast region it is somewhat dangerous to feed alfalfa green on account of so much moisture. I think clover would be the better forage crop, for pasture and hay, in this section. Alfalfa would be excellent in this section for a soiling crop, cutting it and, after it has slightly wilted, feeding it to the cows. It will furnish green succulent feed from May until November."

In response to further query as to the advisability of keeping the cows in a lot and feeding them kale and mangels when there is plenty of good pasture, soiling would not pay; but where the pasture is fairly good it will pay to establish a partial soiling system, feeding some green cut clover or alfalfa at night and morning as a supplement to the pasture."

Being asked if it would pay to put a shovel full of manure in each hill in the corn field at seeding when the land is run down, he replies, "The better plan in growing corn is to put on ten or twenty loads of barn yard manure to the acre and plow it under. It is not a good plan to apply the fertilizer directly to the hill, as the roots of the plant occupy the whole surface of the ground."

Mint May Close

The predicted closing of the San Francisco Mint is now close to a reality. The sub-committee, which has charge of this branch of the Government's activities, has proposed, under the cloak of economy, to put down the appropriation for the Mint, so that it will be forced to shut down, become an assay office and a little more. This

is the news which comes from Washington, D. C. It is interesting in that it perfectly substantiates the charges made by Harold French, who, a few weeks ago, made this very statement and was roundly hooted for it by the San Francisco Federal officials.

Superintendent Edward Sweeney of the Mint is cautious about admitting the truth of this story from Washington. He confesses that his request for a \$220,800 appropriation is encountering stumbling blocks. He says that, through "semi-official" sources, he has learned that the original figure has been cut down to a much smaller amount—a figure on which it will be impossible to conduct Uncle Sam's plant, as it is said that Sweeney had his own estimates down to "bedrock" beyond which it was impossible to do without dispensing with the plant entirely.

The Co-Operative State

I see a world where thrones have crumbled and where kings are dust, the aristocracy of idleness has perished from the earth.

I see a world without a slave. Man at last is free. Nature's forces have by science been enslaved. Lightning and light, wind and wave, frost and flame, and all the secret subtle powers of earth and air are the tireless toilers for the human race.

I see a world at peace adorned with every form of art, with music's myriad voices thrilled, while lins are rich with words of love and truth—a world in which no exile sighs, no prisoner mourns; a world on which the gibbet's shadow never falls; a world where labor rears its full reward; where work and worth go hand in hand; where the poor girl is trying to win bread with the needle—the needle, that has been called "the ass for the breast of the poor"—is not driven to the desperate choice of crime or death, of suicide or shame.

I see a world without the beggar's outstretched palm, the miser's heartless, stony stare, the miser's wail of want, the livid lips of lives, the cruel eyes of scorn.

I see a race without disease of flesh or brain—shapely and fair, the married harmony of form and function—and, as I look, life lengthens, joy deepens, love canopies the earth; and over all in the great dome shines the eternal star of human hope.—Robert G. Ingersoll.

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BLOCK SIGNAL SYSTEM
INSURES ALL POSSIBLE SAFETY

Record of Union - Southern Pacific in 1910

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 17,700 miles.

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

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|--------|------------|----------|----------------------|----------|
| No. 23 | Leave RENO | 7:45 pm | Arrive San Francisco | 7:30 am |
| " 9 | " | 12:50 am | " | 10:10 am |
| " 3 | " | 1:42 am | " | 2:50 pm |
| " 1 | " | 4:05 am | " | 2:10 pm |
| " 5 | " | 9:02 am | " | 8:30 pm |

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Coalfax Marysville Stockton Bakersfield AND
Auburn Sacramento San Jose Los Angeles Points

ALL TRAINS CARRY PASSENGERS

Sleeping Car on TRAIN 9 stands in front of the RENO Depot and may be occupied any time after 9 pm daily

6 Daily Trains East

| | | | | |
|--------|------------|----------|--------------|----------|
| No. 2 | Leave RENO | 8:30 pm | Arrive Ogden | 11:50 am |
| " 4 | " | 9:40 pm | " | 4:35 pm |
| " 6 | " | 8:20 am | " | 5:20 am |
| " 10 | " | 10:00 am | " | 5:30 am |
| Motor | " | 1:00 pm | Fallon | 4:00 pm |
| No. 24 | " | 9:45 pm | Goldfield | 9:30 am |

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WE HAVE ARRANGED TO PLACE A STANDARD PULLMAN SLEEPER, DAILY, IN FRONT OF OUR DEPOT AT RENO WHICH IS PICKED UP BY THE FAST MAIL TRAIN (No. 9) BUT MAY BE OCCUPIED BY PASSENGERS ANY TIME AFTER 9 P. M. Thus giving opportunity for a lay over of SIX HOURS to those desiring to spend a little time in RENO. THOSE WISHING A CLOSE CONNECTION MAY DEPART ON TRAIN No. 23, AT 7:45 P. M. IT SHOULD BE REMEMBERED ALSO THAT TWO FIRST CLASS TRANS-CONTINENTAL PASSENGER TRAINS EAST BOUND, PASS RENO AFTER THE ARRIVAL OF N.-C.-O. TRAIN, AND BEFORE 9:40 P. M.

For Reservations or Information as to Rates, Passenger or Freight, Apply to N.-C.-O. RY. Agents; or to

J. M. FULTON, District Freight and Passenger Agent :: :: :: :: :: RENO, NEVADA