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R. E. WINCHESTER, Proprietor

We endeavor to keep our market well supplied with

FRESH, SALT AND SMOKED MEATS

5 lbs. Lard, 90c; 10 lbs., \$1.80

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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.

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may be ordered from this market by phone with just as much confidence as if they are selected in person. We send them promptly just as ordered. You'll be disappointed in neither time of delivery or the quality of the goods. Try it for a change.

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Special Attention to Transient Stock
Horses Boarded by the Day, Week or Month
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Special Prices on Pillow Tops, Flannel Scarfs and Cushions with Material to Word.

A new lot of Pure Line Handkerchiefs.

Embroidery Work to order.

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Taxes Paid and Rentals Collected for Non-residents

Office Opposite Heryford Building

EXHIBIT AT ASHLAND

EVERY COUNTY IN STATE TO PARTICIPATE

Former Lake County Citizen Writes to Enlist Cooperation of Lake Matter is Worthy

F. O. Bunting handed the Examiner a letter from Attorney W. J. Moore, formerly of Lakeview but now of Ashland, urging the importance of Lake County maintaining an exhibit at Ashland during the summer and fall of the Panama Exposition. The proposition is to secure state aid for the erection of a building, the railroad company donates the site and the citizens of Ashland propose to furnish free light, water and a caretaker. The exhibits should be forwarded to the Secretary of the Ashland Commercial Club.

This matter is of vital interest to every section of Oregon if the people in the various sections of the state take the matter up at once and act upon it. Tom Richardson, the great Oregon booster, is working the state now, and the people of Portland are backing him up in this work, to get the state legislature to make an appropriation to put a state exhibit building in Ashland, in which every county of the state will have an exhibit of their products and resources in 1915.

It is a wonderful opportunity for every community and should be taken advantage of Lake County. It is a good advertising scheme and one that is bound to bring results.

Committed to Asylum

Mrs. Laura Meredith of Willow Ranch was last week taken to Al-turas where she was examined for her sanity, says the Plaindealer. The case was inexpressably sad, and calls for the sympathy of all. The family of Mr. Meredith and wife, settled on a homestead near Willow Ranch a few years ago. Both husband and wife were devoutly religious and have been lately attending revival meetings, and under the strain of religious excitement her mind gave way.

She was committed to the State Hospital at Stockton and all sincere hope for her complete recovery.

State Bankers to Meet

The State Bankers' Convention will be held in Medford June 15 and 16. At the meeting a special study will be made of the agricultural needs in the state with reference to financial conditions, new officers will be elected and many matters be acted upon.

Bend Bank Progressive

Bend Bulletin: A plan by which some pupil of the Bend public schools will be given a trip to the Panama-Pacific Exposition to be held in San Francisco next year has been announced by the First National Bank of Bend. The bank offers to pay the railroad fares and all the expenses of the trip which will be given to the pupil showing the best school standing and the best earning capacity with ability to save.

Four Year Terms

Attorney General Crawford has rendered the opinion that the amendment to article seven of the constitution, voted in 1910, relating to the term of County Judges, did not extend the term to six years. He held that the amendment prepared the way for the legislature to extend the term to six years, but that legislative enactment was necessary to change the present term of four years.

Tax Blanks Out

Blanks which will be used by Assessor Foster this year in requiring land owners to report a list of the lands they own, and the values, as provided by the new law passed at the last session of the Legislature are being distributed.

The new law provides that every person in the county liable to be taxed and the agent or manager of any firm, corporation or association liable to be taxed must make a statement under oath, showing the true cash value of all the real estate owned by the person or corporation.

In the light of recent happenings this from the Oregonian, is doubtless quite fitting generally: "Give us good Sunday laws says a writer in the Homiletic Review, and our churches will be full of worshippers. That is to say that, people will go to church if the law compels them, which is probably true. But much better would it be to make the sermon so wise, up to date and interesting that it would attract listeners without the aid of the law. The pity that can be legislated into a person is neither very genuine or lasting."

THE EXAMINER FOR JOB WORK

AUSTRIA'S MODEL ROAD SYSTEM

Reputed to Be One of the Best in Europe.

FOUR CLASSES OF ROADS.

Supervision is Placed in the Hands of Graduates of Government Schools. The Cost of Construction and Reconstruction of Government Highways is Defrayed by the Government.

In Austria's road system, reputed to be one of the best in Europe, there are 74,267 miles of highway. No estimates of the original cost of the Austrian system reliable enough to be worth repeating ever have been made.

In 1910, however, the government expended \$5,568,290 to maintain 10,008 miles of what is called there government highways, inclusive of donations made toward the construction and reconstruction of certain nongovernmental roads.

There are four classes of roads in Austria. The first class are the government roads—those which are used for military purposes, etc. Second, there are the provincial roads which connect districts of large area. The province may be likened to the state in this country. Third are the district roads which connect towns or are tributaries of other roads or lead to railways. The district corresponds to our county. Fourth or town class are the roads which are not included in other classes.

The difference in classification comes from the difference in administration. The province, district and town look after their own roads. The current cost of ordinary maintenance is obtainable only from the government roads. This includes the construction of bridges, erection of guardhouses, tool magazines and purchases of machinery. Materials used for bridges and culverts are wood, iron and reinforced concrete of the types found everywhere in the United States. Roads are surfaced with macadam and telford. Tar is used as a binder almost exclusively. It is claimed that the tar, besides keeping dust down, increases the life of Austrian roads from two to three years, although government engineers agree that the durability of the aggregate has more to do with the life of the roads than does the binder used. The average width of the roads is from twelve to sixteen feet, with walks two feet wide on either side. A majority of the roads built in the past four years are eighteen and often twenty feet wide, however.

The cost of construction and reconstruction of government roads is defrayed out of the current government revenues. No special taxes for roads are levied. In case any particular community is particularly benefited, however, the government withholds the right to apportion the expense equally.

Supervision of roads is in the hands of graduates of government schools, known as district engineers. Each has charge of only seventy-five miles of road. Under them are roadmasters who have charge of twenty-four miles of highway. These men supervise the road crew which has to perform all the work required to keep in order about three miles of road. There are in all about 4,000 men employed on government roads. Salaries are low. Engineers receive from \$400 to \$900 per annum, roadmasters from \$150 to \$300 per year, and keepers from \$15 to \$16 a month. All workers are allowed a pittance for expense money.

The government keeps a severe check on all its men connected with road work. They are required to make frequent reports showing definitely where every cent of money has gone and the exact progress of the work.

NEEDED FOR ROAD BUILDING.

Organization a Factor Lacking Here, French Engineer Says.

That proper organization for the construction of public highways is an important factor was the opinion of speakers who addressed the recent annual convention of the American Road Builders' association at Philadelphia. Delegates were much impressed with remarks made by J. de Pülligny, director of the French mission of engineers to the United States, who told the convention that what the American system of road building lacks is organization. He called attention to the roads of France, which are among the best in the world, and said that to organization, both in acquiring the money to build roads and their actual construction, was due France's splendid system of highways.

Good roads mean wealth to the state and increased income to all who live along the line of any improved highway. This is realized wherever an improved road is constructed. Once in the enjoyment of good roads no community will ever consent to return to the older highways of alternating mud and dust or with rough stones, ridges and hollows that have done duty for many years at great expense of horse flesh and human endurance.

THE QUESTION OF BETTER ROADS.

As far back as 1770 Adam Smith, in his "Wealth of Nations," wrote as follows: "Good roads, canals and navigable rivers, by diminishing the expense of carriage, put the remote parts of the country more nearly upon a level with those in the neighborhood of the town. They are upon that account the greatest of all improvements. They encourage the cultivation of the remote, which must always be the most expensive circle of the country. They are advantageous to the town by breaking down the monopoly of the country in its neighborhood. Though they introduce some rival commodities into the old market, they open many new markets to its produce."

WHAT IS THE BEST ROAD? DEPENDS ON CIRCUMSTANCES

Traffic the Chief Factor in Determining Type of Construction.

Given complete data as regards location, traffic and all other conditions, the expert in highway construction can advise intelligently as to the kind of pavement which will most nearly meet the requirements in a given case, but without the complete information he cannot hope to give any satisfactory answer, says Good Roads.

Before the advent of the automobile, when the traffic consisted of horse drawn vehicles, equipped for the most part with iron tires, water bound macadam was the standard construction for practically all roads except those carrying the heaviest traffic. But present traffic conditions are different. The vehicles using the roads consist not only of horse drawn vehicles equipped with iron tires, but also of motor driven vehicles equipped with rubber tires. Moreover, these two dissimilar kinds are found in varying proportions. At present there is no standard type of construction. Roads or streets carrying light traffic can be satisfactorily paved with certain materials, those carrying a heavier traffic can be paved



MACADAM WAS THE STANDARD BEFORE THE AUTOMOBILE.

properly with certain other materials, and those carrying the heaviest traffic require still other kinds of pavements.

Considering these facts, the logical conclusion is that traffic is the chief factor in determining the type of construction to be adopted. It is also known that the two different types of vehicles now using the highways require different surfaces. It may be inferred, therefore, that so long as the traffic is mixed, and mixed in varying proportions, a pavement that will be universally satisfactory will not be found unless the amount of one or the other of the two kinds of traffic becomes small enough to be negligible.

We can be certain that motor driven vehicles will never become negligible factors, so that the next step to be taken is to consider whether or not the ratio between motor driven and horse drawn vehicles will ever become so great as to eliminate the latter from consideration. If this does happen the situation will be similar to that before the advent of the automobile, and we shall have a traffic varying only in intensity. In that case some certain pavement may be evolved which will be as universally acceptable as was the water bound macadam pavement under former conditions.

Unless this change in traffic does come about it seems probable that the selection of the type of pavement to be put down will remain a problem which has to be solved for each particular road, having due regard to local considerations.

FOR UNIFORM ROAD LAWS.

American Bar and American Highway Associations Undertake Revision.

Through the co-operation of the American Bar association and the American Highway association the work of revising the road laws in different states has been undertaken with the object of codifying and simplifying them on a uniform basis. Many of the road laws are a century old, based on colonial legislation and following English precedent and are entirely out of use in modern traffic and conditions. Because of these obsolete laws it is impossible to give the nation a network of improved highways, so a change must be made. The committee will urge upon the governors of the various states the necessity for legislative action and will provide a plan for such procedure.

TULE JUDGE IS OUT

McCARTHY COME DOWN IS FIXING POLITICAL FENCES

Enters Scrap For Official Prominence—Defends Administration of High Tule Judgeship

Plush, Oregon, Mar. 1, 1914.

Editor Examiner: My term of office does not expire until the General Election next Fall. I have been Judge of the lower court of the Town of Plush for years and now at the solicitations of my constituents would aspire to the office of Judge of the High Tule Bench. I don't think that President Wilson or William Jennings Bryan can have any objection to me during my term of office. My decisions were never reversed by the Supreme Court. I never asked advice from a higher court except once when I phoned to Drews Valley for advice in a complicated case. I was always fair and square and honest with my neighbors—more especially when they are watching me. I always despised low language and lies, immorality and villainy; I hate hypocrisy; I have worked hard, long and late.

In my capacity as Judge I never charged the county, state or individual a cent for my services, except on two occasions. I performed the marriage ceremony for two different parties—one party was so delighted with the spice that he made me a present of a sack of potatoes. Of course I accepted them as I always liked the Irish lemon. But to my dismay I found that the spuds were frozen. The other party whom I spiced gave me a bale of hay, but while we were going through a lot of red tape some town cows came along and ate up the bale of hay and when I came out of my office there was nothing left but a few strings of wire.

This is an ungrateful world, there are several of us who are almost forgotten, whose names should be written in the Hall of Fame for our advocacy of temperance and morality. Now for instance, John B. Gough, Professor Sawyer, Mary Lease, Your Humble Servant, O. C. Gibbs and Carrie Nation—we being the great temperance reformers of the age. In my dreams I can see Carrie marching the street hatchet in hand; Brother Gibbs, a good second, armed with a Missouri Club; and myself in the rear with a sheep hook, trying to catch and evangelize the Boozie Fighting Villians. I am a total abstainer—DRY is the word. I have refused on several occasions a square inch of Tom Sullivan's tanglefoot. I have quit Longshoremens Union of Plush and opened a Tetotellers' Union in Rabbit Town. My offices are open day and night. My clerks are James McKenna and Yan Bluestone. Law matters promptly attended to, matrimony and divorce a specialty and in leisure hours we experiment on well digging and canning jack rabbits. I haven't had a letter from Governor West for a long time. We were always good friends but I am afraid he will get so far West next Fall that he will be East.

Now dear editor if you should stagger over to Plush call and see us, we will treat you good. Our office is in the Elephant building, Riggs Ave., Plush.

Hoping that you will help me out in my political campaign, I am

Your most obsequious,
McCARTHY COME DOWN.

New School Rules

To encourage more regular attendance and improved deportment and to prevent teachers from using too much time preparing pupils for examinations when more important work could be done, Superintendent of Public Instruction Churchill has made important changes in the rules governing the public schools. He also made provision for young men and women who leave school at the end of the sixth or seventh grades and desire to resume their studies when they have reached the age of 18 entering high school without having an eighth grade diploma.

County School Superintendents are being advised of the adoption of a new rule to this effect.

Can Sign All Petitions

A registered voter may sign the nominating petitions of as many candidates of his party for the same office as he chooses, according to an opinion of Attorney General Crawford given to the County Clerk of Josephine County. The Attorney General holds that if a Republican registered voter, for instance signs the petition of a half a dozen Republican candidates for the gubernatorial nomination the voter's name is to be counted on each petition. He says the law intends to make it as easy as possible for the candidates to get before the people.