

**Correct Weight**  
 together with choice qualities and moderate prices make this the most economical meat market in town. The experienced as well as the inexperienced housewife will find that by buying her meats here she will get more real value for her money than she can anywhere else.

**Lakeview Meat Market**  
**HAYES & GROB, PROPS**

**THE PALACE BAR**  
**J. P. McAULIFFE - PROPRIETOR**

**A Popular Gentlemen's  
 :: Resort ::**

PHONE 32

**CHOICE BRAND WINES, LIQUORS, CIGARS**

**Night Train Service Daily**  
 THROUGH BETWEEN  
**CENTRAL OREGON  
 AND PORTLAND**  
 BEGINNING SUNDAY JUNE 22nd, 1913

**SPokane Portland Seattle**  
**OREGON TRUNK RY.**  
 CENTRAL OREGON LINE

**TOURIST SLEEPING CARS  
 AND  
 First Class Coaches**

This service is in lieu of the day trains run heretofore.  
 The train will leave Bend 8:30 P. M., Deschutes 8:45 P. M., Redmond 9:10 P. M., Terrebonne 9:24 P. M., Culver 10:02 P. M., Metolius 10:20 P. M., Madras 10:30 P. M., Mecca 11:08 P. M., Maupin 12:40 A. M., Sherar 1:08 A. M., arrive Portland 8:10 A. M.

Leave Portland 7:00 P. M., arrive Sherar 3:03 A. M., Maupin 3:26 A. M., Mecca 5:18 A. M., Madras 6:00 A. M., Metolius 6:13 A. M., Culver 6:28 A. M., Terrebonne 7:08 A. M., Redmond 7:23 A. M., Deschutes 7:43 A. M., Bend 8:00 A. M.

Connections are made in Portland to and from Willamette Valley and Puget Sound points.

Fares and schedules and details will be furnished on application or by letter.

**R. H. CROZIER, Asst. Gen'l Pass. Agent, Portland, Ore.**  
**J. H. CORBETT, Agent, Bend, Ore.**  
**W. C. Wilkes, Asst. Gen. Frt. & Pass. Agent, Portland, Ore.**

**HERE'S GOOD LUCK**



and you could not have better than to test our pure and wholesome liquors—the best ever distilled. There is none better at any bar, and where once tried it is always a fast favorite. Our Rye Whiskey is recommended by physicians for their invalid patrons. Try a glass and you will want a bottle. Try a bottle and you'll order a case.

**KENTUCKY SALOON**  
**POST & KING, Proprietors**

**POLK'S**  
**OREGON and WASHINGTON**  
**Business Directory**

A Directory of each City, Town and Village, giving descriptive sketch of each place, location, population, telegraph, shipping and banking points; also Classified Directory, compiled by business and profession.

**H. L. POLK & CO., SEATTLE**

THE OLDEST ESTABLISHED REALTY FIRM IN SOUTHERN OREGON

**ONE TO 12,000 ACRES  
 OF LAKE COUNTY  
 BEST LANDS**

For sale either for stock or agricultural purposes.

**J. W. MAXWELL & SON  
 LAKEVIEW, OREGON**

**TOWER'S FISH BRAND  
 POMMEL SLICKER**

Keeps both rider and saddle perfectly dry. Made for rough wear and long service in the wettest weather.

**SATISFACTION GUARANTEED**

LOOK FOR THIS MARK OF EXCELLENCE

**\$3.50 EVERYWHERE**

**A. J. TOWER CO.**  
 BOSTON  
 TOWER CASHMERE CO.  
 WASHINGTON

**SUBSCRIBE FOR THE EXAMINER**

**THE ROAD.**

I sing you an ode  
 Of the country road,  
 The lumpy road  
 And the bumpy road  
 That jolts the wagon and spills the load,  
 Mud to the hubs when the rain comes down,  
 Flooded wherever the creeks run high,  
 Filled with ruts when the fields are brown  
 And the sun is hot and the air is dry,  
 It's clogged with gravel and packed with sand,  
 No built and graded and laid and planned  
 That it takes a team  
 And sometimes two  
 To do the work one horse should do,  
 It racks the wagons with jolts and jars;  
 It ruins horses and motorcars,  
 Keeps back crops from the market place,  
 Piles up debts on the farmer's place,  
 The old time road is a plain disgrace.  
 But the modern road is a different thing,  
 A worthy theme for the bard to sing,  
 Put together  
 For every weather,  
 Smooth and dustless and good to see,  
 And graded right, as a road should be,  
 Useful always and muddy never,  
 A thing of beauty, a joy forever.  
 —Horton Braley.

**MAKING GOOD ROADS BY  
 BURNING UP POOR ONES**

"Gumbo" Roads After Being Fired Make Excellent Thoroughfares.

Blazing a trail of good roads through the south is not a figure of speech, but an actuality, for many miles of good roads are being made by setting fire to poor ones, the result being what is known as a baked clay road.

There are no poorer roads in all the United States than the "gumbo" roads of the south, gumbo being the name given a certain kind of mud or clay that is particularly sticky, clings tenaciously, seems to have no bottom and will not support any weight. Gumbo, however, contains a large percentage of organic matter which will burn when dry, and as a result a road of this material properly prepared and set on fire emerges from the fiery ordeal as a perfectly good road and one, moreover, that stays so for a considerable period of time.

The process of converting a gumbo road into baked clay begins by plowing up the roadway and making ditches on the sides. Goodwood is laid in a sort of flooring across the furrows which run crosswise of the road. Great lumps of sticky gumbo are spread over this floor, along with more wood loosely strewn about. Then a second floor of wood is laid and the whole covered with gumbo, tamped and rounded off. Fire is now set to the road, and the flames rushing through the furrows which serve as flues, ignite the wood. After the heat has driven the water out of the gumbo this, roils, and the actual cooking process is in full swing.

"It is more than merely drying out the gumbo," says C. H. Clardy in Motor. "It is a peculiarity of this gumbo that at low temperature it clinkers, and these clinkers when broken up are quite different from the original lumps of gumbo. The clinker is not only fairly hard, but if properly burned will not make mud when mixed with water. In this is the triumph of the burned clay road. When the fire has burned itself out the roadmaker has not only a thorough mixture of dry clay and wood ashes, but a good depth of gumbo clinker, which he promptly proceeds to break into small pieces to spread evenly and finally to roll and compact into a real road."

To all intents and purposes the road so made is a true dry stretch of crumbled brick.

**MAINTENANCE IMPORTANT.**

Provision Should Be Made to Keep Roads in Repair.

Hon. Logan Waller Page, director of the United States office of public roads, believes that there is nothing more important than maintaining roads after they are built. Commenting on this phase of road work, he said recently:

Too much stress cannot be laid on the importance of maintenance in connection with the work of improving the roads. The people in nearly all the states are filled with enthusiasm for road improvement and are spending enormous sums of money in the construction of superb roads, and yet almost without exception they are making little provision to care for the roads after they are built. This is true not only in the various counties, but under many of our state highway departments.

To maintain the roads in good condition year after year requires a considerable annual outlay, but this outlay is infinitely less than the loss which must fall upon the people eventually if they allow their roads to go to utter ruin. The thing for all advocates of good roads to do is to urge continuous systematic maintenance and the setting aside every year of an amount per mile estimated by the engineer in charge to be sufficient for the proper maintenance of the road—a course which must make for economy and efficiency.

**Constructing Paved Driveway.**

The city of Fort Worth, Tex., has under construction the longest paved driveway in Texas, the distance being approximately four miles. When completed it will have cost about \$1,250,000.

**THE GOOD ROADS MOVEMENT.**

Gratifying Progress Shown in Road Construction Everywhere.

That there are upward of \$400,000,000 of good roads bonds issued and outstanding is indicated by the Good Roads Year Book of the United States, the 1913 edition of which has just been issued, containing a resume of the whole road situation. It is evident that, whatever may be the faults in methods of construction and maintenance, money is being spent in sufficient amount to bring about a vast improvement in the public roads. The year book shows \$137,000,000 of state and road bonds authorized and \$156,000,000 of county bonds outstanding on Jan. 1, 1913, making a total of \$293,000,000. As this is based on reports from about 75 per cent of the counties in the United States and as a large number of the individual townships have not reported, it is estimated that the amounts not reported would run the aggregate up to probably \$350,000,000, to which should be added ten or fifteen million dollars of the bonds voted in 1912, which have not yet been issued.

Gratifying progress in road construction during the past few years is indicated by the statement in the year book that, while the percentage of all road improvement in the United States at the close of 1909 was 8.66 per cent, the revised statistics to Dec. 31, 1911, show an improved mileage of 10.1 per cent, or a net gain of 1.44 per cent. This does not sound so impressive in terms of percentage, but it means that in the two year period more than 24,000 miles of improved roads were constructed, or 10,000 miles more than the entire mileage of national roads in France.—Scientific American.

**RURAL SCHOOLS AND ROADS.**

Impassable Highways Seriously handicap the Country Child's Progress.

The most serious charge yet lodged against the rural school is that the rate of rural illiteracy is twice the urban rate, despite the fact that three-fourths of our immigrants are in the cities, and illiteracy among native born children of native parentage is more than three times as great as among native children of foreign born parentage, says A. C. Moulton of the federal bureau of education.

With 225,000 one teacher school houses, of which 5,000 are log buildings, we face the fact that the rural school is alarmingly neglected. Although more than 90 per cent of the children of the entire country are enrolled in country schools, the aggregate attendance is only 51 per cent. Inquiry as to why children do not attend school longer in many communities will almost invariably bring the reply that bad roads, blockades of mud, snow drifts, washed out bridges and the discouraging factor of long tramps through the cold weather keep them away. Even the consolidated school is limited in its usefulness by the impassable highway.

While the one room school and the inexperienced teacher are serious defects, we should put most of the blame where it belongs—on our abominable highways—which had better in most cases be called lowways. With good roads the little red schoolhouse might free itself of many of the charges it now bears.—Country Gentleman.

**GOOD ROADS AND CHURCHES.**

If the Walking or Driving is Bad People Stay Home.

Churches and schools, the two great agencies for the upbuilding of any citizenship, are sufferers from the ills which come from thoroughfares of an inferior type, says James R. Marker, state highway commissioner of Ohio, in a recent report. Decreased attendance during periods of inclement weather, when either to drive or walk imposes at the best a hardship and is of ten an impossibility over poor roads cannot help but be the natural result.

It cannot be expected that children will be compelled to walk to school if a sea of mud furnishes the only footing, and this is too frequently true in places outside the urban centers and often so in the latter. Nor is it to be hoped that the horse will be employed to find his path along the treacherous road in order that the children may not miss their lessons. Those who deal in statistics claim that good roads everywhere would increase school attendance not less than 25 per cent.

Preachers bear striking testimony as to the effect miserable roads have upon the attendance at the churches. They can gauge it with accuracy, and the percentage of decrease there is no less than in the schools. Good roads point not only toward larger audiences, but larger contributions and less donation parties. Thus they become a powerful agency for spiritual and educational growth.

**The Farmer's Need.**

The farmer recognizes the needs of better roads and realizes how much such roads would contribute to their comfort and prosperity. Good roads save dollars and cents to the farmer. Bad roads make farming unprofitable and undesirable. Bad roads increase the solitude of country life and limit the opportunities of the farmer. Good roads bring him into closer touch with the center of progress. Good roads enhance the value of farm land, beautify the country and advance the farmer in his social, religious and educational development. Good roads are the avenues of trade which lessen the transportation of marketable products. Good roads are the cords that bind the city and the country together in thrift, industry and intelligence. Good roads are the most potent factor to make the American farmer better, greater and happier.—Better Roads.

**CAN WE TEMPT YOU**



Our Meats are prime enough to tempt the most particular. Competent judges tell us that we offer the public **THE BEST MEATS** sold in this country. The flesh of no animal that has passed its third year is admitted within our store. The prime cuts of beef come from young stock, and it is the same with Lamb and Pork.

Favor us with an order.

**Goose Lake Valley Meat Company**  
**R. E. WINCHESTER, Proprietor**

**HOTEL LAKEVIEW**

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FIRST-CLASS ACCOMMODATIONS

SAMPLE ROOM For COMMERCIAL TRAVELERS

COURTEOUS TREATMENT

**LIGHT & HARROW, Proprietors**  
**C. P. LIGHT** **GEO. HARROW**



**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 Dead 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 worth up these errors, and we can fully guarantee our work.

**J. D. VENATOR, Manager.**

**CONSOLIDATED STAGE CO.**  
**P. M. CORY, Lessee**

LAKEVIEW - OREGON

Operates Stages, carrying United States Mails, Express and Passengers on the following routes:—

**LAKEVIEW TO PLUSH  
 KLAMATH FALLS TO LAKEVIEW**

AUTOMOBILES OPERATED IN CONNECTION WITH THE STAGES

	FARES:—	One Way	Round trip
Klamath Falls Route	- - - -	\$10.00	\$18.00
Plush Route	- - - -	4.00	7.00

OFFICES:—

Lakeview	Stage Office
Plush	Sullivan Hotel
Klamath Falls	American Hotel

**WALLACE & SON**  
**Wm. Wallace, Coroner for Lake County**

**UNDERTAKERS**

PROMPT ATTENTION AND SATISFACTION GUARANTEED

Parlors, next door to Telephone Office  
**WATSON BUILDING**

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Telephone No. 161  
**J. P. DUCKWORTH, MANAGER**

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