

Lakeview Saddlery



A complete line of wagon and buggy harness, whips, robes, bits, riates, spurs, quilts, rosettes, etc., etc.

Everything in the line of carriage and horse furnishings. Repairing by competent men.

THE BEST VAQUERO SADDLE ON THE MARKET

AHLSTROM & GUNTHER, Inc.
Successors to S. F. AHLSTROM

NEVADA--CALIFORNIA--OREGON RY.

Daily Service Reno to Lakeview Except Sundays

No. 1 Arrives Lakeview at 9:35 P. M.

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C. W. CLASS, AGENT :: LAKEVIEW, OREGON

THE PALACE BAR

O'CONNOR & DUGGAN - PROPRIETORS

A Gentlemen's Popular

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CHOICE BRAND WINES, LIQUORS, CIGARS

Lakeview Steam Laundry

HARRY C. HUNKER, Prop.

We give efficient service and do good work.

Send your washing and give us a trial.

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BRIDGE THE CHASM
with a draught of our fresh, pure and delicious Beer. It will make the mouths of men and women water with anticipation and pleasure. This famous Beer of ours is brewed on scientific principles with the best ingredients. The water, the malt and the hops are all of the best and there is positively no adulteration whatever in the product. Doctors recommend it to the weak.

KENTUCKY SALOON
POST & KING, Proprietors

WHEN YOU START GARDEN WORK



you'll need some good tools. Come here and get them—from hoes to pruning shears. Most likely you'll want to do some other fixing up as well. We have everything in hardware or tools you can possibly need. Drop in and get what you require, so when you start you can go right ahead with it.

T. E. BERNARD

"EVERYTHING IN HARDWARE AND FARM IMPLEMENTS"
LAKEVIEW, OREGON

HOW TO BUILD GOOD ROADS.

There is only one right solution of the road problem, and that is the construction of permanent roads. Every road built wholly or in part with funds provided by the state or federal government should have a length of life equal to the life of the lands issued to raise the money to pay for them. The foundation, bridges, culverts and retaining walls at least should have such durability. Otherwise future generations will find themselves doubly burdened in paying off these old bonds and at the same time raising money for the rebuilding of the roads.

The use of bitumen or tar for binder in place of water increases the life of the macadam road and allays the dust nuisance, but does not provide a real, permanent road because such binders undergo chemical changes and disintegrate in time. The bituminous road is a great improvement on the ordinary water bound highway, however, particularly for light traffic. The first requirement of a permanent road is a foundation which will sustain heavy loads and which will not be affected by frost and water. All through roads between large centers of population should be built strong enough to sustain ordinary city traffic, because intercity traffic motor trucks and motor stages will be one of the great developments of the next quarter-century, especially at distances of 100 miles and less. Such traffic is becoming an economic necessity because of freight congestion on the railroads and the requirements of long haul traffic.

Concrete appears to be the best and cheapest foundation material. In fact, no other material is needed to make a good road.—Leslie's Weekly

\$18,000,000 BUILDS \$50,000,000 ROADS.

Savings Effected Through Cash Purchases and County Aid.

California's state highway commission has solved the problem of providing a \$50,000,000 system with the \$18,000,000 it has, in the opinion of Charles D. Blaney, a member of the board.

This has been accomplished for the most part, Blaney says, by paying cash for materials at a saving of from 25 to 45 per cent. Crushed rock has been bought for 45 cents a ton as against \$1.10 on time, and cement for from \$1.18 to \$1.30 a barrel as against from \$1.90 to \$2.40.

In this way, Blaney goes on to explain, lower bids are obtained from contractors, for they do not have to tie up from \$30,000 to \$50,000 in capital or go into debt for that amount.

Two million dollars is the estimated saving through this method.

Another \$7,000,000 saving is estimated in having towns and cities construct their own portions of the highways and by getting counties to give the rights of way and build the bridges.

A million more has been economized by inducing the railroads to haul the materials and machinery at half rates. The railroads have been glad to make this concession, Blaney says, because they realize that good roads mean increased passenger and freight revenues for them.

The 1,400 miles of trunk highway of the contemplated 2,700 miles are to be constructed with a concrete base, with asphalt or asphaltic concrete surface. The cost will be about \$800 a mile.

The 1,300 miles of laterals are to be constructed of local materials or simply well graded and drained, so that when the people vote the \$10,000 which will be necessary all that will be required will be to put on the surfacing.

The greatest grade will be 6 per cent. Oregon and Washington have so made their highway plans as to form a connection with the California system, which will give a road from Canada to Mexico with the same maximum grade.

The California system will be completed by the time the world's fair opens. The fees from automobile licenses will keep it in repair.

OHIO AS A ROADMAKER.

The State Will Expend \$7,000,000 In Good Roads.

Ohio will expend \$7,000,000 for good roads this year. This will exceed all the money it has put in good roads since the enactment of the state aid law for that purpose eight or more years ago. Beginning this year, Ohio will step to the front in state road construction. The Hite law making a half mill levy on the grand duplicates of the state is largely responsible for this.

Highway Commissioner Marker estimates that between \$4,000,000 and \$5,000,000 will be raised by this and other laws of the state. Added to this will be something like \$3,000,000 which will be raised by the counties, all of which will be for good roads.

Eighty-five counties have petitioned the state highway department for a total of more than 7,000 improved highways. Sixty-one counties have asked for all they can get under the road building act. Commissioner Marker says that the department will be kept busy for several years building the improved highways petitioned for.

BEST TIME FOR ROAD DRAGGING

Is Directly After a Rain, Says an Expert.

KEEPING A ROAD SMOOTH.

The Best Way to Drag Is to Begin at the Side Ditch and Go Up One Side of the Highway and Then Down the Other in Slanting Direction.

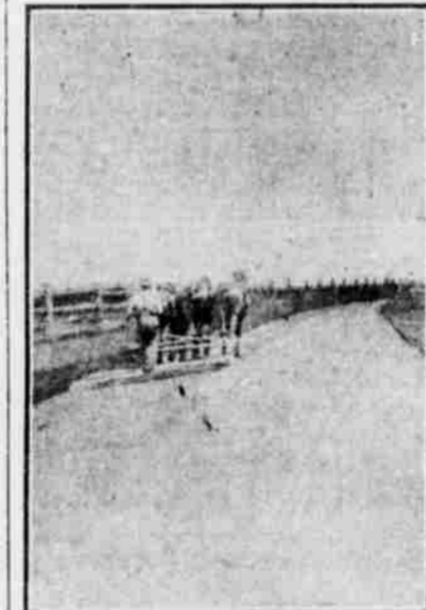
The best results from road dragging come when the roads are dragged directly after a rain, says an expert in the American Agriculturist. The surface of the road is leveled, the holes and ruts are filled up and the earth is puddled. A crust forms when the top dries out, making the road much more lasting than it would be if dragged at any other time.

To keep a road smooth and crowned the best method is to drag with an ordinary wood road drag, made easily with two halves of a log which has been split. This log should be about six or eight inches in thickness and six to eight feet long. The halves are set three feet apart with the smooth surfaces forward and upright. They are fastened together with braces set in holes bored through the log.

If they are not heavy enough a board can be placed on top, and the driver stands upon it. This will weight it down sufficiently. In some cases it has been found desirable to attach a piece of metal along the lower edge of the forward piece of the drag. This cuts the surface of the ground better and does more efficient work.

The road drag should move forward so that it slants across the road in such a way that a small amount of earth will slide past the smooth face of the log toward the middle of the road, thus forming the crown. In this way the edge of the drag smooths out the ruts and fills up the holes.

The best way to drag is to begin at the side ditch and go up one side of the road and then down on the other.



DRAGGING AT SIDE DITCH OF ROAD.

The next trip the drag should be started a little nearer the middle, and the last trip over the road the drag should work close to the middle itself. Small ridges of earth will be thrown in the horse track and smeared by the round side of the log smoothly over the road. The smearing of the earth by the drag is called puddling, and it tends to make the surface smooth and hard and turn off the water, especially after the sun comes out and dries it thoroughly.

The road is always dragged after it has rained and not when it is dry. With a good, strong pair of horses and a well built drag one man can drag about three or four miles of a road a day. This is the best possible way to maintain good earth roads. In every county some farmer along each four miles of road should own a drag and drag the road when it rains, and he would find the road in good condition when he goes to market.

The necessity for dragging the road comes about from the fact that water stays on the road surface, because it cannot drain away into the side ditches. If the road has been properly dragged the water will run off the surface. They if the ditches are properly taken care of the water will drain away and leave the roadway in splendid condition. The crown of the road should be at least ten inches higher than the outside. The rain as it falls on a properly crowned road will run quickly to the sides and not soak into the surface.

The side ditches for surface water should run parallel to the right of way and should be on at every low point, so that the water can run out of them into neighboring brooks or streams. If the ditches merely collect the water from the road surface and do not carry it away large pools will be formed along the roadside, which will generally sink into the soil beneath the road and make it so soft that the wheels of the wagon will cut through the surface and soon destroy it. Consequently it is absolutely necessary to have thorough drainage if splendid earth roads are to be secured.

In many places underdrainage by means of tile is absolutely necessary for best results. The tile should be laid along the side of the road at least two or three feet beneath the surface of the ground.

Cello Canal Nearing Completion

Portland, Oregon, April 7, 1914

(Special)—Of great importance and interest to the entire Columbia Basin is the prediction made recently by Major J. J. Morrow, engineer in charge of this district, that river steamers would be passed through the Cello Canal before the first of next January. The past month of March was notable in that more actual progress was made on the canal than in any other single month. From end to end the great ditch is the scene of ceaseless and effective activity. Locks are being constructed, gates installed, the bottom of the canal is being floored with steel bars over which is poured thousands of tons of concrete, the sloping sides are being rippedraped in one place with reinforced concrete, in another with rubble masonry and in still another with great blocks of lava rock, according to the character of the backing material.

Snow at Crater Lake

The Medford Mail says that Will G. Steele, superintendent of Crater Lake National Park reports six feet of snow on the ground at the lake and that he had to crawl in a window to get into the house.

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, Elda, 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.

THE EXAMINER FOR JOB WORK

THE SOUTHERN PACIFIC COMPANY

(THE EXPOSITION LINE)

Will sell special occasion round trip rates to the East from Lakeview, Oregon, as follows

Denver, Colo.....	\$73 80	Kansas City, Mo.....	\$78 80
Omaha, Neb.....	78 80	St. Louis, Mo.....	88 80
Chicago, Ill.....	91 30	New York, N. Y.....	127 30

AND OTHER PRINCIPAL POINTS

SALE DATES

- May 12, 14, 15, 16, 19, 20, 24, 25, 26, 31, 1914.
- June 1, 2, 3, 5, 6, 8, 9, 10, 11, 15, 16, 17, 18, 19, 20, 22, 23, 26, 29, 30, 1914.
- July 2, 3, 7, 8, 9, 10, 11, 14, 15, 16, 17, 20, 21, 25, 27, 28, 29, 30, 31, 1914.
- August, 3, 4, 11, 12, 17, 18, 20, 21, 25, 26, 27, 28, 29, 1914.
- September 4, 5, 9, 10, 11, 1914.

Going limit fifteen days from date of sale and journey must commence on date of sale. Final return limit in all cases three months from dates but not later than October 31st, 1914.

Stopovers will be allowed at and west of Chicago, St. Louis, Memphis and New Orleans on going transit limit and on return trip within final limits, except that no stopovers will be allowed in California on going trip.

FOR FURTHER INFORMATION APPLY TO AGENTS, OR

J. M. FULTON, Asst. Gen'l Freight and Pass. Agent, RENO, NEVADA