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Let your next corset be a Gossard. Have it fit to your form.

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Health and Good Looks

Kitchen work has a lot to do with health and good looks. A woman cannot work overtime in a furnace-like kitchen, with a wood range in hot weather without paying the penalty.

The drudgery, the long hours, the extreme heat, the smoke and ashes, will cut down her energy and make her prematurely old in face and form.

This is a fact that cannot be disputed and all of us can call to mind many examples. Every woman who cooks is entitled to an electric range, and she gets one, too, where the man of the house has her welfare at heart.

An electric range means a cool, clean kitchen, a fire without a minute's wait, that can be regulated with a thumb-screw—meals in half the time and no fuel to handle or ashes to contend with.

Our special rate to users of our electric ranges, makes them as economical to use as wood. Ask about them.

Eastern Oregon Light & Power Co.

COOS BAY IS ROAD'S GOAL

HARRIMAN LINES TO BUILD NEEDED BRANCH.

J. P. O'Brien Announces Decision of His Company Directors.

News is given out that the Harriman system is going to build to Coos Bay out from Eugene, and the announcement is being received with a great deal of interest because of what it will do toward the development of Western Oregon. The Portland Journal relates of the announcement:

Forced into the open by the activity of two English syndicates, one planning to build to Coos Bay from Roseburg and the other to follow the Siuslaw river, General Manager J. P. O'Brien has issued a statement that the Southern Pacific will begin at once the construction of a line from Eugene to Marshfield.

The announcement includes an admission that work already done on a line from Drain to Marshfield was an expensive mistake, and will have to be abandoned. Several hundred thousand dollars at least was expended in surveys, grading and bridge and construction work on the Drain-Coos Bay road, which was a favored scheme of E. E. Calvin when he was general manager of the Southern Pacific Oregon lines.

Some 30 or 40 miles of work was done on the Drain-Coos Bay line, including grading, laying of rails and bridge work. Mr. O'Brien said today the bridges will be taken down and the steel used elsewhere, the rails already having been taken up, and whatever steps are possible will be taken to retrieve the mistake of the Drain line. It remains, however, one of the costly errors of the Harriman chiefs in the northwest.

Haggle Over Terms.

Since the late E. H. Harriman quarreled with the people of Coos Bay over the terms upon which the Drain-Coos Bay line was to be built, and abandoned the project the Harriman chiefs have been busy looking out for another and cheaper route to Coos Bay. Some time ago the Eugene-Marshfield line was decided upon as the more feasible proposition, and surveys were made. Then, following the usual Harriman policy, work was temporarily abandoned to see whether anyone else wanted to get to Coos Bay badly enough to expend money on a road.

Several propositions were soon taken up, among them the Haines-Clarke survey from Roseburg to Myrtle Point to promote which a company headed by Samuel Connell of Portland was organized. The survey was offered for sale to numerous parties, but, it is said, has never found a purchaser.

Last spring, however, two English syndicates came upon the scene. Both have enormous financial backing and both were apparently working independently of each other.

English Capital Interested.

One, represented by E. Copperthwaite, of London, in which E. C. Cox, a millionaire operator of West Virginia and other wealthy Americans were interested, has taken up a project from Roseburg. The other, which is said to have the backing of the greatest financiers of England has been at work on the Siuslaw project.

In that remarkable way in which the Harriman representatives seem able to learn the most secret moves of possible rivals, the Southern Pacific officials heard of the plans of these two syndicates. Investigations made by Mr. O'Brien impressed him with the necessity for a quick move on the part of his people and he hurried east last month for this purpose. The determination to make an announcement of the Harriman plans was made at that time, and Mr. O'Brien has made a detailed statement, apparently in the hope that it may deter the English syndicates from going ahead with their plans. That it will have this effect is a matter those who have been closest to the English syndicates are inclined to doubt.

The Harriman plans as detailed by Mr. O'Brien are to complete the Eugene-Marshfield road within two years. He says he expects it will cost \$8,000,000 and will be from 125 to 130 miles in length. It will follow the Siuslaw river, through the coast range

and on to the coast, thence south to Marshfield.

Three reasons are advanced by Mr. O'Brien for preferring the Eugene to Drain route—first, that the former will pass through a richer district; second that Eugene will be located on the main line upon the completion of the Natron cut-off, while Drain will be on the western, or branch line; third, that the Eugene road will tap a very large body of timber owned by the Oregon & California railroad. This timber, however, may not long remain the property of the Oregon & California as the United States has brought suit to cancel the railroad's title to it, and has already won out in the United States circuit court. This timber is a part of the Oregon & California congressional land grant.

The company organized to construct the Eugene-Marshfield line is called the Willamette Pacific Railroad company, and was incorporated June 14. George X. Wendling is president; S. O. Johnson, of San Francisco, vice president; R. M. Cross, of Portland, vice president; S. R. Bodine, of Portland, secretary; C. H. Barrell, Los Angeles, treasurer; C. R. Breck, Eugene, chief engineer; R. L. Hughes and J. D. Miller, Portland, directors.

George X. Wendling, of San Francisco, the president, is manager of the California Sugar Pine company, which operates an immense plant at McCloud, in northern California. Mr. Wendling and his company attained considerable prominence in California as enemies of union labor. His backers are men of great wealth and own large tracts of timber tributary to the proposed Eugene-Coos Bay line. Mr. O'Brien estimates the total timber tributary to the proposed line at 15,000,000 feet.

The Willamette Pacific has a capitalization of \$1,000,000, and all of the stock is held by the Southern Pacific company. The line will be built in the same manner as the Tillamook road—the Pacific Railway & Navigation company—is being constructed, and will become a part of the main line when completed. The Tillamook line will be in operation September 1, it is expected.

EMMONS WANTS GOODS BACK

RESENTS CITY OFFICIALS TAKING PRIVATE PROPERTY.

Search and Seizure Act on Beer May Not Stand.

Over in Enterprise there is a defiance of opinion on the search and seizure act under which city officials are operating. Several weeks ago the city officials through search and seizure entered Al Emmons soft drink store and confiscated some beer which has proven to be private property. The beer was put in the hands of Sheriff Marvin who carefully stored it in the basement of the new court house. Now Mrs. Emmons is bringing suit to recover his property. There never has been a charge of illegally selling the beer, but under the city laws of Enterprise it seems a search and seizure is permissible with anybody or at any time. Thus a man who has had a fresh case of keg sent to his residence for private use may awaken to find officers searching the premises for the liquor.

Now comes the question of ownership. Has Emmons a right to drink his own beer, or has the city a right to keep in storage the beer that was bought by Al Emmons. When this is decided by the courts then the custody of the beer will be established.

An erroneous impression prevailed outside of Enterprise relative to the nature of a place run by Emmons. He stands well in that community and has never been in any trouble. The report coupling the Joseph girls who were serving time in the Enterprise jail, with the confiscation of the Emmons beer only served the purpose of showing what a plight the officials were in when the jokersmith decided to get in his work, as is always the case around the county seat. The Joseph girls were arrested and convicted in Joseph and had nothing whatever to do with the Emmons matter other than that the two events happened approximately at the same time.

VALE HEARING IS IMPORTANT

COCHRAN TO HEAR CASE THIS FALL SOME TIME.

Case Resembles That at North Powder Farmers Involved.

One of the most important water contests held in the state of Oregon will be at Vale some time this fall or winter, says the Baker herald. The case closely resembles the contest recently heard over the water rights on North Powder.

In this case the water of Willow river is involved and practically every water right on the stream will be contested. The Willow River Land and Irrigation company which has built two reservoirs and claims all the water flow of the stream as well as the flood water, is opposed to the rights of the farmers.

John L. Rand of this place represents the Lower Willow Creek Water Users' association, which embraces some of the oldest and most substantial farmers and ranchers in the valley. The hearing will be held before Water Commissioner Cochran of La Grande.

Classified Advertising

LOST—Jersey milch cow three years old, branded J E on right hip. Reward. A. B. Burnett, Island City. -S-1-1f

WANTED—Piano to rent by month. Call La Grande Investment Co.

FOR SALE—Dry chain wood in any quantity. \$1.50 per cord at the Perry yards. Granda Ronde Lumber company Perry, Ore. 6-15-1f

WANTED—Girl to work at I. X. L. store. 7-28-6f

FOR SALE—Good header and binder combined. 12 foot cut. Deering make. Inquire L. J. Ferguson, Elgin, Oregon.

FOR RENT—One nice parlor and bedroom, newly furnished, 905 Spring street. 7-28-6f

FOR RENT—Part of good barn, close in. Apply this office.

FOR RENT—Furnished rooms and housekeeping rooms. 1914 Third St. 1f

"Sky Pilots" Work As Well As Pray.

Rev. J. M. Cornelison, Presbyterian missionary on the reservation, and Rev. Dixon, the native pastor of the reservation church, not only believe in observing the Sabbath day but they also observe the commandment that says "six days shalt thou labor."

Just at present the two "sky pilots" are showing their belief in the divinity of labor by working in the harvest fields on the reservation. They work throughout the week, merely taking sufficient time off for the evening meetings, and on Sunday they devote the entire day to church work.

Incidentally, both men hope to assist in impressing upon their Indian followers that it is good for the body and soul for one to work and to induce the tribesmen to follow their example.—Pendleton East Oregonian.

Ready for Canadian Henley.

St. Catharines, Ont., August 2.—The local committee in charge of arrangements for the annual regatta of the Canadian Association of Amateur Oarsmen, to be held here Friday and Saturday next, completed the final plans today and is making preparations to handle one of the biggest crowds that ever attended the Canadian Henley. The regatta will bring together many of the speediest oarsmen on both sides of the international boundary.

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