

PATRONIZE HOME BUSINESS IS ADVICE OF OUTSIDER

Visitor Says It Is a Poor Way to Develop a Country By Sending Your Money Out Of It---Urges the Burning of All Mail Order Catalogs

There recently appeared in the Culver Tribune a communication from "A Visitor" which so completely hits the nail on the head as to conditions in Central Oregon that it is printed below in full.

Before going further I wish to state that personally I am a disinterested party in the welfare of your community. I have been in your little town as rather a silent visitor for nearly two weeks. In fact I've been in every town in Central Oregon, and note the conditions quite the same. However, as this particular portion of the country appeals to me very strongly from a standpoint of future prosperity, I take this opportunity of putting forth facts as seen by a representative of prospective investors and business men.

In the first place the lack of co-operation between the farmer and the business man is quite noticeable, plain to be seen. And I venture to say that business men are only too willing to adjust those matters. For, the business man wants the business, the more business he gets the more complete will be his stock, the better prices he can give and in every way give his trade better service. As I look about your little town I notice your stores are not doing the business they should do, their stocks are incomplete and their stores not up-to-date. They are afraid to branch out simply because of past and present experiences, and because the people will not do by the merchants as the merchant do by them.

Every day since I have been in your city, I noticed load after load of merchandise of all kinds being taken away from the freight house by the farmer patrons of the catalogue houses.

That is a question often discussed—discussed from a standpoint of inferior goods, cash in advance and numer-

ous errors which occur daily though mail orders, and mistakes such as if were made through your merchant you would compel him to rectify regardless of the inconveniences.

But from a standpoint more serious than the above mentioned is a fact that has been fathomed and considered to be universally true, that it is a poor way to develop a country by sending your money out of it.

Can you not recall some place in your travels where things were flourishing on a good, sound basis, where the little town seemed full of life, and no doubt you have recalled the time and the place and remarked that that town was a good place and lots of business was being done. Why was it? If you had investigated you would have found that the people who depend on the town and the people who made their money in the surrounding country patronized home industries. In return the merchant and others: the town and people who made their money in the surrounding country patronized home industries. In return the merchant and the enterprises by results of that co-operation were able to improve the town, induce through their commercial organization, different business enterprises to locate in the town, establishing markets for the farmer's commodities. Those were the conditions that caused the good times caused money to circulate and every ambitious man to prosper. They spent their money at home.

How about it Mr. Reader? Are you one of the many who go to your merchant with a plea of insufficient funds to carry you through to your next pay day and as for credit? Are you one of the many who, after securing such accommodation are thoughtless enough that when your pay day does come you send what you have left above your

indebtedness to a catalog house for another year's supplies?

Did you overlook the fact that the merchant who so graciously extended you the courtesy of credit was entitled to be shown some appreciation? It isn't the standstill account that makes the merchant thrive, it's the cash down. But when he has been good enough to help you to a position when you have money by allowing you his money to work on, should you not in return help the man who has befriended you?

You may wonder why I take the time to write this article since I am a disinterested party. I have been impressed more forcibly by these conditions in Central Oregon than in any other part of my travels. Perhaps it is a habit of the people to order their supplies from catalog houses on account of not having a railroad heretofore, hence no stores to speak of. But you have those things now, merchants who are trying to serve you and build up your town. Hence take that collection of catalogues from your parlor table and don't help build up Chicago or any other place but the one you are interested in and is interested in you.

I was around the other day, I happened upon a bunch of small boys in your town, and by way of something to say I asked who they thought our next president would be. It was then I learned that a new candidate was in the field. One little fellow said he thought Sears & Roebuck would be our next president. Wonder where he got the idea. Fireside topic at home perhaps.

I don't know that I'll ever be called upon again to investigate this territory regarding the advisability of certain enterprises, but I hope that these few words will cause you to consider your position, cause you to cooperate, pull together so that the next person sent here to investigate can truthfully report flourishing towns and country, where the farmer, the business man and the laborer go hand in hand and wear the smile that won't come off. It can be done. Capital is not looking for a dead place. It does not have to. It is looking for a community of real live people who will, with the aid of capital, progress, if there isn't business enough to support what stores you have you can't expect more to come. Wake up.

A VISITOR.

Ranch for sale—160 acres on Camas Prairie, 1500 cords wood; good shearing corral; large house, barn and out buildings. Address Anna McDaniel, Lakeview, Oregon. A29

BETTER ROADS.

Better roads mean progress and prosperity, a benefit to the people who live in towns, an advantage to the people who live in the country, and they will help every section of our vast domain. Good roads, like good streets, make habitation along them most desirable. They enhance the value of farm lands, facilitate transportation and add untold wealth to the producers and consumers of the country; they are the milestones marking the advance of civilization; they economize time, give labor a lift and make millions in money; they save wear and tear and worry and waste; they beautify the country, bring it in touch with the city; they aid the social and the religious and the educational and the industrial progress of the people; they make better homes and happier hearthstones; they are the avenues of trade, the highways of commerce, the mail routes of information and the agencies of speedy communication.—Hon. William Sulzer.

THE BENEFITS FROM INTERCOUNTY ROADS.

Network of Highways to Join Every Portion of the State.

To complete an intercounty system of wagon roads throughout a state every road projected or rebuilt should be undertaken with reference to a general plan under the supervision of a state highway department and located by competent engineers with due consideration for centers of population and needs of business.

While each county develops a system of its own without reference to a state plan and each county is building roads with no regard to a system of inter-county connecting roads, the people are "going it blindly" exactly as did the original builders of our railways, only to soon find themselves convicted of wasting millions of dollars and years of time and unable to cross a state except by the use of signboards and the employment of guides.

In ancient times the Romans ran their roads directly from point to point climbing mountains, filling depressions and bridging rivers, and at the present day railways are spending millions to correct the errors of local companies and engineers who first planned and built railways from point to point.

In many states more money is spent in ten years to repair and maintain local systems of roads than it will cost to construct a connecting system of inter-county roads throughout the state. In many cases the old routes should be adapted, but in all cases the roads should be straightened wherever possible and grades lessened by cuts in the hills and fills in the depressions.

Travel is no longer local within the county, but is inter-county by the people and for the people of the state, therefore the system should be inter-county and paid for by state bonds to be cared for by future tax levies on all the property owned by the people of the state.

Better roads will bring hope, happiness and comfort to the people, and the voters of the state should prepare for the construction and maintenance of an inter-county system of wagon roads. Anything which would interfere with such a beneficent proposal will amount to a public calamity.

RAPID ROAD BUILDING.

What the Citizens of Codrington County, Tex., Did in a Day.

Twenty-four miles of road in Codrington county were improved in one day, June 25, by the citizens of Watertown and other towns of the county.

The section built was Codrington county's portion of the Meridian highway from Galveston, Tex., to Winnipeg, Manitoba, and it is estimated that 1,000 men, with 300 horses and 25 steam and gasoline tractors took part in the work, which was under the supervision of State Engineer S. H. Lea.

A mass meeting, which was held in the morning, was addressed by the state engineer, and the workers were instructed in the details of road construction according to the general Meridian road plan.

Mayor Wagner and his staff of city officials, Adjutant General C. H. Englesby and a force of national guardsmen, Codrington county officers and deputies and many merchants and professional men took part in the work. The women of Watertown organized, and furnished luncheon and carried food to the workers in automobiles.

To Popularize Improved Roads. In order to make the citizens of Nashville, Tenn., familiar with the good roads of Davidson county the good roads department of the board of trade of Nashville has arranged for a series of Saturday afternoon drives over the roads of the county. These drives will be under the supervision of Charles C. Gilbert, secretary-treasurer of the board of trade.

People taking part in the drives are requested to take kodaks, and pictures will later be exhibited and prizes awarded for those possessing the most merit.

Bring the Town Nearer.

We cannot all move to town even if we wished to, but we can bring the town nearer and our neighbors closer together by making better roads. Tilling the under side and dragging the surface will make roads good, but this is one of the many things that is easier said than done.

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(ORGANIZING)

Notice to the Public.

I have been authorized by the Comptroller of the Currency at Washington, D. C., to proceed with the organization of the Paisley National Bank, to be established at Paisley, Lake County, Oregon, the Comptroller having received letters commending the project from Governor Oswald West of Oregon, and from United States Senators George E. Chamberlain and Jonathan Bourne, Jr., and others.

The Bank will begin business with \$25,000 capital, consisting of 250 shares of \$100 each; and

Its Officers and five Directors will be prominent and responsible business men of Paisley and vicinity.

There is at present no bank at Paisley, the nearest bank being more than forty miles distant, at Lakeview, Oregon. Paisley is growing rapidly, and it is believed that a National Bank, conducted upon strictly business principles, will pay its share holders good dividends after the first year.

To secure the largest volume of business, it is desired by myself and associates, that the 250 shares of capital shall be owned as widely as possible throughout Central Oregon, therefore the undersigned reserves the right to refuse all subscriptions offered in excess of five shares from any one person, and all subscriptions after the 250 shares have been taken.

Payment for shares, from accepted subscribers, may be made on or before March 1st, 1913, to a National Bank at Portland, Oregon, to be selected, and temporary receipts will be given to subscribers until certificates of stock are ready for issue.

It is unlawful to receive subscriptions from corporations, firms, or associations, but only from natural persons—men and women over twenty-one years of age—competent to hold property in their own names.

Readers of this newspaper desiring to subscribe, are invited to write for further information, indicating the number of shares they desire to take, to

George M. Bailey,
601 Yeon Building,
Portland, Oregon.

NOTICE—All letters will receive reply after Feb. 1st, 1913.