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MODERN THROUGHOUT

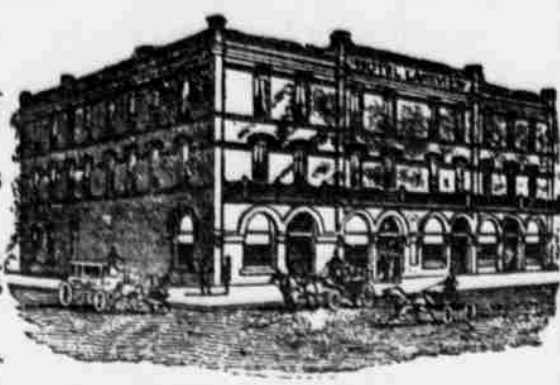
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We have made an entire transcript of all Records in Lake County which in any way affect Real Property in the county. We have a complete Record of every Mortgage and transfer ever made in Lake County and ever Deed taken.

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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 the money to hunt up these errors, and we will find them for you.

J. D. VENATOR, Manager.

ESSENTIALS OF RURAL HIGHWAYS

The Perfect Modern Road Has Twelve Requisites.

ELIMINATE GRADE CROSSINGS.

Austin H. Fletcher, California State Highway Engineer, Tells What He Considers the Necessary Features of an Up to Date Thoroughfare.

According to Austin H. Fletcher, state highway engineer of California, the essentials of a modern rural highway are as follows:

A readjustment of the road locations or rights of way so as to secure proper alignment and to obviate the necessity for traveling around so many section corners.

The elimination of all crossings of highways at grade with steam and electric railroads.

Rights of way of uniform width, preferably not less than sixty feet.

Maximum gradients in the mountainous country of 7 per cent and minimum radii on the center lines of such roads of fifty feet, with all curves opened out as much as possible by flattening slopes and removing brush and such trees as interfere with the view. A clear sight of at least 150 feet should be secured wherever it is practicable.

The construction of permanent culverts, gutters and ditches wherever they are needed to prevent water from standing on the roadways and on grades to prevent gullying due to the water being carried too far in the gutter and thus accumulating in volume.

The construction of bridges of a permanent character, preferably of reinforced concrete, such bridges to be at least twenty-four feet wide in the clear and so designed that they will carry sixteen ton traction engines with a reasonable factor of safety.

A minimum width of roadway of six feet, which may be traveled safely, such width to apply only to those places in the mountains where there is so much rock as to make a greater width prohibitive on account of its cost. All average width throughout the remainder of the state of twenty-four feet on embankments, or twenty-one



feet in through cuts and twenty-two and one-half feet where the road is part cut and part fill.

A crown or cross chamber varying from one inch to the foot where no surfacing is applied to less than one-eighth of an inch where bituminous surfaces are used, in all cases the crown to be the least needed to cause the water to run quickly from the road into the gutters.

Such type of surfacing as the needs of the locality varying from the graded road to the highest type of asphalt paving and varying in width from fifteen to twenty-four feet.

The erection of guard rails at dangerous points on grades and on high embankments. In places guard banks of earth are preferable to the wooden fences because of their greater permanency.

The proper trimmings of slopes along the road sides, both old and new, so as to prevent the unsightly gashes now so noticeable along the roads. Also the planting of suitable trees, indigenous to the locality and properly caring for them.

The placing of proper permanent monuments at the time of construction along the roads to mark accurately the limits of the right of way. Such monuments will be of inestimable value to surveyors. Also the erection and maintenance of guide boards marked to show places and distances accurately.

A proper system of maintenance for the upkeep of the roads after they are built, coupled with adequate appropriations of money. Such appropriations and such a system should be provided for even before a road is completed, since even if the wearing surface requires no expenditure for some time or rather unusual conditions, the gutters, culverts and slopes will always need attention.

Glass Road a Failure.

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LIVE STOCK NOTES.

No ewe should be bred until she has reached maturity. You cannot begin to feed and train a colt too early.

Many farmers make a practice of turning lambs into the cornfield in the early fall to gather up all the weeds.

Skimp your sheep on good pasture and they will skimp you on mutton. Works both ways.

It is conducive to health to feed hogs when they can have the range of the pasture field.

In breaking a colt remember that it is an easy matter to overload and ruin him by causing him to balk.

It costs a good deal of money to buy a satisfactory team. In most cases this can be avoided by the farmer raising his own.

CORN THE BEST SILAGE.

Produces Larger Amount of Feed Per Acre Than Any Other Plant.

The chemical processes that occur in the silo during fermentation make the material more digestible. This process is supposed to be almost identical with the change that takes place in the first stomach of the cow, says the American Agriculturist. The effect is to break down the fibrous substance and render it more soluble. The effect of feeding silage to milk cows is the same as that of turning them into a green pasture. The silo provides a cheap feed that can be used with good results at any time of the year. It prevents the sacrifice of young stock because of a shortage of feed. It utilizes the cornstalks, takes drudgery out of winter feeding, and one has only to make a little investigation to find the silo owners well satisfied with the plan.

Corn is the great silage plant of America. It is adapted to a wide range of latitude and longitude and will produce the largest amount of nutritive silage per acre of any crop we can grow. Fifteen to twenty tons of green fodder can be grown on one acre without difficulty in nearly any part of the corn belt.

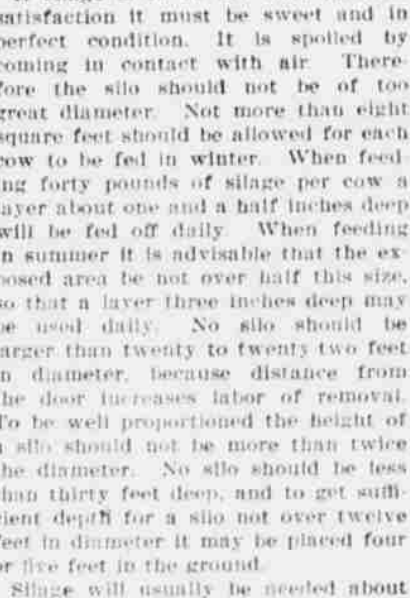
Many experiments have shown that corn for silage contains the most nutriment when the kernels begin to glaze or when denting is established and before the lower leaves of the plant begin to dry. If cut before this period too large a percentage of water is harvested with the crop, while the greatest development of food substance has not been reached by the plant.

If silage is to be fed with greatest satisfaction it must be sweet and in perfect condition. It is spoiled by coming in contact with air. Therefore the silo should not be of too great diameter. Not more than eight square feet should be allowed for each cow to be fed in winter. When feeding forty pounds of silage per cow a layer about one and a half inches deep will be fed off daily. When feeding in summer it is advisable that the exposed area be not over half this size, so that a layer three inches deep may be used daily. No silo should be larger than twenty to twenty-two feet in diameter, because distance from the door increases labor of removal. To be well proportioned the height of a silo should not be more than twice the diameter. No silo should be less than thirty feet deep, and to get sufficient depth for a silo not over twelve feet in diameter it may be placed four or five feet in the ground.

Silage will usually be needed about 200 days, or from about Oct. 20 to May 10. If we have a herd of thirty cows to which we wish to feed silage for 200 days it will not, as a rule, be well to feed over forty pounds of silage daily per head. If this quantity be fed 100 tons of silage will be required, for which 110 tons of corn fodder must be placed in the silo. Taking forty pounds as the average weight of a cubic foot of corn silage, each ton of silage will therefore take up fifty cubic feet and 100 tons 5,000 cubic feet.

Shelter For Hogs.

When hogs are turned out to pasture in the spring or fall they need some kind of protection from the weather and a shed, such as is shown in the accompanying illustration, is very convenient, therefore, to have, says the American Cultivator. It can be made any size desired, but if only about six feet wide, five feet long and four feet high it can be more easily handled than if larger. It is composed of one inch roofing boards spiked to 2 by 4 studding at the comb and eaves, with



the back gable boarded up and the front one left with an opening as is indicated.

A shed like this is very nice to have for sows. They can be given the full run of the pasture or lot, allowed to select their own nesting place and then, if desired, the shed taken to the nest and set over. It would always stand in such a way as to afford the maximum protection from wind and sun and protect the sow and piglets from the elements. The shed can be set up inside will be a good one for the sow and piglets. It is required to keep the inmates warm and dry.

TO BEAUTIFY THE ROAD SIDES

Plant Nut or Fruit Trees Along the Gutters.

WILL INCREASE VALUES.

Nothing Adds to or Deducts From the Beauty of a Road More Than Its Sides—A Few Good Types of Trees to Plant.

"There is nothing which adds more to the beauty of a road than the treatment of its sides. No matter how smooth and well constructed the traveled road may be, if the roadside is not cared for the highway as a whole will not give a good impression," says Miss Alana Pittenberry.

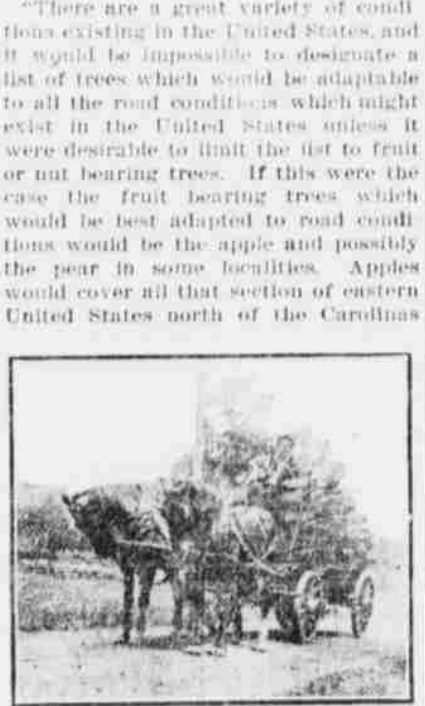
"After a road is completed rubbish should be removed and excavations and embankments, except such as are necessary to the road, should be smoothed



over and sown with grass and all on slightly brush and weeds removed. In short, wherever possible the road should run between strips of smooth green sward, and suitable shade trees should be planted at intervals so as to provide a pleasing appearance to the road and shade for the traveler.

"Shade trees are an important factor in reducing the cost of maintenance of macadam roads by reason of the fact that they prevent the road from drying out and becoming dusty. In the selection of shade trees care should be taken to secure only those which are suited to local conditions. In all cases it is well to choose a tree that is hardy, grows rapidly and has abundant foliage. A good plan is to plant trees with tops fifty feet apart, but after maturing on each side of the road so that there will be a tree every twenty-five feet. In some portions of Germany fruit trees are planted extensively along the roadside, and a considerable revenue is derived from the sale of fruit.

"There are a great variety of conditions existing in the United States, and it would be impossible to designate a list of trees which would be adaptable to all the road conditions which might exist in the United States unless it were desirable to limit the list to fruit or nut bearing trees. If this were the case the best adapted to road conditions would be the apple and possibly the pear in some localities. Apples would cover all that section of eastern United States north of the Carolinas



and even south of this region in the Appalachian region. West of the mountains the apple would serve as far south as the gulf states and west to the base of the Rocky mountains, with perhaps the exception of the extreme northern part of Minnesota, the Dakotas and Montana, where some other plants would have to be substituted for the apple, unless the crab was used. The nut bearing trees which would be adapted to this use in eastern United States would be hickory, walnut and butternut for the New England states and along the Appalachian mountains as far south as Georgia, and the distribution of these nut trees would take a northern turn on the west side of the Alleghany mountains and should be used perhaps south of central Kentucky and no farther west than Colorado. The hickory will not thrive in northern Iowa, northern Wisconsin, Minnesota or the Dakotas. The black walnut, however, will extend as far north as the southern part of Minnesota, over the eastern part of South Dakota, eastern Nebraska and Kansas. On the Pacific coast the English walnut can be used as a substitute for the other nut trees mentioned."

COST US MANY MILLIONS.

Insect Pests That Might Have Been Kept Out of the United States.

That the United States stands constantly in danger of having some agricultural pest or disease introduced from a foreign country, just as the San Jose scale was introduced from China about thirty years ago, that will absolutely ruin certain branches of agriculture was one of the significant statements made by Edward A. Serton of Minot, N. D., the speaker who represented the students of the college of agriculture at the commencement exercises of the University of Wisconsin. The only way to ward off this peril, said Mr. Serton, is to provide a strict system of quarantine which will rigidly exclude all diseased plants from the country and a good domestic quarantine system that will confine destructive insects and plant diseases to the localities where they are discovered.

"In no other country in the world do insects and plant diseases impose a heavier tax on farm products than in the United States," declared Mr. Serton. "They take fully 20 per cent of our crops and entail a loss to agriculture of \$1,000,000,000 a year."

"This situation has been brought about simply by the introduction of diseases and pests from foreign lands," continued the speaker. "Three-fourths of our pests and diseases are of foreign origin, and the number is constantly increasing. The San Jose scale, the codling moth, the Hessian fly, even the common house fly, are all of foreign origin, and they all could have been excluded by proper quarantine measures."

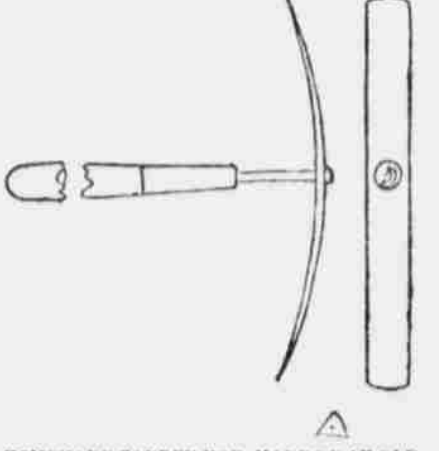
"The United States is the only important nation of the world which does not provide for such quarantine. Even Turkey will not permit the importation of American nursery stock, and Germany will admit no American potatoes."

Some farmers are born specialists and some have their specialties thrust upon them, and some escape being specialists to their everlasting disadvantage. National Stockman and Farmer.

MADE FROM BUGGY SPRING.

Old Steel May Be Converted Into a Useful Garden Tool.

The hoe made thus gives better results as a cultivating tool than any manufactured tool I have been able to procure, says a letter in the Home and Farm. The blade consists of the short end of an old buggy spring. Such springs are usually found lying around country blacksmith shops, and the work of converting it into this useful hoe is a matter of but a few minutes or an hour at most. The spring will be found to have a hole in the center at the place to insert the shank, but it will be necessary to ream it out larger with a drill, which the blacksmith can do. The shank may be



made of a half inch rod. Make the hole in the spring blade three-eighths inch and file a shoulder to the end of the shank rod to just fit the hole in the leaf blade-tight, then insert and rivet or lead down tight. If an ordinary goose neck hoe handle, the blade of which has been discarded, is at hand, it will make a very good handle for the garden hoe, but if not it is no big job to make a handle, and a short piece of three-quarter inch pipe will make a good ferrule, and its extra weight will be found of use when using the hoe. I have been using this hoe in my garden for some time and find it easy to dig deep and thoroughly cultivate the plants. I hope that this reminder will cause many old thrown away buggy springs to be converted into useful tools instead of being allowed to rust out.

Forcing Crops by Electricity.

A British immigrant to Canada proposes to force his crops by heating the soil by underground electric wires spaced about five feet apart and one foot under the surface, twenty-five miles of wire being required for twenty acres of ground. The effect sought appears to be the equivalent of a continuous, strong and penetrating sunshine on a glass house system, but with the further advantage of ability to regulate the heat to a nicety.—Scientific American.

There is great promise in the fact that whole classes of graduates of agricultural colleges go back to the farms, having learned how to make them profitable.—Secretary James Wilson, United States Department of Agriculture.