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**ABSTRACTS TO ALL REAL PROPERTY IN LAKE COUNTY, OREGON**

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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 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 hunting up these errors, and we can fully guarantee our work.

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



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*is taken down carefully and filled with the utmost exactness at this market. You can count on getting just as choice a cut as if you were here to see us cut it for you. So if you cannot or do not care to come in person phone us what you want and we'll see that you get it as and when you want it.*

**Lakeview Meat Market**  
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*Special Attention to Transient Stock Horses Boarded by the Day, Week or Month Always Open Phone 571*

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**FANCY WORK EXCHANGE**  
 Pure Linen Handkerchiefs, New Pillow Tops, Scarfs and Centers, Nun's Bolt-Proof Luster Collars for Embroidery.  
 D.M.C. Threads of all kinds. Art Linen by the yard.  
 Embroidery Work to order.

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*Office Opposite Heryford Building*

**CONVICTS ON THEIR HONOR**

*They Do Excellent Work In Road Building*

**EXPERIMENTS SUCCESSFUL.**

The National Committee on Prison Labor Receives Reports From Various States Indicating That the Honor System Produces Good Results.

The practice of putting convicts on their honor, especially prisoners who are at work constructing or repairing highways, has been started in several states and is meeting with much success, according to reports received by the national committee on prison labor. North Dakota, Oregon, New Jersey, Michigan, Ohio and Colorado are among the states where the honor system has been developed to its highest degree. Under the laws of North Dakota the board of control may employ convicts on the public highways, their expenses to be paid by the respective counties in which they work. The law stipulates that the prisoners perform their duties under the supervision of skilled laborers, who act as guards; but, so far as possible, the law de-



CONVICTS AT WORK ON COLORADO ROADS (IN CIRCLE); ALSO ROAD BUILT BY THEM.

clares, the convicts are to be placed on their honor. Another feature of North Dakota's prison laws is worded as follows:

"Each short time convict worked upon said state roads shall receive a credit upon his time of ten days for each thirty days that he shall faithfully and diligently work upon said state roads, and in case of convicts serving life sentences such privileges shall be given them as in the judgment of the warden is proper, but in case that any convict fails to do faithful and efficient work or attempts to escape he shall forfeit all or as many of said credits as in the judgment of the warden shall be proper."

Of 275 convicts who were worked under the honor system in Ohio only eighteen—less than 7 per cent—attempted to escape, according to the report of Preston E. Thomas, warden of the Ohio state penitentiary. While these men were thus employed there was no barrier except their own honor between them and freedom. Of the eighteen men who broke faith, all but seven were caught and returned to the prison, so that the percentage of those who failed to serve their full sentences was only 2 1/2. This record, says Warden Thomas, compares favorably with trusts in the outside world.

Also in Michigan, where all persons convicted of drunkenness or vagrancy are sentenced to work on the roads instead of to jail, the practice of trusting prisoners has been found successful. Not only that, but, according to W. M. Bryant, good roads commissioner of Michigan, the sentencing of convicts to work on the highways tends to eliminate much petty crime. It was in Colorado, under Warden Thomas J. Tynan, that the honor system was first employed among prisoners at work on the highways, and it is in that state and Oregon that the system has been most extensively developed. Governor West of Oregon, in a statement to the national committee on prison labor concerning the honor system among prisoners at work on the roads, said:

"Our road gangs are made up of from fifteen to twenty-five men, with a free man as foreman, who lives and works with his crew. His word is law in camp, and his report as to conduct of the prisoners carries great weight with the prison officials. It is most essential, therefore, that great care be exercised in the selection of these foremen. We have had unexpected success in the operation of our road gangs. Some have been maintained as far as 300 miles from the prison, and nearly all in the hills and mountains, where every opportunity was given to escape. At first we lost a number of men, due largely to the novelty of the plan and unjust newspaper criticism, which made many of them fear the abandonment of the policy and their return to prison. There has been less newspaper criticism of late, and the public, seeing the merits of the system, is accepting it as a settled policy."

**EXPERIMENTAL ROADS.**

Over 480,000 square yards of different types of roads for experimental and object lesson purposes were constructed during the fiscal year 1912-13 under the supervision of the office of public roads, United States department of agriculture, according to Bulletin 53 of the department, making a total of over 1,000,000 square yards of road constructed under the supervision of this office since 1905.

The types of roads built were brick, concrete, oil-cement concrete, bituminous concrete, bituminous surfaced concrete, bituminous macadam, surface treatment, macadam, asphalt-slag, oil-asphalt-gravel, oil-gravel, oil-corralline, gravel-macadam, gravel, slag, sand-clay, sand-gumbo, burnt clay, shell and earth. The object lesson and experimental work during the past year was done at a cost to the local communities of \$139,841.89. This does not include the salaries and expenses of the department engineers. The road work during the year was done in Arkansas, Florida, Georgia, Kentucky, Maryland, Mississippi, Nebraska, North Carolina, South Dakota, Tennessee, Texas, Virginia, Wisconsin and the District of Columbia.

**GOOD ROADS IN WISCONSIN.**

The Counties Take Advantage of State Aid.

All the counties of Wisconsin are taking advantage of state aid for the improvement of their roads this year. The increasing popularity of this plan is described by John A. Hazelwood, chairman of the state highway commission, as follows:

"Wisconsin embarked upon a policy of county aid for highway improvement of the principal roads in the counties of the state by an enactment of the legislature in 1907, and under the policy of county aid twenty counties in the state accomplished a great deal of good prior to 1912.

"In 1911 the Wisconsin legislature decided upon the policy of state aid in addition to the county aid provided for in 1907 and made an appropriation of \$250,000 annually to carry the undertaking along. During the year 1912 sixty-five counties out of seventy-one asked and received county and state aid. Last year sixty-eight out of the seventy-one have received county and state aid for highway betterment.

"The legislature of 1913, apparently appreciating the success and popularity of the state aid provision over that of the county aid policy, appropriated \$1,200,000 annually to carry along the good roads work. In 1911, by a narrow margin of one vote, the state appropriation was made for the new policy, while in 1913 every vote in both houses of the legislature, with the exception of seven, was cast for the \$1,200,000 appropriation.

"Since the legislature adjourned the three counties not engaged in good road work prior to this time have voted to come under the provisions of the state aid policy. Consequently in 1914 the entire state is carrying on road improvement under the state aid policy."

**THE HORSELESS AGE.**

Automobiles and Heavy Auto Trucks Make Road Problem Harder.

The astonishing results of a census taken recently on a secondary thoroughfare leading out of London showed only 3 per cent of horse drawn vehicles. The exact count was fifteen vehicles of the latter class to 500 vehicles propelled otherwise than by horses. Herein lies an explanation of the failure of the public authorities generally throughout the world to maintain roads and streets in good condition.

A similar example of the extraordinary change that has occurred in the use of roads in recent years is that of a furniture manufacturing concern in Easton, Pa., which delivers on its own trucks to New York city instead of using the already constructed steel roads—namely, the railroads. This concern uses the ordinary roads. A considerable tonnage is thus transferred from the steel roads specially constructed to bear it to the country road not constructed for any such weight or friction. It has thus come to pass that the science of engineering, which was called upon to furnish experts to railroad companies, is now also called upon to furnish experts to road building authorities.

**Colorado Good Roads Association.**

During the recent convention of the Colorado Good Roads association it went on record as favoring greater development of the state highways along the plan mapped out by the state highway commission and as advocating a state levy of one-half mill for road building. There was considerable debate on the relative merits of the half mill levy and a bond issue of \$5,000,000. The advocates of the former succeeded in carrying the convention, and it is stated that steps will be taken by the association to initiate at the November election a bill to make funds available for 1915.

**Plan Highway Improvement.**

Plans for highway improvement in Cedar Falls, Ia., in 1914, as suggested by the Cedar Falls Commercial club, contemplate the construction of a highway, entering the city from the northwest, across a long stretch of river bottom, and the erection of a bridge across the Cedar river.



**POULTRY NOTES**

BY **C. M. BARNITZ**  
 RIVERSIDE, PA.

**CORRESPONDENCE SOLICITED**

[These articles and illustrations must not be reprinted without special permission.]

**THE ROSE COMB BLACK MINORCA**

The five special egg producing families of standard fowls are called the Mediterraneans and comprise the Leghorns, Spanish, Blue Andalusians, Anconas and Minorcas. Their names all signify that they originated in the sunny lands along the beautiful blue Mediterranean.

Of these wonderful tribes of white egg layers the Minorcas have won the distinction of laying the largest egg.

Of the Minorcas there are three varieties—Single Comb Black, Single Comb White, Rose Comb Black. While a Rose Comb White has been bred by some, it has never been popular nor standard. The single combs are very large, and an objection is that they often freeze.

While proper care will often carry them through the winter unscathed, of course the Rose Comb has an advantage in this respect, which is especial.

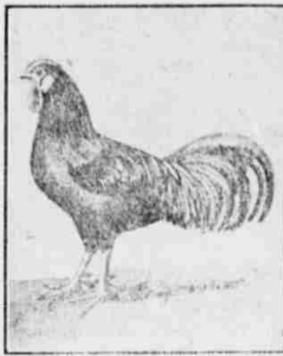


Photo by C. M. Barnitz.

**ROSE COMB BLACK MINORCA FOUR BIRDS.** By inspection as 14 years, for frozen combs show a mean drop in egg production.

However, their large wattles and bare shanks freeze from frost.

They seldom freeze by day unless dipped into the water of an uncovered vessel, and at night the trouble may be prevented by a roosting curtain or massing a good number of fowls on the roost, their combined heat preventing frost. The peculiar Minorca shape characteristics are the same in the three varieties.

There is the long body, flat across shoulders, sloping to the tail.

The breast prominent and round, deep; the fluff short, the plumage tight fitting and smooth, the bluish legs strong, firm and set square under the



Photo by C. M. Barnitz.

**ROSE COMB BLACK MINORCA HEN.**

body, all so well constructed for a big digestive system and large egg capacity.

The Rose Comb should be a brilliant black with beetle green sheen, free from all purple and the tail held at an angle of forty degrees from the horizontal.

The Minorca is larger and a better market chicken than the Leghorn, its pink flesh being close grained and delicious.

**ROSE COMB STANDARD WEIGHTS.**

Cock ..... 8 Pounds. Hen ..... 6 1/2 Pounds.  
 Cockerel ..... 6 1/2 Pounds. Pullet ..... 6 1/2 Pounds.

The Rose and White Minorca weights are similar, and one pound less than the Single Comb Black.

**DON'TS.**

Don't crow yourself hoarse over winning a cup. Back the winning with good advertising and your ad, with a square deal for success that's real.

Don't let chickens run in the stable. They steal old Fan's feed and make her feed box filthy.

Don't spend your lifetime chasing Dame Fortune. Fortune comes to those who learn to labor and to wait and may be just now turning to your gate. So work and wait and honest be and e'er long she will favor thee.

**PANAMA AND SUEZ**

**FACTS AND FIGURES AGAINST REPEAL OF FREE TOLLS**

**Incidents of Suez Canal Given in Way of Comparison—Big Expense is Required.**

In the discussion of the Panama tolls matter much of the argument has been financial as well as of the "starry-banner" variety. There has been little of actual detail printed about the investment represented, the revenue necessary nor the tonnage expected for the canal. The following information from the Cincinnati Enquirer will be of use in considering the financial problems involved:

"The Suez canal is owned by a stock company, with shares of stock numbering 379,241.

"Since 1875 the British government has been the owner of 176,602 of these shares, for which it paid \$19,855,320.

"Through its holding of these shares the British government exercises a controlling interest in the Suez canal.

"The canal cost about \$127,000,000, is 103 miles long, about 28 feet deep, and it takes 17 hours for vessels to pass through it.

"During the year 1910, the Suez canal was traversed by 4533 vessels with a total net tonnage of 16,581,898 and the toll charges were \$1.30 per net ton for vessels with cargo, 82 cents per net ton for vessels in ballast and \$1.93 for each passenger 12 years of age.

The total receipts of the canal company for the year amounted to \$25,168,400; the costs of maintenance and operation to \$3,857,402; payments for fixed charges and in retiring capital obligations aggregating \$4,072,602.

"The company's net profits were \$15,998,419, permitting the payment of a dividend of 31 per cent on the canal company's shares.

"The outstanding capital obligations amounted to \$92,484,511 at the close of the year 1910.

"The Panama canal is owned by the people of the United States.

It will cost approximately \$375,000,000 when completed.

It will be 54 miles long, 41 feet deep and vessels will be able to go through it from ocean to ocean in 12 hours. To pay for this canal the United States Government has issued bonds to the value of \$84,631,880, bearing interest at the rate of 2 per cent and \$50,000,000 in bonds bearing interest at the rate of 3 per cent.

"The expenditures on account of the canal in excess of the money received from sales of these bonds have been paid from the United States Treasury.

"A traffic expert report made to President Taft estimated that during the year 1915 10,500,000 net tons would pass through the Panama canal, of which amount the coastwise trade of the United States, now free from tolls under existing law, was estimated at 1,160,000 tons.

"The rate of tolls as established by President Taft is to be \$1.20 per net ton, this being 10 cents per ton less than the Suez canal collected in the British controlled canal.

"Our coastwise trade being free the tolls to be collected from the other tonnage, as per this estimate, would amount to about \$11,300,000.

"The costs of maintenance and operation is was thought would not be more than that at the Suez, say \$4,000,000, which would leave more than \$7,000,000, or about 2 per cent upon this entire investment of our people.

"No one that has studied the trade statistics of the world but appreciates that as the years succeed each other the tonnages passing through the Panama canal will show large annual increases and experts believe that by 1920 the net income from the canal will be sufficient to enable the payment of installments upon the original sum invested in the construction of this great enterprise."

**Persistent Kickers**

Cedarville Record: The people of Susanville never tired of abusing the N.-C.-O. railroad when that road carried their freight and passengers. Now the Fernley-Lasen road runs to Susanville, and its advent was hailed as a thing of joy forever. They, however are now howling about that road, and are endeavoring to arrange the Southern Pacific's business for their own convenience. Verily, they must have some persistent kickers at Susanville. They kick about the name of their town, they kick about the railroad and even kick about their jail—in fact it seems to be one merry round of kicking over there.