

Lakeview Saddlery



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IT IS SERVED TO SUIT YOU and whether in a stein or glass, you will find our Pure Beer the most refreshing drink you ever tasted. It is a special brew of fine Hops and Malt, with the purest and cleanest water obtainable. The great strength and tonic effect of this Beer makes it the favorite prescription of doctors for their weak and convalescing patients. Try a sample and you will want a large supply

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and we are ready for it with the very best seeds possible to obtain. The best varieties of vegetables, grains and fruits. Come choose what you want now. Then you will be ready to plant early and get an early crop as well as a big and fine one.

Special rates for large quantities, moderate prices for any quantity.

T. E. BERNARD

"EVERYTHING IN HARDWARE AND FARM IMPLEMENTS"
LAKEVIEW, OREGON

SAND-CLAY FOR ROADMAKING

Valuable For Improving Earth Highways.

BUREAU TEACHES FARMERS.

The Office of Public Roads Calls the Attention of Rural Communities to the Value of Natural Sand-Clay in Improving Earth Roads—Methods of Betterment Advocated.

In view of the fact that a great majority of the roads of this country are of the ordinary earth type, it is important for the farmer to understand the best method of improving such roads.

The office of public roads advises the communities to have an engineer go over the old earth highways, or, in lieu of an engineer, that the farmers themselves should see to it that the roads are so graded that the ditches or gutters are parallel with the center line of the road. Gutters must have a uniform grade and be of sufficient capacity to keep the surface well drained. Drainage is the most important feature of an earth road.

Every farmer who lives in a section where both sand and clay are prevalent travels occasionally over some particular spot in the road which is always good and rarely requires attention from the road hands. Good drainage may be responsible for this condition, or it may be found on investigation that there is a good natural mixture of sand and clay forming the wearing surface. If this strip of road is always good there is no reason why a surface of similar material on the entire road should not produce like results.

Analysis of the best natural sand-clay mixtures will show that the sand forms about 70 per cent of the whole. The test is simple. Weigh into an ordinary medicine glass two ounces of the dried mixture and wash out the clay. Dry the remaining sand and weigh again. The loss in weight will represent the amount of clay originally contained in the mass.

The theory of the sand-clay mixture as a road building material is that the



A SAND-CLAY ROAD.

clay fills the voids between the grains of sand, firmly binding them together. After the material is found the process of building the road is simple. Before placing any sand-clay on the road the road should be graded to the desired width. Most engineers prefer to have a width for the road of about twenty feet, exclusive of side ditches, which are each usually about three feet wide. Sand-clay is cheap, and it is best that sixteen feet of the graded width (twenty feet) be surfaced. This will leave a two or three foot shoulder on either side. The surface of the graded road should be flat or slightly convex. The sand-clay should be put on from eight to twelve inches in thickness, depending on the character of the subgrade or foundation. Where you have a hard clay for foundation eight inches of sand-clay will suffice. If the foundation is sand it is well to put on as much as twelve inches of the surfacing material. After a few hundred feet of surfacing material has been placed a grading machine should be run over it to smooth and crown the road before the top becomes too hard.

After the machine work it is well to follow with a split log drag, which smooths any rough places left by the machine and leaves the road with a smooth, even surface. It must be borne in mind that a sand-clay road, unlike other roads, cannot be finished in a short space of time. It can, of course, be left in an apparently finished condition with a hard, smooth surface, but it will be found on close examination that the hard surface is in reality only a crust, underneath which are several inches of loose material. After the first hard rain the crust softens, the road gets bad and the work appears to be a failure. This, however, is just what is needed to make it eventually good. After the road has dried until in a plastic state it should be dragged until the surface is once more smooth, with the proper crown, and should be kept this way by dragging at least once a day until the sun has baked it hard and firm. The mistake of keeping traffic off during this process of resetting should not be made. The continuous tamping of the wheels of the wagons and hoofs of horses is needed to pack the sand-clay into a homogeneous mass.

BETTER ROADS AND "BACK TO THE LAND."

If we had better roads we could easily get people to "see America first." But the real problem is to feed America first, to enable the farmer to bring his produce to the consumer at a cheaper cost to both. The question of better roads, therefore, is not one of furnishing more convenient highways for automobile tourists. It is true that when we better and increase our roads the automobile will grow in importance, not as a plaything of the richer classes, but as the most convenient vehicle of business. Better roads will turn the tide of affairs, so that instead of having people fleeing from the farm to the city we will have the masses moving from the city back to the land.

The crux of the question is not whether we want better roads. We all agree on that. We differ only on the best methods of improving them.—D. W. Shackelford.

STEADY GROWTH OF GOOD ROADS MOVEMENT.

Summary of Report on Good Roads by Secretary of Agriculture.

In the annual report of the secretary of agriculture a special chapter is devoted to good roads. For twenty years, it is stated, there has been a steady growth in the good roads movement, so that today about thirty-four states have highway commissions or some other form of highway agency. State appropriations for road work have increased from \$2,000,000 ten years ago to \$43,000,000 in 1912. The relation of the federal government to road construction and road management is pointed out. The federal government should take the lead in investigational and experimental work and should develop principles of co-operation with the states in matters of educational and demonstrational work. It seems desirable that the federal government should deal with the state as the lowest unit through an expert highway commission as its agency. This policy would eliminate the difficulty of the federal government's determining local issues as well as the danger of undue centralized federal control. In order to stimulate this policy and to prevent undue inroads on the federal treasury federal aid whenever extended for construction and maintenance should be furnished on condition that the states provide an appropriation at least double that voted by the federal government. This would furnish an automatic check. The plan should provide for maintenance as well as construction in order to prevent the possibility of the construction of roads many of which may wear out before the bonds placed upon them are paid. The secretary raises the question as to what roads should be improved. He says that the roads of greatest economic and social importance are those over which the products of the farm can be taken to the nearest railway station and which minister to the other social and economic needs of the community. It is pointed out that no federal funds should be expended on any project until a scheme of road construction and maintenance within a state has been developed and agreed upon by the proper representatives of the state and of the federal government.

OHIO WAKING UP.

Court Decision Gives State Nine Thousand Miles of Highways.

The state of Ohio, which heretofore has not quite kept pace with other units of the country in the matter of good roads, seems now in a position to do at least as well as any other state, this as a result of a recent decision of the supreme court declaring the Hite road tax law valid. Much the same system is to be followed there as in other states, the central government being the leader and the counties contributing and co-operating. The tax will raise \$3,500,000 this year, to which add \$500,000 or more from the auto licenses and large contributions by the counties. Present plans contemplate the construction of more than 9,000 miles of highways, which is about one-tenth of the entire road mileage of the state.

GENESIS OF A GOOD ROAD.

In ancient days the aborigines walked tandem in between the forest trees. Their feet, in time, impressed the earth and shale. The route became a trail. When later white men came to rob the red of resin and rosin, they brought bovines to tread. That course and nip a cud for aftermath. The trail became a path. When Farmer Perkins settled on his claim. Up Turkey creek, one day his neighbors came. And helped him clear a way to his abode. The path became a road. When Van De Rockster bought the farmer's loan. And built himself a country mansion home. The state stepped in and paved that highway hard. 'Tis now a boulevard. —Robertus Love.



FARM ORCHARD AND GARDEN BY F.ETRIGG REGISTER, ROCKFORD, I.A. CORRESPONDENCE SOLICITED

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One bad egg in a dozen sent to market naturally spoils a customer's taste for eggs and is said to reduce sales of eggs in his case from 15 to 20 per cent.

To produce eggs of the best quality hens must be provided with an abundance of wholesome food, including grains, bran, clover or alfalfa and oyster shells.

Experiments which have been made by a good many dairymen prove beyond doubt that the more quickly a cow is milked the larger will be the per cent of butter fat that her milk will contain.

The sight of a horse tied to a town hitching post and shivering with the mercury close to the zero mark is not calculated to inspire regard for either the humanity or good sense of the owner.

In far too many instances it is those farmers who would be most benefited by the discussions at the farmers' institute who fail to attend because they are too busy or because they don't consider the deliberations of such meetings practical and worth while.

What is said to be the highest price ever paid for a single apple tree was recently paid to an Oregon farmer for a thirteen-year-old seedling which grew in a fence corner on his farm. The worth of the tree lies in the fact that it yields ripe apples every month from May to November.

Let the girls try this recipe for homemade peppermint candy: Into a saucepan put a pound of granulated sugar and a gill of boiling water and as soon as the sugar is dissolved add a tablespoonful of vinegar. Boil until a little becomes brittle in cold water, add peppermint essence to taste and drop by the spoonful on buttered or waxed paper. Candy of this kind is both inexpensive and wholesome.

A walnut tree sold the other day in a middle western state for \$250. By contrast this brings to mind the conditions a generation ago when the walnut was not prized so highly and when it was often cut into firewood for the kitchen stove and sitting room heater. The giant walnut of that day is gone, along with the Indian and buffalo, two comrades that with it enjoyed untested freedom before the white man's westward march.

That was a fine type of spunk displayed by a Miss Lovelace of Texas, who has recently proved up on a homestead claim in New Mexico. In order to get a patent to the ranch from the government she lived alone in a two-room shack on her claim for fourteen months. She was sixty-five miles from a railroad and twenty-five miles from a town, while her nearest neighbor was two miles away. She hunted rabbits and took rides muleback for pastime.

There is said to be but one small section in the United States where Easter lilies will grow profusely and blossom at Easter time. This is Las Palmas, a few miles below Brownsville, Tex., the southernmost town in the country. As a result of interest taken in the matter by H. G. Stiles, horticultural expert of Texas, it is likely that the federal government may establish a national park at Las Palmas, where Easter lilies and other tropical plants may be grown.

A plant closely resembling the dandelion that was imported to southern Minnesota from Germany some thirty years ago on the strength of the claim that it was a sure cure for tuberculosis bids fair to become a serious pest unless it is exterminated. It has spread over the eighty-acre farm on which it was first grown and may readily spread to adjoining land, as its seeds are winged like those of the dandelion and are readily scattered by the wind. Farmers are urged to guard against the pest and are urged to send specimens to the state experiment station for identification.

There are times when feeding hogs a good tonic for a period will help them a good deal and make it possible for them to make a profitable gain in flesh. There are several tonics on the market that answer this purpose well. For those who prefer the homemade article the following recipe is recommended by the United States government: Wood charcoal, two pounds; sulphur, one pound; common salt, two pounds; sodium carbonate, two pounds; sodium hypophosphite, two pounds; sodium sulphate, one pound, and antimony sulphide, one pound. These ingredients should be powdered and mixed and given at the rate of a large tablespoonful once a day for each 200 pounds of hog weight.

FATHER O'MALLEY SEES IMPROVEMENT

(From the Irish News)

Editor, Irish News:

The current number of the Irish News to hand and welcome. I thank you cordially for mailing me the News each month and I assure you that its cheery items concerning Cork in Oregon are to me a source of real gratification. There are now 3 factors active in Lakeview, working in harmony for the all-around benefit of our people—St. Patrick's Church, the esteemed A. O. H., and the Irish News—stimulating progress in the fields of endeavor, religious, patriotic and literary. No doubt the net result will be the palpable influence of Irish ideas reduced to practice, so that the Irish citizens of Lake County will lead in every up-lift of the community, as their compatriots in Boston, New York and elsewhere.

The News has the signal advantage of reaching each sequestered camp, conveying the messages that thrill and cheer the young Irish heart—messages of faith and fatherland, supplementing the contents of the welcome letters, uniting the sheepmen and keeping them in touch with affairs of local interest.

I have penned the above in a sincere outburst of admiration for your work and because I realize that you deserve (and perhaps need) a word of encouragement. Any good work on behalf of the "boys" brings its own consolations. It often strikes me that God and St. Patrick traced their way to the West for a definite and a noble work, and that it is almost in sight. I feel that I have said enough. God bless you. Please give my kind regards to your pastor, Father Murphy; and to Dan Brennan. I'll spend three weeks of Lent in New York and two in Boston. (Signed) Father M. O'Malley Novitiate of St. Andrew-On-Hudson Poughkeepsie, N. Y.

FREE ALFALFA SEED

RAILROADS HAVE SEED READY FOR GENERAL DISTRIBUTION

Object is to Encourage Livestock Raising in Central Oregon—Seed For One Acre

Farmers in the semi-arid zone of Central Oregon will be furnished 500 pounds of dry-land alfalfa seed by the Spokane, Portland & Seattle railway and the Oregon Trunk line. The seed has been purchased and is ready for distribution, free of charge.

An active campaign is under way to improve the crops and encourage the raising of more livestock on each farm, especially in those parts of the country where irrigation is not yet possible. Scientific agriculturists have conducted a number of experiments and have insisted that much acreage can only be dry-farmed will not only raise alfalfa but corn, also, if proper cultivation is given.

While the O. W. R. & N. Co. is boosting corn growing over all the northwest the Hill lines have been giving a good deal of attention through its traffic department to alfalfa. This is the second installment of free seed distribution made this season by this company.

Each grower is given enough seed to plant one acre, with instructions how to care for it. Traffic Manager W. D. Skinner is requesting the growers to furnish detailed reports at the end of the first year regarding the growth made and the general conditions observed.

Information on Oregon

The immigration department of the Great Northern railway has issued a 200,000 edition of a new publication descriptive of Oregon, which it is sending to prospective home-seekers throughout the east. E. C. Leedy, general immigration agent of St. Paul, is sending suggestions to people now on his mailing list to supply names of others who might be interested in Oregon and its possibilities as a home state.

Send the names of your eastern friends who may desire to come to Oregon, to Mr. Leedy at St. Paul and they will be supplied with a copy of the pamphlet free.

Nothing So Good for a Cough or a Cold

When you have a cold you want the best medicine obtainable so as to get rid of it with the least possible delay. There are many who consider Chamberlain's Cough Remedy unsurpassed. Mrs. J. Boroff, Eldia, Ohio says, "Ever since my daughter Ruth was cured of a severe cold and cough by Chamberlain's Cough Remedy two years ago, I have felt kindly disposed toward the manufacturers of that preparation. I know of nothing so quick to relieve a cough or cure a cold." For sale by all good dealers.