

TRUNK ROADS FOR MALHEUR COUNTY

Permanent Improvements Will Cost \$30,000 and Cover 45 Miles of Highways.

(Special Dispatch to The Journal.)
Vale, Or., July 2.—A trunk road 28 miles long is being constructed through the Malheur valley by the county court. The highway begins at Ontario and extends almost due westward the entire distance. When this work is completed it is the intention to build a well graded north and south road through this county beginning at a point near Weiser on the south side of the Snake river, and extending down through Ontario and Nyssa and on to the Owyhee bridge, 13 miles south of Nyssa, or a total distance of about 45 miles.

Malheur county will collect about \$30,000 for the county road fund. A good share of this money is to be used in building the two trunk highways.

Make Permanent Roads.

The Malheur county court is not satisfied with the way county road funds have been spent in the past in spasmodic attempts to fix the roads. The county court has wisely determined in the future to use the county road funds in a systematic manner. Instead of doing a little patching here and a little there on the roads, the road funds hereafter will be used in fixing a certain stretch of road in a permanent manner by bringing it first to the proper grade and list as the funds permit, gravel or macadamize it. In this way something practical and substantial will be accomplished in Malheur county in the way of road building.

Use Modern Methods.

W. L. Gibson, roadmaster of Malheur county, is in charge of highway construction. He is using a modern road grader, requiring 14 horses and three men to operate it. A heavy plow is fixed in the center of the machine with an elevator 18 feet long attached to the plow. With this machine 1000 yards of the hardest kind of dirt can be lifted in 10 hours. All the dirt loosened by the monster plow is automatically passed up the elevator and is dropped in the center of the road. With this machine it is found that it only costs about 5 cents to lift a yard of earth, whereas with the use of the Fresno or other road device it costs 12 to 21 cents to lift a yard of dirt, the difference in the cost of the latter being due to the condition of the soil being moved.

The Oriental Limited.

The small Great Northern train, electric lighted, through tourist and standard sleepers, Portland to Chicago in 72 hours. No change of cars. The best of dining car service. You'll like the compartment observation car. From Hoyt street station daily, 7 p. m. Tickets and berths at city ticket office, 122 Third street, and depot, Eleventh and Hoyt streets.

Journal Want Ads bring results.

IMPORTANT NOTICE

HOLDERS OF PIANO MANUFACTURERS' PRIZE CHECKS, CREDITS, ETC., NOTE CAREFULLY.

The Opportunity Has Come for Eilers Music House to Demonstrate Its Supremacy and Its Ability to Furnish Better Pianos for Less Than Obtainable Elsewhere—Eilers Music House Will Do This in a Manner Leaving No Room for Argument.

We have completed arrangements with nine of America's foremost piano manufacturers so that we shall accept piano contest certificates, prize checks, and credits irrespective of amount, and no matter by whom or to whom issued. In applying your prize award toward payment of a piano, no matter if it be \$10 or \$100, or even \$125, Eilers Music House will sell any of these high-grade pianos at its lowest established cash price, and will furnish a far better instrument than can be obtained elsewhere, and the price will be lower, and terms of ownership will be made far easier than can possibly be secured elsewhere.

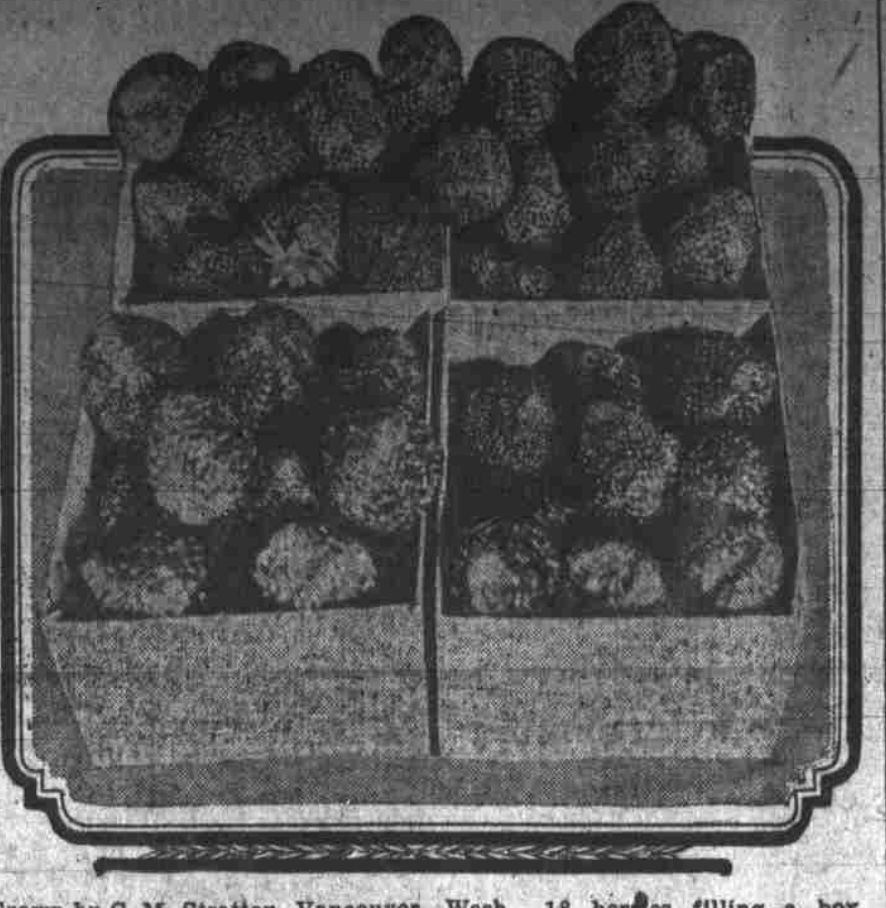
No concern east or west possesses the advantage embodied in the Eilers piano system of high-grade pianos. Nowhere else are highest grade, factory inspected, specially selected, and fully guaranteed pianos sold upon a basis so advantageous to the retail buyer.

Many callers yesterday investigated these broad claims of ours, and they found them to be facts. Invariably Eilers Music House was found to be in a position to furnish the identical pianos for which \$500, \$400, \$350, \$300, and even \$200 was asked elsewhere. At Eilers Music House these same pianos were found to be obtainable in many cases for almost a third less, and in all other instances at more than 20 per cent less. Toward payment of these low prices a credit certificate was accepted the same as so much cash. How we can afford to do this has been explained in our announcements time and again. Our prices are one and the same to all alike. A child can purchase here as advantageously as can the shrewdest investor.

Don't pay the fat, round price small dealers are compelled to ask, until you are convinced that you cannot do better at Eilers Music House. We sell more musical instruments annually than do all the rest of the Western dealers combined.

This is no mere idle statement, it is a fact. The reason for our extensive business is twofold: First of all, Eilers Music House has the finest and choicest musical instruments to be had in America; and, secondly, Eilers Music House offers these instruments for a great deal less money, and on easier terms of ownership than are obtainable anywhere else. This situation is worthy of most careful investigation. You will find pianos here for \$250 for which \$500 is asked elsewhere, and many others at correspondingly low prices. Every instrument sold by us is guaranteed. If you are not prepared to pay all cash, bring \$20 or \$10, or even only \$5, which, together with your prize award, even if calling for as much as \$100, will be accepted as initial payment. Arrange to pay the balance in ten easy monthly payments. Come today, Eilers Music House, America's foremost and most responsible dealers, 361-363 Washington street, between Des and 15th, on Pettygrove street.

CLARKE COUNTY STRAWBERRIES



Grown by C. M. Stratton, Vancouver, Wash., 18 berries filling a box. Last year Mr. Stratton's crop netted \$350 an acre.

RAILROAD OPENS ISOLATED VALLEY

Gilmore & Pittsburg Road Begins Service Armstead to Salmon, Idaho.

(Special Dispatch to The Journal.)
Salmon, Idaho, July 2.—With the completion of the Gilmore & Pittsburg road into Salmon a new era of prosperity has begun, an era in which mines will be discovered and old ones developed. Irrigation projects under way will be completed and thousands of families will flock to the fertile acres reclaimed thereby; new districts will be made tributary to Salmon by the expansion of the railroad lines in various directions. Everything points to the fact that this will make one of the commercial and trade centers of the state.

The present terminus of the Gilmore & Pittsburg railroad is at Salmon. Engineering parties have been running lines both directions from here, one down the river towards Lewiston, the other southwest to Challis, Clayton, Custer and on into Boise, and from there to the coast.

Transcontinental Line.

That the line is to form part of a connection for a transcontinental system is conceded by all from the character of the construction work so far done, the heavy steel that has been laid and the permanent and substantial nature of everything that has been done. At Armstead, Mont., in the yards, are enough cars to equip and operate a much larger system than the present mileage. A large force is employed ballasting the track and raising the road-bed in places, which will require several months to complete.

The present train service consists of a mixed service operating between Armstead and Salmon tri-weekly, a great improvement over the old stage lines that have heretofore been the only means of communication with outside points. It has been given out that regular daily passenger service will be inaugurated the first Monday in July, with a tri-weekly freight service in addition.

Developing Irrigation.

Owing to the conformation of the country and the fact that the Salmon and Lemhi rivers with their numerous tributaries flow through it, this district is susceptible of easy and cheap irrigation. Long canals and their entailed expense are not required. Several projects are now well under way, both Carey act and private enterprise. About a mile from Salmon, a Carey act project, embracing 12,000 acres, is being undertaken. The land, all first class fruit land, has been segregated and the final surveys made. It is estimated that 600 families can be located on these tracts. The Lemhi Irrigation & Orchard company, a private corporation, is completing an irrigation project which will reclaim 7000 acres of orchard land situated about four miles from town. Water for this body of land is taken from the upper Lemhi river, the canals have been constructed at a cost of \$35,000 and are being fenced and planted under cultivation. There are also several other projects of considerable magnitude in the upper valley and Pahsimara country that will soon assume definite form.

Rich Coal Mines Developed.

Within two miles of Salmon, the Salmon City Coal & Land company is developing a lignite deposit. This mine has furnished 40 per cent of the total coal output of the state. The coal occurs in flat dipping sandstone, shale and clay deposits. Brick clay of a quality also suitable for tile and sewerage purposes, and quantities of fine building stone are found in the neighborhood.

It was as a mining site that Idaho first attracted the attention of the outside world, and to the activity of the prospector and the mines her first great exploitation was due. No section of the state is richer in mineral resources than that tributary to Salmon. Along in the 60's, the famous placer diggings at Lees Ferry were discovered. Since that time more than \$40,000,000 of gold has been taken from the placers of Lemhi county, while the mines of quartz gold have produced about half that amount.

A new county court house is well under way. The structure is of rock and stone and will cost \$50,000. The building will be completed this fall.

Brick Block at Caldwell.
(Special Dispatch to The Journal.)
Caldwell, Idaho, July 2.—W. H. Redway has let the contract for a brick block to cost \$16,000. C. R. Emmett was awarded the contract. The lower floor and basement are already leased to W. E. Platt, who will occupy the same with his furniture stock. The upper floor is leased to the Knights of Pythias lodge.

Block Nearly Finished.
(Special Dispatch to The Journal.)
Kelso, Wash., July 2.—The Gross & Gross building is nearly ready for the roof. The contractors expect to have the block ready for occupants by August 1.

MASONS TO BUILD \$100,000 HOME

Washington Grand Lodge Will Provide for Aged and Infirm Members.

(Special Dispatch to The Journal.)
Vancouver, Wash., July 2.—A Masonic home will be built in Washington by the Masons of the state. There is strong likelihood of an effort being made to have the home located in Vancouver. There is available for the buildings and site \$45,000 and \$10,000 is being added each year to this Masonic home fund.

At the meeting of the grand lodge in Tacoma, the grand master was instructed to appoint a committee of five to prepare plans for a home and its government. The committee will look up the question of a site and report to the next meeting of the grand lodge. Four sites have already been offered by Walla Walla.

3—Trains Daily—3

New Great Northern train service to Tacoma, Seattle, Everett, Bellingham, Vancouver, B. C., and intermediate points. Electric lighted trains. Elegant dining car service. 10 a. m., 5 p. m., 11:30 p. m. from Hoyt street station, Eleventh and Hoyt streets. Tickets, berths and parlor car seats at city ticket office, 122 Third, and at depot.

NORTH BEACH

(Continued from Preceding Page.)

Hutchinson, Etta Ferguson, Rena Rosecrans, Mary Griffin, Violet Parker, Jennie Volkertson, Grace Whiting, Bellingham, Wash.; Miss Harriet Thorpe, Alma Bancroft, Frieda Bull, Ethel Hutton, Edna Bull, Juna Hartman, Alina Clark, Roseman, Mont.; Miss Clara Robinson; Emma Parmack, Lois Traynor, Ethel Elder, Billings, Mont.; Miss Emma Hays, Caroline Dow, New York City; Mr. and Mrs. L. B. Griffin, Chicago; Miss Elizabeth Fox, Evanston, Ill.; Miss Laura Werst, Skamokawa, Wash.; Miss Rose Blucher, Constance Morris, Pearl Fryer, Olive Caston, Mitchell Reel, Boise, Idaho; Nina McVary, Alma Hankin, Salem; Miss Carrie Evans, Sadie Boughey, Dallas, Or.; Miss Winnie Colvin, Myrtle Tripp, Eugene, Or.; Winifred Reed, Myrtle Hodge, Albany; Mariel Palmer, Pullman, Wash.; W. P. Coleman and family, E. B. Penrose, Mrs. Penrose, Walla Walla, Wash.; Margaret Paddock, Margery Luck, Weiser, Idaho; Brets Harter, Hatton; Myrtle Melcher, Sprague; Leota Cannon, Athens; Miss Alice Shepard, Cary Edwards, Ethel Allen, Beulah Gilkey, Clyde Whittemore, Alice Power, Carrie Power, Corvallis; Miss Elsie Wendler, Myrtle Weiden, Cheney; Miss Linda Rae, Ella Woods, Florence Hunting, Ruth Schneck, Moscow, Idaho; Mrs. G. A. Martin, Mrs. F. P. Sully, Elizabeth Northrup, Ariola Pettit, F. Hope Sully; Jesse Groth, Bertha Fetser, Della Pudet, McMinnville; Miss Winnie Shields, Willie Reese, Milton, Or.; Cecil Evans, Pendleton; Caroline Westcott, Gaston, Christina Wilson, Reiner; Hulda Anderson, Orofino, Idaho; Margaret Wheelson, The Dalles; Ava S. Carley, Mary Farnham, Forest Grove; Miss Carrie Barge, Delaware, Ohio; Mrs. Emma M. Hodgins, Newberg; Wm. J. Hutchins, Oberlin, Ohio; Katherine McKay, Mabton, Wash.; Lucinda Bailey, Olympia, Wash.; Eulah P. Utterback, Puyallup, Wash.; Mrs. George E. Tuttle, Fort Columbia, Wash.; Lucy Ruth Latourneau, Oregon City; Harriet E. Hous, Columbus, Ohio; James H. Lyman, Dayton, Wash.; L. L. West, Everett, Wash.; Frank Woodfield, Astoria.

Hackney Cottage.

Mrs. Louis Darrish, Mr. and Mrs. David H. Smith, Tula Tyson, E. Meyer, Charles Hegele, Mr. and Mrs. P. H. S. Childerman, M. C. Soule and family, John B. Coffey, Miss K. L. Gile, Miss Lillian J. Ries, Mrs. H. Freeborough, Laura Brigham, Mr. and Mrs. R. Gillespie, J. W. Curran, Theodore B. Brown, Arthur C. Spencer, C. W. Stinger, E. Stoughton Stearns, Miss Elsie Goldsmith, Miss Raappana, C. M. Young, J. J. Jones, George W. Golder, Mr. and Mrs. G. Heitkemper, F. A. Gaddis, Milo Thomson, all of Portland; R. E. Boyce, Baker City; Mr. and Mrs. C. L. Robbins and family, Nampa, Id.; James Gelbaugh, Astoria; Mrs. Hayward, Marie Hayward, Margaret Hayward, Ralph Hayward, Euse Hayward, Spokane; Clyde Whittemore, Corvallis; Jane F. Crellin, Oakland, Cal.; Jess Decker and family, The Dalles; Fred J. Rezer, Salt Lake.

Portland Hotel.

T. H. Bollenau, Mrs. T. J. Carson, A. A. Kendrick, L. H. Hamig, Clyde Evans, James Friedman, L. Friedman, M. Croyles, M. Hansbrough, F. A. Coffin, Mrs. A. Powell, Mrs. Stright and children, M. Gerson, Charles E. Short, H. E. Harrison, A. Roberts, all of Portland; E. B. Ireland, Chicago; A. G. Taylor, Tacoma; Mr. and Mrs. N. N. Johnson, Boise, Idaho; A. Burton, E. Wenckleback, Astoria.

Long Beach Hotel.

Victor Dantoff, L. J. Urquh, L. C.

McCoy, J. R. Ambrose, Mr. and Mrs. H. C. Fredericksen, Mrs. A. J. Hall, G. A. Stahley, A. E. Wittenberg, J. P. Hanley, Mrs. J. M. Smith, G. S. Sollars, Mrs. M. W. Rubin, H. H. Randler, W. N. Monroe, Mrs. J. H. Tomlinson, Mrs. M. D. Pollett, F. C. Barnes, F. S. Barne, E. Peterson, all of Portland. H. L. Gerwig, W. C. Bignold, Miss Becker, Miss Dellinger, South Bend, Wash.; Harold Crawford, Walla Walla, Wash.; W. S. Wood, Vancouver, Wash.; A. J. Taylor, Astoria; F. R. Martin, Tacoma.

Driftwood Cottage.

Mr. and Mrs. E. F. Levan, Mrs. F. A. Freeman, Fred A. Edwards, John Baxter, O. V. Gamble, Mr. and Mrs. R. B. Weeks, Mr. and Mrs. W. M. Rickard, A. G. Baker, Mr. and Mrs. F. A. Gaddis, all of Portland. Mrs. Louise Carr, Quincy, Ill.; Mrs. A. A. Rickard, Kansas City, Mo.; E. F. Jackson, Philadelphia; William Madison, Astoria; R. Madison, Salem, Or.

ENLARGE WAREHOUSE ON SNAKE RIVER

(Special Dispatch to The Journal.)
Lewiston, Idaho, July 2.—The Interior Warehouse has begun the work of remodeling the big warehouse on the Snake river waterfront which it recently purchased.

The first work will be to excavate the ground on the lower deck in order to make the size of the first deck the same as the Snake river avenue floor which is known as the upper deck. The present structure is 50 by 250 feet in size and so soon as the warehouse portion is completed the plans will be perfected for building an additional 50 feet for the elevator and building in which will be installed the mix, cleaning and feed mill plant.

Cut 1000 Tons Alfalfa.

(Special Dispatch to The Journal.)
Vale, Or., July 2.—Orman & Orman have just finished cutting the first crop of alfalfa on their 400 acre tract on Willow creek. The crop averaged two and one-half tons per acre. The owners of the ranch usually run about 20,000 sheep.



Gladness comes with a better understanding of the transient nature of the many physical ills which vanish before proper efforts—gentle efforts—pleasant efforts—rightly directed and assisted by the pleasant laxative remedy Syrup of Figs and Elixir of Senna. Its beneficial effects are due to the fact that it is the one remedy which promotes internal cleanliness without debilitating the organs on which it acts. To get its beneficial effects always buy the genuine manufactured by the California Fig Syrup Co.

Summer Service to North Beach

INAUGURATED BY THE Oregon Railroad & Navigation Company's Palatial Steamer

"T. J. Potter"

Which leaves Ash street dock at 8:30 a. m. daily, except Sunday (on Saturday at 1 p. m.), going direct to Megler, making immediate connection with the Ilwaco railroad trains for all North Beach points.

VIEW THE SCENIC COLUMBIA IN DAYLIGHT BY A Magnificent River Ride of Nearly One Hundred Miles of Delightful Scenery

Send for Our Beautifully Illustrated Booklet, "Outings in Oregon," and "North Beach."

SEASON RATES FROM PORTLAND, good six months, \$4.00
THREE-DAY (SATURDAY TO MONDAY) RATES, \$3.00

Business men can leave Portland on the Hassalo at 10 p. m. Saturday night, spend Sunday at the beach and return on the Potter in time for the office Monday morning.

CORRESPONDINGLY LOW RATES FROM ALL O. R. & N. AND S. P. POINTS

Baggage intended for this steamer must be delivered at Ash street dock at least 30 minutes before leaving time.

For further particulars, reservations, etc., call on our City Ticket Agent, Third and Washington streets, Portland, Oregon, or write to

WM. McMURRAY, General Passenger Agent



THE City and the Country are bound together by the telephone line.

The farmer and his family use the rural telephone constantly, calling up each other and the market town on all sorts of matters and for all sorts of supplies and information.

City people also find the rural telephone of great advantage. A traveler from his room in the hotel talks with the farm folk miles away. Without the telephone he could not reach them.

The farmer himself may travel far and still talk home over the Long Distance Lines of the Bell System.



JULY 4TH -AT- CLATSOP BEACH

MORRISON GEARHART SEASIDE HOLLADAY

Astoria & Columbia River R. R.

EXTRA FAST TRAIN Returning July 5th.

LEAVE SEASIDE 9:00 A. M. ARRIVE PORTLAND 12:20 NOON

AUTOMOBILE RACE ON THE BEACH

Monday, July 4th. Ten mile run, finishing at Gearhart.

GRAND CENTRAL STATION

3d and Morrison—CITY TICKET OFFICES—122 3d.

The Glorious Fourth AT North Beach

In order to accommodate all those wishing to spend the 4th at North Beach, Wash., the

STEAMER T. J. POTTER

will on her return trip on that date

Leave Megler at 9 P. M.

instead of 3:00 P. M. her regular schedule, and will arrive in Portland early next morning, thus giving

TWO FULL DAYS AT THE BEACH

Business men can spend Sunday and Monday at the Coast without loss of time

Round Trip Rate \$3

Ticket good going Saturday, July 2d, on the Potter, or at 10 P. M. on the Hassalo and for return Monday

A Daylight Ride on the Scenic Columbia

The steamer Potter will leave Portland, July 4th, at 8:30 A. M. For reservations, tickets, etc., call at our City Ticket Office, 3d and Washington Streets

WM. McMURRAY, General Passenger Agent