

Published at Pullman, Washington, every Saturday morning, and entered at the Pullman postoffice as second class mail matter.

ALLEN BROS. PUBLISHERS
WILFORD ALLEN, Editor.

TERMS OF SUBSCRIPTION
\$1.50 PER YEAR
Fifty Cents reduction if paid in advance.
Six months, 75 cents.

All advertisements will be continued and charged for until ordered out.

SATURDAY, JUNE 16, 1906



SHORT FRUIT CROP.

"Eastern Washington will not have one-quarter of a crop of apples this year," said State Horticultural Commissioner Huntley on his return from an inspection tour of that part of the state. "Outside of Yakima, Wenatchee, and some parts of Stevens county, there will not be enough fruit to supply the home consumption, and in consequence the orchards will be neglected."

"Never in the history of the state have the fruit crop conditions been so unfavorable. I visited the Clarkston district and found a light crop of all kinds of fruit. At Walla Walla there is none worth mentioning. This same condition is prevalent all through eastern Washington. Even the strawberry crop is almost a failure. The cause of all this was the hard freeze in the early part of March."

"In Yakima there will not be the crop that was at first expected. The apple crop there will be large. There will be a fairly good peach crop of certain varieties, such as the Elberta and Alexanders, but the early crops will be light. In certain districts the apple crop will be about the whole crop. In some districts it is fortunate the accounts will have a very good crop of apples."

J. H. Swart has returned from visit in Oregon.

City Treasurer Clark has returned to Seattle, where he went as the representative of the local lodge to the lodge of Odd Fellows.

Rev. F. O. Wyatt has resigned as pastor of the Congregational church, and will spend the summer on Pendle lake in the hope that his health may be benefited.

Zalesky, the tailor, has planned for a neat residence which he will construct at once on his property between Postmaster Allen's residence and the Catholic church.

Frank O. Kreager, who has completed his course in Economic Science college, has been elected to the superintendency of the city schools at Olympia at a salary of \$1500 per year.

D. H. Lewis, a graduate of the pharmacy department of the State College, but now studying medicine at the University of St. Louis, is here to attend the commencement exercises at the college.

Dr. and Mrs. Nelson gave a dinner Thursday night in honor of the graduates in veterinary science. It was found that among the guests were those who had at one time or another attended the Iowa State College.

Another shipment of young stock from the Montana ranges was made from city yesterday, Lloyd and Holbrook, of Moscow, sending out 400. Present prices for stock cattle are \$12 for yearlings, and \$16 to \$18 for year olds.

Hay cutting has commenced in vicinity, a few crops being ready for the market. The bringing of new hay to market will tend to bring down the price of old hay, which has been selling at \$12 to \$15 a ton. The old hay has been cleaned out, and some has been shipped to the side.

BUILDING ROADS IN PALOUSE COUNTRY

Continued from page One

the interest in the work and need of roads, the economy of good roads over poor ones, etc. This is by no means a little task, and it is one in which a considerable money could be expended profitably. Sufficient funds should be allowed by the state government for this purpose.

Not only should there be a State Commissioner and State Engineer of Public Highways supported by state funds, but the state should give aid in the construction of permanent roads in the parts of the state demanding them. The burden of taxation is too large to be borne by a small community or county if any considerable amount of the best kinds of roads are to be maintained or constructed. Then, too, these good highways benefit not merely the limited area in which they are located, but the entire county or even state. Likewise, permanent roads are a permanent benefit, and the expense of their construction should not be met in a few years. This latter condition could be met by a bonded indebtedness. The first would be met in the following way: Any of the county commissioners of the state or any group of persons holding property along a road which they wanted permanently improved (by permanent improvement, I mean the construction of a macadam or other serviceable road) could petition the State Commissioner for state aid. The state engineer would then estimate the cost, and if the cost was not too high, the road really needed; and, provided the county had not already used up its allotted maximum amount of funds appropriated for that purpose, the contract would then be let according to the prescribed forms of the law providing all these things. The expense of the building of the road would be borne in the following proportion: one-half to be borne by the state, thirty-five per cent by the county in which the road is built and fifteen per cent by the land owners along the road.

So far this scheme has had in consideration only the building of permanent roads. Now, in a state so large as ours, where the population is small in comparison to the amount of roads to be built and kept up, especially as we are compelled to spend a considerable sum every year in the construction of state roads in the mountainous, unopened regions of the northern part of the state, it is quite likely that, under this system, a considerable time will elapse before any great amount of road will be built. This is as it should be. The greater part of the attention and expense should be put upon the county roads, by the county, in the maintenance of the ordinary dirt roads. It should be done by the county for the reason that the county reaps almost all the benefit of the temporarily good road. The county and the state system should be kept distinct except that they are to work in harmony in the construction of permanent roads. The chief officer of the county should be as capable and as practical a man as could be found, and as much responsibility placed upon him as possible. He should have under his direct control the work of the improvement of all the roads of the county, with sub-foremen in the different localities. The organization should be centralized as much as possible and the work done by contract as much as possible.

This then completes the scheme for the arousal of interest and the executive system or force for the building and maintaining of the roads. In any state these problems are the same. A plan which will succeed in one state will also succeed in another if given a similar amount of support and attention. The conditions which influence these things are nearly identical in all places. Therefore, to formulate a good scheme, it is necessary only to examine the schemes of other states and take the best that is to be found. This is not true, however, of the third phase of road improvement activity, namely the actual construction and maintenance of roads. In this the conditions are vastly different from other states and in the different parts of the same state. It is influenced by the amount of traffic, the character

of the soil, the climate, the availability of road material, topography of the country and many other considerations. In formulating a plan, therefore, to meet the various needs of the various localities so affected, it is necessary to thoroughly understand the conditions which have a tendency to cause bad roads in all these localities and the object to be attained in correcting them.

The real problem which confronts the men who attempt a general improvement of the roads of Washington is not the building of a large number of miles of permanent roads, but the application of temporary material during certain seasons of the year. It is not the improvement of temporarily impassible or permanently bad roads, but ordinarily good roads, temporarily bad. It means not a large expenditure upon certain roads, but a considerable amount distributed over a considerable mileage.

We may divide the state into sections according to the conditions which tend to bad roads and the material which is available and economical for use on the roads. These sections, in a very general way, are the West side, the arid sections or wheat lands, and the clayey regions, including the Palouse country, the Blue Mountain region, and parts of the northern part of the state. Parts of the northern section may be classed with the West Side on account of the material for road construction.

The actual condition to be met is the tendency of the roads in the dryer sections to become dusty and to work up into "chuck holes" under the heavy traffic of the summer wheat hauling; and, in the Palouse country and on the West Side the bad conditions caused by excessive moisture in the clayey soils. For the greater part of the year these conditions do not exist. The application of cheap materials temporarily, at the proper time, working the roads at the proper time, some little turnpiking and tiling and a good deal of changing the location of roads to secure better grades are the means to meet these conditions rather than the expending of large sums on expensive roads. It is true that the demand for the better roads is growing. Near the towns where the traffic is becoming greater, soon they will have to be built; these cheap methods and materials will not be the most economical in the long run. This need and demand will come with a greater amount of funds available for use in this line. The better roads should be built gradually in those places needing them and gradually extended according to demand and funds available.

The materials to be used in road making in the different sections vary greatly. There is generally an abundance of basaltic rock from which the macadam road may be constructed, but the cheaper materials vary greatly. On the West Side there are numerous glacial deposits of gravel which can be put on the roads from four to six inches deep, making a good if not the most durable road in all kinds of weather. This material can be used with not a great deal of expense and labor. In many places tiling is needed. In others the road bed needs to be removed and other, better material substituted. Turnpiking is of great advantage. In the clayey soils, little can be done outside of turnpiking, correcting the grade and tiling.

S. A. Turner, of the First National bank, has been at Spokane this week.

Wm. Buckley has been quite sick again this week, but is now somewhat improved.

Rev. H. C. Mason will preach the baccalaureate sermon before the college graduating class tomorrow.

The annual encampment of the G. A. R. of the department of Washington and Alaska will be held at Walla Walla June 25-27.

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No. 32, E. Pass., new train, due 7:35 a. m.
No. 20, E., from Genesee, due 9:30 a. m.
No. 60, E. way freight, due 11:50 a. m.
No. 9, W. Pass., train, due 12:35 p. m.
No. 19, W., for Genesee, due 12:35 p. m.
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ORDER TO SHOW CAUSE.
In the Superior Court of the State of Washington, in and for Whitman County.

In the matter of the estate of Martin Zender, deceased.
William Swain, the administrator of the estate of Martin Zender, deceased, having presented and filed with the clerk of this court his final account of his administration of said estate, and it appearing to the court that notice was given the creditors of said estate as required by law and the order of this court, and that more than one year has elapsed since the date of the first publication of said notice, and that the estate is now in a condition to be distributed to the persons entitled thereto:

It is ordered that Monday, the 25th day of June, 1906, at 4 o'clock, p. m., at the court house in Colfax, Washington, be and the same is hereby set as the time and place of hearing said account, and that the clerk post notice thereof as required by law.

It is further ordered that Monday, the 25th day of June, 1906, at 4 o'clock p. m. at the court house in Colfax, Washington, be and the same is hereby set as the time and place for the hearing on the petition for distribution of the residue of said estate and that all persons are required to be then and there present to show cause, if any there be, why said estate should not be distributed to the persons entitled thereto, and that notice thereof be given by the publication of a certified copy of this order in the Pullman Herald, a newspaper printed and published at Pullman, Whitman County, Washington, and of general circulation therein for four consecutive weeks prior to the said day of hearing.

Dated in open court this 23rd day of May, 1906.
S. J. CHADWICK,
Superior Judge.

State of Washington, County of Whitman: ss.

I, W. O. McCaw, Clerk of the Superior Court of the State of Washington, in and for the County of Whitman, do hereby certify that the above and foregoing is a true and correct copy of Order to Show Cause, etc., in the above entitled cause, as the same now appears on file and of record in my office.

In testimony whereof, I have hereunto set my hand and affixed the seal of said Court, this 23rd day of May, 1906.

W. O. McCaw,
County Clerk.



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