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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.

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FAIRPORT, CALIFORNIA

BRIEF DAIRY LORE.

The calf stall should be plentifully supplied with good, clean, dry bedding.

No dairyman should forget that his barn is a place where human food is produced.

Observe with care and note as a first point that a cow should have a large and ample sized body.

A brush or old whisk broom is handy to brush off loose hair and dirt from the udder before milking.

What the dairy industry needs most is an improved breed of dairymen instead of a new breed of cows.

The choice pure bred calf would be a splendid and most appropriate gift for either the boy or the girl.

To a certain extent nature provides for the comfort and food supply of the dairy cow in the summer time, but if we depend too greatly upon nature in the winter time we may find our returns somewhat unsatisfactory.

KEEP STABLES CLEAN.

Filthy Horse Stalls Almost Certain to Produce Disease.

Light, air and dryness of bedding are the requirements for a sanitary horse stable. In most cases the stable is at fault. It will be ankle deep in wet manure and soggy trash. The man who permits such a condition to exist will use the currycomb and brush only when he feels like it.

Muddy roads, filthy stable floors and lack of proper care of the horses' feet are nearly certain to result in an attack of "scratches" some time during the winter.

Scratches is an inflammation resulting from dirt, filth and cold, aggravated by driving or working in the mud. It is hard to cure. Prevention is easy compared with curing the cracks and raw sores that accompany the irritation.

Briefly stated, this trouble may be prevented by keeping the stall clean and removing the mud from the horse's feet. If there are no holes to collect urine and liquid filth in the stable floor, if manure is promptly removed and plenty of dry bedding is provided, there will be no appearance of scratches.

SHOTES THAT THUMP.

Lack of Exercise and Damp Beds Often Cause the Disease.

When we have wintered fall pigs in the open field with a run of ten rods to feeding place we have never had a pig affected with thumps, but when running in the feed lot and sleeping in a nearby hog house that was closer and warmer we had trouble with thumps, writes G. P. Williams in the National Stockman. The longer these shotes are left in the drove the worse they thump and sooner or later die. We have found two treatments that proved successful.

The first treatment is to take the affected pig from the drove as soon as he



At one time the Chester White was rated as the largest breed in the United States, but the tendency of modern breeding has been toward the production of a finer boned, smoother and smaller hog than the older type, and at present the Chester White is similar to the Poland China in size, though it is commonly claimed that it is a larger breed. The face is straight, and the snout is usually a little longer than that of the Poland China. In general conformation the Chester White is similar to the Poland China, though often longer in body. The illustration shows a prize winning Chester White boar.

is observed thumping and sell to a shipper, even though a special trip be necessary to take him to the yards. The other method is designed to be effective and consists in turning the affected shote into a field with a small pen only scantily supplied with bedding. The pig generally does a good deal of fretting along the fence in trying to get out, and in a few days this exercise and fresh air will often be found to have stopped his thumping. Dust, lack of exercise, sudden change from warm pens to outside drafts, damp beds, etc., are common causes of thumps, and remedial agencies must be along the line of correcting these details.

Watering Cows.

Where water is before cows constantly it is interesting to note how often they will take a few swallows, then go ahead with eating or chewing cud, says Hoard's Dairyman. It would be hard to estimate the benefit of having water before the cows in winter when it is warmed to the temperature of even a cold barn over the system of turning cows out to drink once or twice a day from a tank that is too often frozen, or even if the water is fairly warm the atmosphere is too cold for cow comfort, and she is compelled to drink far too much at one time, thereby chilling her and diverting energy that should be used in making milk to bringing her temperature up to normal.



POULTRY NOTES

BY C. M. BARNITZ
RIVERSIDE, PA.

CORRESPONDENCE SOLICITED

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FEED MEAT FOR EGGS.

Biddy doesn't chase that Jackrabbit grasshopper across the field for fun. Her system and egg factory demand the natural protein that's in that lively, juicy bug.

A hen's comb blooms like a rose in spring, and she just shells out eggs, because then the insect world comes to life, and she fills up on bugs and wigglers. The natural protein does it.

For the same reason in winter her comb gets red, and she hustles out the high priced eggs when you feed her meat in addition to grain.

Protein in the meat stimulates her ovaries to make more yolks and her oviduct to secrete more albumen.

Meat in some form when natural protein is not obtainable should be fed. It makes young stock grow faster, stronger and larger, matures broilers



Photo by C. M. Barnitz.

PICKING A SHIN BONE.

quicker, makes pullets lay earlier, makes hens lay more eggs, cuts down infertility, cuts down the grain bill, promotes hen health and is a preventive of feather and egg eating.

The white of an egg is 88.92 per cent protein and the yolk 30.62 per cent, and a hen requires much protein to keep up the bodily functions.

Many disregard these facts and feed no meat in winter. Thus hens suffer and egg production is low.

Most content tables range the protein content of meat products as follows:

Meat scrap, 66 per cent; dried blood, 52; dried fish, 44; animal meal, 32; fresh cut bone, 18 per cent. Dried fish is generally fed to ducks.

Analyses of different brands show a wide difference in composition of meat

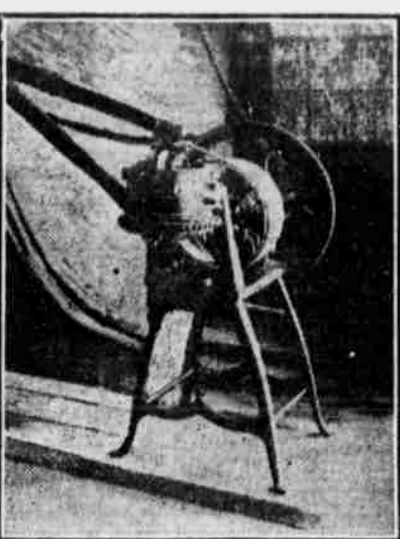


Photo by C. M. Barnitz.

A GOOD BONE CUTTER.

products, and they should not be purchased except on a guaranteed analysis. Animal meal generally has less protein and more powdered bone than scrap, while scrap is apt to have more fat.

All must be watched for taint, especially in hot weather, as damp and heat soon spoil them, and some firms are not even above shoving off tankage and slaughter house refuse on the trade. For this reason many poultrymen use fresh cut bone or milk products.

While not so rich in protein, they are cheaper, more palatable, and the fancier knows they are fresh.

Meat in these forms should be fed sparingly at first until the hens are accustomed to it.

DON'TS.

Don't fail to present that boy with some pure bred poultry. It will give him pleasant employment and much enjoyment.

Don't be a dreamer nor a mean schemer. To make the wheels of success whiz stick to biz.

Don't join the No Advertise club. If about to do so first phone the business undertaker.

Don't keep more male birds than are needed for the breeding season unless you are selling stock birds.

BOOMING BETTER ROADS.

We should have another declaration of independence and declare ourselves independent of American mud.

Ignorance never initiated any good movement, and its twin sister, prejudice, has retarded many.

The tax we bear for bad roads is infinitely higher than that we would pay for good roads.

It is astonishing what burdens we will bear when we bear them ignorantly. Let the light in on the mud tax.

Politics is supposed to be the science of government, but in some states it is trying to steal the road funds.

National highways and good roads everywhere—if you don't get them it is your own fault.

We need uniform road legislation, construction and maintenance.

TO EXHIBIT ROAD MODELS.

Collection to Be on View at Panama-Pacific Exposition.

Arrangements are to be made by the United States department of agriculture, through Logan Waller Page, director of the office of public roads, to place on exhibition at the Panama-Pacific exposition in 1915 the greatest collection of road models ever displayed in any part of the world. The models will furnish exact duplicates of the old Roman roads, French roads and all of the various types of modern roads, together with miniature models of road machinery operated by electricity.

The office of public roads made an exhibit of road models for the first time at the Alaska-Yukon-Pacific exposition. The aim was to put on view such striking examples in miniature of road models that visitors would not only appreciate the beneficial effects of improved highways, but would, at the same time, be able to understand the methods of their construction.

Since the Alaska-Yukon-Pacific exposition closed, the exhibit has been displayed at numerous other expositions and fairs in many parts of the country and in South America and Europe. In the meantime, the collection has been greatly augmented until every single type of road is now represented and every known device used in the making of roads has been reproduced in miniature.

The models have also been displayed on road trains at all important places along the route of the Pennsylvania railroad in the state of Pennsylvania, the entire system of the Southern railway, the Frisco lines, the Atlantic Coast line and the Nashville, Chattanooga and St. Louis railway.

As a result of the instruction furnished by these road models many farmers have joined forces to improve their own highways, and the road building movement has had a great impetus. When application for expert advice concerning any special road problem is made to the department the office of public roads furnishes it without exacting any fees.

DETAILS OF ROAD MAKING.

Construction, Maintenance and Waterways Are Difficult Problems.

"Of all the factors which go to make up the perfect macadam road," says Logan Waller Page, "there is undoubtedly none more potent than that of the suitability of the material which enters its construction. There are two ways in which the engineer may avail himself of the information necessary to a proper selection of road material. The first and only certain one is to make an actual service test on the material under observation and under the same conditions of traffic and climate to which the proposed road will be subjected. The second method is by means of short time laboratory tests to approximate as nearly as possible the destructive agencies to which the material will be subjected on the road."

A properly designed waterway structure should fulfill the following requirements:

Waterway sufficient to carry off promptly the water coming to it; proper foundations to bear the loads, resist undermining and give long service; superstructure designed to bear for a long period of years any load which may legally be imposed upon it, and so constructed as to serve the comfort and convenience of travel and economy of maintenance.

FLAGS FOR ROAD PATROL.

European Plan Adopted to Keep Highway Repairers at Work.

Eight hundred white flags inscribed "S. H. D. Patrol" are flying on the highways of New York state, marking the places where the men engaged in repairing roads are at work, according to a plan of Commissioner of Highways John N. Carlisle. Many complaints have been made regarding the failure of patrolmen to care properly for the highways, and under the new plan Commissioner Carlisle hopes to make the patrol service more effective.

The flag system has been adopted from the European countries, where the maintenance of highways has become more of an exact science than it is in America. The display of the little white flags along the highways abroad has had the effect, Commissioner Carlisle says, of making patrolmen more efficient, as the failure on the part of the citizens of those countries to see the flags usually is reported to headquarters.

USE OF SLAG IN ROAD BUILDING

Better Than Stone For the Macadam Highway.

SPARE ROLLER, SPOIL ROAD

Plenty of Water Absolutely Necessary in Manufacture of Slag Roads—Slag is Cheaper, Lasts Better Under All Conditions and is Easier to Get.

To construct a highway correctly proper excavation should first be made and the subbase thoroughly well rolled with a roller of at least ten tons in weight. This should be done no matter what kind of base material is used. However, in the construction of a slag road, in order to obtain the very best results, it is necessary that the loose slag be spread on the subbase to a proper depth and then thoroughly rolled from time to time as the work progresses.

During such procedure it is recommended that the road be kept well wet with water, if water is available, and in finishing it is only necessary to put on top of the slag base about two inches of slag screenings, which contain dust and slag particles as large as one-fourth of an inch, which, like all cement, is inert in the dry state.

This likewise should be thoroughly wet and well rolled. In fact, the top should never be put on except with plenty of water and thoroughly rolled. This is necessary because of the natural cementing qualities of slag, and in order to get it properly bound this material must be rolled to eliminate as many voids as possible.

A slag road built under these specifications, instead of deteriorating, as is too often the case with most other road materials, will gradually improve until the entire roadbed becomes a solid mass, thereby giving practically a concrete road.

It is sad indeed to watch road forces at work, not only along country highways, but more especially in the cities,



CUTTING SLAG FOR ROAD WORK.

where there are macadamized roads, for the waste of time and material is something appalling.

Streets are repaired merely by throwing loose slag or some other material into the ruts and, instead of finishing the job by rolling and compacting the material, making it more or less permanent, the loose material is allowed to remain, and vehicles passing over it, instead of compacting the filling, will cause the particles to grind into dust, which will be carried off either by the wind or by rapidly moving automobiles, leaving the street in as bad condition as before it was repaired.

Slag is the one material that not only is cheaper as a rule than all other road bases, but it is available in large quantities and at all times, regardless of the weather. The rainy season has no effect on the shipment of slag, as is the case in the rock quarries and gravel pits, and by reason of the fact that it is usually loaded at points where a number of railroads center cars are available when such is not the case at quarries and gravel pits located exclusively on one line.

The advantages to be derived from the use of slag in building highways may be analyzed as follows:

It is a natural cement rock.

It will cement together if properly compressed by wetting and rolling.

It is, as a rule, vastly cheaper than any other road material.

It is available in large quantities and at all times, regardless of weather conditions.

It is an impervious material.

It is considerably lighter in weight than stone or gravel, consequently a great saving in freight is effected where distances are equal.

A New Road Material.

A new road material designed to stand hard usage from automobiles is being tried by a Swiss engineer, W. Erlich, and is said to consist of a mixture of broken stone about the size of a hazelnut, but not limestone, with a binding material whose composition is not divulged by the inventor. In the present process the stone is heated at first from 100 to 150 degrees C. and mixed at this temperature with the molten composition. When in use the mass is remelted in order to put it on the road. A road roller heated to a rather high point is passed over the surface, the roller weighing about six tons. Reports state that a very good road surface can be obtained in this way.