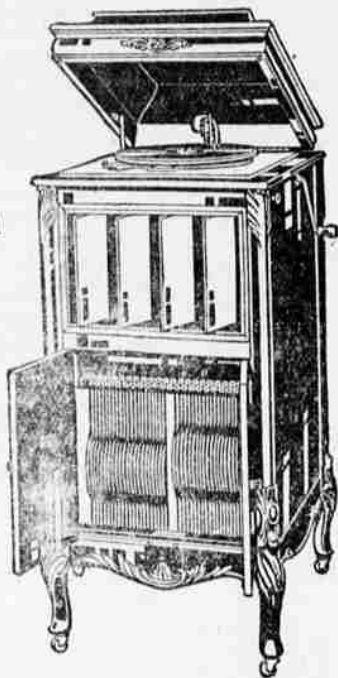


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### W. H. BOHNENKAMP COMPANY

HOLIDAY ISSUE IS GOOD the Oregon Scout was published last Saturday, and to say that it was good would, indeed, be stating it mildly. Union Scout Prints Creditable Paper Boosting Surrounding Interests. Besides containing the usual news and editorials, it consisted of articles on Union's business, stock-raising, fruit-raising and various other activities.

Two pages are devoted entirely to the schools and the whole paper is embellished with cuts and Yuletide decorations.

#### TOURIST SEES JAPAN SIGHTS

##### Thousands of Little Boats at Yokohama—Rickshaws Used in Place of Automobiles—Ancient Implements Used on Farms.

New York, Dec. 20.—(Written for the United Press.)—At the end of a 17-day voyage from here we arrived off Yokohama. There weren't any battleships in sight; nothing but a million little boats called sampans, looking exactly as though they had sailed out of old prints we saw in school. At long intervals a motor boat passed, a clumsy affair seeming to have a lot of engine trouble.

At the customs house, ready to take us to the hotel, were 500 rickshaws and two automobiles, the latter of the type around which center all the jokes. The trip to the hotel was an eye-opener. We looked around for horses, but didn't see any as all vehicles are drawn by men, occasionally relieved by a sleepy team of oxen.

On several corners were men in smart looking uniforms, carrying swords. Ah, our first glimpse of the army we thought, but they were policemen. As we rode through the streets we strained our eyes looking for the western ideas the Japanese have been appropriating so industriously, but they were not in sight. Little boys were playing ball in their wooden clogs; women with unfastened kimonos walked through the streets indifferent to the gaze of western eyes; men carried the skirts of the kimonos up to their waists so the edges would not be muddled by the streets. Tiny shops were everywhere.

All through the day we looked for western ideas, but we saw only two: a member of the court dressed in a silk hat of 1898 vintage, and a shabby Prince Albert coat that came to his knees. That night we read in a Yokohama paper that the government desired to show the Japanese an aeroplane and that one was being carried throughout Japan for exhibition in various cities. It would be in Yokohama the following day.

We decided instead of viewing the lone aeroplane to take a trip to Kamikura, the fashionable watering resort, and see as much of rural Japan on the way as we could in six hours. We started at 8 next morning, and two minutes after we had passed the city limits of Yokohama we were in

the middle ages. Every man and woman was working in the rice fields or on a farm with implements which their ancestors had used for centuries.

Villages were neat, tidy affairs, without factories. The only western ideas we saw during the morning were picture post card stands and American cigarettes. We tried to smoke some of the latter, but the Japanese matches are for ornamental purposes only.

When the automobiles passed little children—the only sign of future soldiers—they waved their hands and shouted "Banzai." We were told that when the motor cars first put in an appearance the children threw stones at them. One day the emperor gave a decree to school principals, asking children to wave their hands and shout a greeting of welcome to passing tourists in motor cars. This was read in all schools in Japan. The emperor's merest wish is law. Over night the hostility disappeared and now when you ride in an auto down a country lane in Japan you feel as a king must in riding through the streets of a European capital.

Not seeing any Japanese peril in a country of agriculturalists and small shop keepers, we decided to go to the city billed as "The Chicago of Japan," where we must certainly see the thousands of plants that at a moment's notice could be turned into ammunition factories. But, again, we were disappointed. It was more like Muncie, Indiana.

#### Prosperity in Oregon

What is Portland doing to get the trade of the Harney valley? This thought is prompted by an article in the Harney County Tribune, telling of the visit of C. J. Franklin, an expert civil engineer of Boise, Idaho, who, assisted by C. B. McConnell, is making a thorough investigation of resources for a report to Idaho capitalists.

If the report is satisfactory, money will be forthcoming to build a railroad into Burns to the end that the rich resources of the Harney and tributary valley may be diverted to Boise.

The people of Harney have faith in their ability to satisfy the most exacting capitalist, and the Tribune says they may look for construction work next spring. The Times-Herald advocates a

proposition to start an irrigation experiment in addition to the present dry farm station. It believes that every foot of tillable land in that valley will one day be under irrigation, either from a reservoir or a pumping station. It is proposed to ask the legislature for an appropriation to start the irrigation experiment. The state farm is large enough to conduct these experiments in connection with the dry farming, and it is claimed only a small outlay for irrigation would be required.

#### Sugar Beet Industry.

"If the district plan goes through, there will be enough land suitable for raising sugar beets put under irrigation to smother the Grants Pass factory and eventually place another factory here, providing leases can be obtained for a considerable amount of that land and beets are planted," says J. B. Pettingill, field superintendent of the Utah-Idaho Sugar company. The difference in rental value of land will, in a few years, states Mr. Pettingill, pay the cost of the water right for that land, in addition to taking care of interest and maintenance charges.—Portland Telegram.

#### Japanese Seeking Land.

According to the Medford Sun, a large number of Japanese are at present literally finecombing the valley in an effort to lease irrigated land for the raising of sugar beets. They will take all the suitable land in the valley. Alex Nibley is also searching for land for the same purpose and is offering from \$12 to \$20 per acre per year, according to the character of the soil and the distance from the railroad. No land without irrigation is being considered either by Mr. Nibley or the Japanese.

#### What Irrigation Would Mean.

Should the district plan of irrigation be put into effect in the Rogue River valley and the cultivation of sugar beets become general there, it will mean that the factory at Grants Pass must run at least 120 days during the main run, with over shorter supplementary runs. It will mean 10 loading stations in the vicinity of Medford, each employing three men during the running season. It will mean a crew of 150 men at the factory during the run and 25 men the remainder of the year. In other words, it will mean a payroll of \$100,000 annually, for that section.

#### Another Factory in Prospect.

In addition to the factory payrolls will be the wages of thousands of men workers in the best fields and huge rental rolls to the landowners.

There will be sufficient pulp at the factory to fatten for market 3000 head of cattle and 13,000 sheep. That will mean a payroll of men to tend the stock. The best tops are worth either as cattle feed or fertilizer, \$3 per acre.

But the big item of interest to Medford is that the increased production will make absolutely necessary the erection of a plant such as has been built at Grants Pass, somewhere on the right-of-way between Medford and Central Point.

#### Railroads Torn Up, Rails go to Allies.

Ottawa, Ont., Dec. 20.—(Special)—Canada has started to tear up 1000 miles of railway to meet the needs of war on the French and Belgian front. The rails will be shipped to France, where they will be relaid to facilitate the movement of troops, guns, munitions and supplies from French ports to the fighting lines.

Laborers are now tearing up 300 miles of government railroad sidings. Two hundred miles between Edmonton and the Pacific coast, where the Canadian Northern and Grand Trunk Pacific run parallel, will be torn up next and traffic will be thrown on one line. It is reported one cargo of rails is now on the way to seaboard.

In asking for rails, the British government said prompt delivery would save thousands of lives. It is impossible to obtain new rails because of the great demand for steel for shells. Soldiers will be employed to tear up the rails where laborers cannot be obtained.

#### Knew Little.

All ranks of the British army, as soon as they arrive in France, are urgently warned against answering questions asked them by people they do not know, even if the questioner is a British officer, because enemy agents have been found in the uniforms of all ranks. A certain conscientious young subaltern had recently been sent up into the front line. A major of the divisional staff came along one day and began questioning the boy, with a view of testing his alertness and efficiency.

"What trench is this?"  
"I don't know, sir."  
"What regiment is on your right?"  
"I don't know, sir."  
"How do your rations come up?"  
"I don't know, sir."  
"Well, you don't seem to know much, young fellow, do you?"  
"Excuse me, sir, but I don't know you."

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