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FAIRPORT TOWN LOTS now on sale. Make your selection before the best ones are sold. A big investment for a small amount of money.

LAKE COUNTY ABSTRACT COMPANY

Incorporated.

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.

IMPROVEMENT PARAGRAPHS.

Everybody is in favor of good roads, but many viciously oppose all plans of taxation to get the money to build the good roads.

Every merchant should study the good roads problem until he grasps it fully and until he sees that it is his problem.

Happiness and prosperity are more likely to be found upon the farm, but you must have a good road to find the farm.

Much opposition to road bonds and levies comes from excessively fast driving of automobiles and the attending dangers.

If it is sensible to propose the issuance of government bonds to improve water transportation, then it is equally sensible to do so for the improvement of wagon roads.

COLOR SIGNS TO SHOW THE RIGHT HIGHWAY.

Unique Scheme of Designation of Four Main Arteries Urged by E. Stewart.

"The highway department of the state of New York has officially adopted a scheme suggested by Frank L. Lyon, secretary of the New York State Automobile association, for the designation of the main highway which could be followed by the California highway commission with good results," says E. Stewart, an automobile agent.

The scheme is to designate the five main highways by color signs. This does not mean the erection of sign posts, but the painting of fences and hedge approaches along the various roads; also decorating telephone and telegraph poles with bands in the colors which designate the route that they are on. This is being done by the local automobile clubs situated on these routes.

"As already adopted, California has four main routes—the coast route from San Francisco south, the coast route from San Francisco north, the valley route from San Francisco south and the northern inland route from San Francisco. It would take very little expense to mark these routes, and it would be a wonderful help to the visiting motorists. The work, however, should not be commenced until it was definitely settled on what should be the end of the national highway into San Francisco from the boundary of the state. The colors selected should be such that the state of Nevada and other states to the east might be able to use them for marking their sections of the national highway."

HOW GOOD ROADS WILL HELP THE MERCHANT.

Better Highways Bound to Keep the Neighborhood Trade at Home.

The increased area of distribution of the goods, wares and merchandise of our factories and stores demands a new method and means of transportation. Good roads will extend the radius of service of the city merchant and jobber to a much larger territory. Good roads will keep the many millions of dollars of our citizens at home instead of being spent through catalogue houses in cities outside of the state. Good roads bring renewed energy and thrift to the merchant in every market center of the state. Farm products will be marketed more easily throughout the year. Sales of merchandise and collections will be distributed over a larger period of time. Good roads will mean good times to the merchant. Bad roads keep trade away from a town or city.—Better Roads.

APPLYING GRAVEL TO ROADS.

Up to Date Farmers Use Manure Spreader For Difficult Job.

In a locality where a large mileage of gravel and rock roads had been constructed farmers discovered a method of laying the material uniformly and with a minimum of afterwork.

Several of the farmers owned manure spreaders of the kind that have low hanging, easily detached hoppers and automatic tail gates. They removed the hoppers, took the loads of the material they could haul, drove out upon the road to be treated, threw the machines in gear at a speed that was required to make the proper application of the material, and it was spread in a uniform layer on the roadbed.

Some of the men with an implicit faith in their machines did not even go to the trouble of removing the hoppers.—Popular Mechanics.

Lookout Mountain Road.

A remarkable piece of road building has been done in the vicinity of Los Angeles, Cal., on an automobile highway from Laurel canyon to the summit of Lookout mountain. It is just wide enough for one vehicle and, says the Scientific American, has one route for ascending and another for descending cars. It rivals the famous roads of Norway and the Alps in its multitudinous Y's, curves and sharp turns. The side of the steep mountain is actually terraced by this road. The popularity of this run is shown by the string of cars on a single grade. The grades are very easy, and the road is perfectly safe.

WOOL STARTS OFF AT FAIR FIGURE

Shearing Season Beginning to Open in Western States

The Oregonian gives the latest version of the wool situation in the West: There have been no developments of interest in the wool market aside from the sale of a few clips shorn from mutton sheep, as heretofore reported. The prices paid for this early wool ranged from 15 to 20 cents. The top price was paid for Montana wool, which is 10 per cent lighter in shrinkage than Eastern Oregon wool.

Shearing will begin in Washington in about three weeks, if weather conditions are favorable, and that will mark the opening of the 1913 season in the West. In the meantime no effort at all is being made by dealers to secure the new clip on contract. With growers in their present firm attitude and the tariff situation so uncertain it is likely that all buying will be deferred until shorn wools are offered on the market.

Small quantities of fine Arizona wool have reached the Eastern markets and sold at 17 1/2 cents. Shearing is not general in that state yet, having been held back by rain. The bulk of the Arizona clip is always consigned.

The position of the Eastern trade on the contract question is thus set forth by the Wool and Cotton Reporter: "There are no further efforts reported to contract for wool on the sheep's back in the primary market. The weakness of the situation in the West reported by buyers is the inability of the grower to realize changed conditions. The grower is not in his present attitude playing for the best he can get, but actually expects to get value for his wool at the high level of prices that govern the closing sales of last season's clip. This point of view is impossible to the dealer."

LOCATORS' FEES HINDER SETTLERS

Settlement of the Government homestead lands in Oregon is hindered greatly in account of the "location fees" that homesteaders have to pay to the men who actually guide them to the vacant acres, says Fred W. Graham, Western industrial and immigration agent for the Great Northern Railway.

Mr. Graham is advocating a plan whereby the bona fide settler can be located on his homestead land at the expense of the state or the National government. Under the prevailing methods it costs every settler from \$30 to \$150 in addition to his regular entry and registry fees—which approximate \$21 alone—to get settled on a quarter section of homestead land. That is the schedule at Bend and at other points from which the settlers must have the attention of professional guides or locators.

Now the services of these guides or locators are absolutely necessary, as it would be impossible for the average homesteader, even with maps and a descriptive matter, to find the unclaimed land. Even were a man a surveyor, it would cost him probably \$50 to locate his claim. So the established custom is to employ the professional locators and pay them their fees for placing them on unclaimed property and locating their boundary corners.

Mr. Graham points out that the calling of the professional locator is a legitimate and an honorable one, and he agrees that the average scale of fees is not excessive, as they are under constant expense for automobile hire and for keeping themselves informed on the description of the land that has been taken up.

"But," argues Mr. Graham, "when a man with a family—and the average homesteader has a family—starts to settle on a piece of Government land every \$100 looks mighty big. He cannot afford sometimes to pay the locator's fee. If the Government either state or Federal—would hire locators by the month and furnish their services free to legitimate homesteaders, I believe the vacant lands of Oregon would be taken up much more rapidly. The Government could estimate the cost of each location and charge it against the land. The homesteader might be given an opportunity then of paying it back within a reasonable period after he had sold his first crop for instance.

Mr. Graham has suggested that this is a question that might receive the worthy attention of some of the commercial organizations in the state.

OREGON TRUNK RAILWAY

Train now leaves Bend 6:45 a.m. Arrives Portland 5:30 p.m.

This train runs through without change to Portland, crossing the Columbia River on the splendid bridge at Celilo Falls. Direct connections are made at Fallbridge for Spokane and all eastern points.

THE REAL VALUE OF GOOD ROADS

They Are Chief Essentials In Growth of Prosperity.

BOARD OF CONTROL NEEDED

Several Alert Business Men, an Experienced Lawyer and a Competent Engineer Would Make an Ideal Organization to Handle Work.

A busy, growing nation such as ours certainly requires internal improvements to keep pace with our prosperity. Our prosperity is measured by industrial activities and such activities are scattered in all parts of our great commonwealth. There are several essentials to promote this growth, and one of the chief ones is good roads.

Investigations have shown that the average horse can exert at a walking pace a traction pull of about one-eighth to one-tenth of his weight. Assuming this to be about the correct value, what effect will the kind of road have upon the load the horse is able to pull? On

an asphalt pavement it requires thirty to seventy pounds pull to move one ton, on a sand road 100 to 200 pounds pull to move the same load. We might conclude that the limits are as 30 to 250 pounds for the best to the poorest surface. This one horse, say, of 1,500 pounds weight could draw a load of five tons on the smooth asphalt pavement and only 1,200 pounds on the soft sand road. These figures are only approximately correct, since they are average values, but sufficiently close to give us some idea of the relative value of good and poor road surfaces. Before any district or state can fully realize the value of good roads, special action on its part must be necessary. This action must embrace three things—a nonpartisan organization whose purpose is to provide good roads, a practical and economical construction and maintenance.

There should be one or more good business men on the board of control. A lawyer of some years' experience

should be a member and there should be represented on the board of control an engineer who knows his business. The engineer should also be chief engineer of the construction with as many assistants as necessary to carry on the work of road building. Some states of our commonwealth have made the state engineer the chief engineer of a road commission whose personnel is composed of business men, lawyers and engineers who receive no salary and are appointed by the governor of the state for a definite period of time. There are several methods of organization, and only experience will eliminate the undesirable elements, leaving the good. What might be successful in one part of the country may be unsuccessful in another.—Ralph Parshall, Colorado Agricultural College.



KEEP THE DRAG AT WORK.

POOR ENGINEERING WORK RUINED THIS ROAD.

There should be one or more good business men on the board of control. A lawyer of some years' experience



POOR ENGINEERING WORK RUINED THIS ROAD.

To Aid Roadmaking.

Owing to the large amount of good roads construction now in progress in Louisiana a state highway engineer has been appointed who will be at the service of all parishes to indicate proper methods of road construction and to see that roads once built are properly protected. W. E. Atkinson of Monroe has been appointed to the new position. He is a graduate civil engineer who has been in charge of much road construction in Louisiana.

LIBRARY RECEIVES MANY NEW BOOKS

Some of Latest Literature Now Installed in Public Institution

The Lakeview Public Library Association has received a large consignment of books that have just been placed in the Library. The list includes some of the latest publications and adds a valuable feature to the popularity of the institution. Following is the titles and authors, names of the books received:

My Demon Motor Boat, George Fitch; My Ladies Garter, Jacques Futrelle; Nursery Rhymes, Nursery Tales, Nature's Garden, Nelza Blanchard; Paul Ruedel, Will N. Harfen; Ranching for Sylvia, Harold Bindloss; Rolling Stones, O. Henry; Ragged Dick, Rufus and Rose, Rough and Ready, Ben, the Loggogge Boy, Fate and Fortune, Mark, the Match Boy, Horatio Alger, Jr.; Red Pepper Burre, Grace Richmond; Smoke-Bellew, Jack London; The Rubber Kitten, John Rae Neill; The Lady Doc, Caroline Lockhart; The Valiants of Virginia, Hallie Ermine Rivers; The Boss of Wino River, A. M. Christolm; The Squaw Man, Julia Opp Favrusham; The Workers of the East, The Workers of the West, Walter A. Weyliff; Two A-Rows, The Red Mustang, The Talking Leaves, Crowded Out of Crowfield, Little Smoke, Wm. A. Stoddard; Ann Hoyd, Will Harben; A Romance of Billy Goat Hill, Alice H. Rice; A Cry in the Wilderness, Marv E. Waller; Bought and Paid For, Arthur Hornblow; Blue Anchor Inn, Edwin B. Morris; Case Firing, Mary Johnston; Charge It, Irving Bacheller; Corporal Cameron, Ralph Connor; Castle Cranny Crow, George Bar McCutcheon; Emmy Lou, George Madden Martin; Going Some, The Net, Rex Beach; Good Indian, B. M. Bower; How to Know the Wild Flowers, Mrs. Wm. Starr Damma; In Tune with the Lullaby, What all the Worlds a Seeking, R. Waldo Trice; Knocking the Neighbors, George Ade; Lives, Ernest T. Saut; Little Citizens, Marv K. Ily; Mrs. Eli and Polly Ann, Florence Alstead; The Street Called Straight, Basil King; The Heritage of the Desert, Zane Gray; The Happy Family, B. M. Bower; The Hollow of Her Hand, The Daughter of Anderson Crow, George Bar McCutcheon; The West Wind, Cyrus Townsend Brady; The Gift of the Grass, John L. Moore; The Sign at Six, The Land of Footprints, Stewart Edward White; The White Shield, Myrtle Field; The Ruling Passion, Henry Van Dye; Through the Postern Gates, Florence L. Barclay; Their Yesterdays, Harold Bell Wright; The Return of Peter Grimm, David Belasco; The Foolish Fox, John Key Neill; Widow in Thrums, J. M. Barrie.

GOOD SPRAY FOR GENERAL PURPOSES

"An almost universal practice in this state—and a good one—is to spray the orchard, whatever the kind of fruit, with lime-sulfur at some time when the trees are dormant," says Circular Bulletin No. 13, Crop Pest Series No. 3 on "Orchard Spraying" by Profs. A. B. Corlley and H. S. Jackson of the Oregon Agricultural College.

"While this application is made primarily for San Jose scale, we believe there is no other which has such a generally beneficial result. It is the annual 'house-cleaning' of the orchard. 'The best time for this winter spraying is immediately after the leaves drop in the fall—even before they are all off—or before the buds open in the spring. Personally, we would prefer the latter were the orchards seriously infested with San Jose scale; the former were it badly infested with anthracnose.

"It should be noted, however, that since the introduction of the use of lime sulfur as a spring and nearly fall spray for apple scab and apple tree anthracnose, there is much less need of winter application." In fact, whenever the spring and fall applications of lime sulfur are made, all winter spraying may be omitted, except in the case of orchards which have been badly neglected."

METHODIST MINISTER RECOMMENDS CHAMBERLAIN'S COUGH REMEDY

Rev. James A. Lewis, Milaca, Minn., writes: "Chamberlain's Cough Remedy has been a needed and welcome guest in our home for a number of years. I highly recommend it to my fellows as being a medicine worthy of trial in cases of colds, coughs and croup." Give Chamberlain's Cough Remedy a trial and we are confident you will find it very efficient and continue to use it as occasion requires for years to come, as many others have done. For sale by all dealers.

Don't forget the Reduc-tion Sale now going on at Lakeview Mercantile Co.