

## SPRING AND SUMMER GOODS

Have arrived at the

R. S. & Z.

## CARLOADS OF 'EM

Dry goods, pretty dress goods, shirt waists, wash fabrics, white goods,

## SHOES!

For Men and Women Boys and Girls. COME EARLY.

R. S. & Z. Co.

New Fraternal Building ENTERPRISE, ORE.

## Real Estate Transfers

Week Ending May 9, 1908—Prepared By Wallowa Law, Land & Abstract Co.

U S Pat to Fanny Hammack, n half sec 18, t 2 s, r 44.  
State of Oregon to J S Cook, nw ne and sw ne sec 36, t 3 n, r 44 e. \$200.  
Fred A. Wagner to Thos R Atkins, a tract in lot 5, sec 1, t 2 s, r 44. \$500.  
U S RR to Chas W Harvey, n half ne; se ne and ne sec 11, t 1 n, r 44.  
FD McCully et al to WC Meek, e half ne and e half se, sec 35, t 3 n, r 45. \$100.  
Wm C Combes to Fred A Wagner, qe, lots 1 and 2, blk 8, Wagner's add to Enterprise \$25.  
WC Meek to Z T Humphreys, lot 8, blk 3, Riverside add to Jos. ph. \$115.  
Silver Lake Ditch Co. to Citizen Water Ditch Co, lot No. 3, the e half of the sw and sw sw sec 27, also a strip of land 120 feet wide through lot 4 all in sec 21, except strip which is in sec 5, t 3 s, r 45. \$239 12.  
L S Winters to L S Hamilton, e half ne and sw nw sec 16, t 4 n, r 43. \$1.  
John W Hayes to Geo W Bomer, qe, a tract in sw, sec 31, t 2 s, r 45. \$1.  
Geo W Bomer to John W Hayes, qe, a tract in sw sec 31, t 2 s, r 45.  
John W Hayes to Walter E Bomer, qe, same description as above. \$1.  
Walter E Bomer to John W Hayes, qe, same description as in other deeds. \$1.  
U S Patent to Joseph L Hamilton, qe, se sec 20, t 3 s, r 45.  
U S Pat to Jas S Applegate, qe, e half sw and lot 4, sec 30, and the ne of the nw sec 31, t 6 n, r 45.  
U S Pat to Theodore V Iiams, s half sw sec 1 and n half nw, sec 12, t 2 n, r 43.

### Oregon Forest Service Notes.

Washington, June 1—The Forest service has just announced the following appointments of forest guards on Oregon national forests: Thomas M. Hunt, on the Cascade (Umpqua) national forest; J. R. Lake and Robert A. Dean, on the Siskiyou national forest; Carl M. Ewing, on the Fremont national forest; Malcolm McClellan on the Blue Mountains (U) national forest. These appointments are made to meet the increased demands of the forest service work, due to the opening of the grazing season, resumption of active lumbering on national forests and permanent approval of work after the cessation of practically all activities of this kind during the winter months.

### The Country's Need of More Railroads.

(Manufacturer's Record, Dec. 26, 1907.)

The country's need of more railroads of the double-tracking of present lines, of more rolling stock, is in no wise changed by present financial conditions. Even if there should be a slight let-up in traffic, this would not change the fact that our transportation facilities are wholly inadequate to the volume of our trade and that the country is rapidly growing while the railroads are not. The late Senator Gorman of Maryland, 10 or 15 years ago, very wisely said that "the greatest problem before the people of America is that of distribution." Distribution, of course, implies transportation. Every day since then has emphasized the correctness of Senator Gorman's judgment. Under such conditions the cost of transportation is of far less importance than the question of securing the facilities needed. We already have by far the cheapest railroad freight rates in the world—rates that are the marvel of the people of European countries. What we need now is not low rates, freight or passenger, but a vast increase in facilities for handling business. Of all the absurd movements of the last 12 months in the railroad and political worlds nothing else quite equals the efforts to force down railroad rates. It is almost pathetic in its shortsightedness. It has cost our country billions of dollars without a redeeming thing to the credit side. Money for railroad expansion cannot possibly be had under present conditions. Infinitely better would it be for the whole country if the people would recognize that, instead of reducing rates, the railroads must be given full authority to make a general advance in rates commensurate with the increased cost of doing business. The railroad business must be given an opportunity to make profits large enough to tempt capital from everywhere to seek investment in railroad securities. Men are not going to put their money into such enterprises subject to the dangers of legislation—and they would be foolish if they did so—unless the profit is great enough to justify such risks. To attempt to limit the earnings to 6 per cent, or even 10 per cent, or to any fixed amount, is not only absurd, but economically false, for any attempt to limit the earnings of legitimate business undertakings will inevitably react and cost the country far more than the difference between a fixed income and the profit which might otherwise be made. Their own preservation would necessarily require of the railroads as favorable rates as could be given with safety for themselves and their future.

Of recent years the public seems to have come to the conclusion that a man with bulging bank accounts are waiting eagerly for an opportunity to put money into railroad securities, though the control of the railroads is taken from them, and though other people who have no interest in them are given authority to fix the rates at which they can do business. The idea is very fallacious. The capital needed for railroad expansion is not going to seek railroad investment, but railroad men must seek the capital with diligence. It must be presented in such a way as to indicate profits large enough to justify the risk, or otherwise those who have the bulging bank accounts will keep their money themselves or else put it in securities over which they do have some control. As a field for investment the railroad is no longer an attractive proposition, and this, too, comes at a time when never in our history do we so much need money for railroad expansion. It is quite within bounds to say that during the next five or six years this country ought to spend \$1,500,000,000 a year in the enlargement of railroad facilities. We ought within the next five or ten years to put one-half as much money into the enlargement of railroad facilities as the total amount now represented in all the stocks and bonds of the railroads of the country. Where is so vast a sum to come from? If it should not come, then business will be halted, railroad facilities will grow steadily worse instead of better, and the country will suffer as it has suffered for the last few years because the railroads are unequal to the volume of traffic. The country holds its hands up in horror,

and justly so, at the disastrous railroad wrecks, but railroad wrecks happen to a considerable extent because the volume of traffic is largely beyond the facilities of the railroads, and partly, too, because men have been taught during the last few years to seek to get as much as possible and give as little of faithful work in return as possible. While railroad employees generally are faithful to their trust, some inefficient men, without a sense of their responsibility, have eagerly grasped at this teaching and feel that the railroads and the world at large owe them a living whether they earn it or not, and the anti-railroad agitation is largely responsible for this. Until these two things have been changed the railroads must labor under tremendous disadvantages. Railroads must be enabled by large earnings to practically rebuild the whole railroad system of the country. They must be made so profitable that money will find in rail-

**\$6500** Worth of Stock of **\$5000**  
In Best Business in the County for

260 acres on Ironaha - \$1600  
160 acres on Chesimimus - 800  
160 acres 3 miles from town 5500

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In Best Companies.  
**W. E. TAGGART,**  
ENTERPRISE, OREGON.

**The Jeweler's Watch**  
JEWELERS carry South Bend Watches. That ought to be good enough evidence that they are best for you. We know and we will prove to you for the asking that no other watch you can buy will give you such complete satisfaction. We will show you why they stand tests that other watches cannot, and how you can save money in buying a South Bend Watch now. Just ask us and see. No obligation to purchase.

E. B. WHEAT

The Enterprise Jeweler.

**\$15 CASH \$15**

To the three Pupils of Wallowa County Schools who bring the largest number of their Buster Brown Ads cut from the News Record to **W. J. FUNK & CO.'S** store by November 1, 1908. Cut out the ads each week and have all your friends save ads for you. They are found only in the News Record.

## "A. G."

### High Grade Percheron

Will make the season of 1908 at the ranch of Baker Bros., on Swamp Creek, 7 miles north of Enterprise.

**\$8 To Insure Colt**

PASTURE FURNISHED.

"A. G." is a handsome black gray, 3 years old in May, and weighs 1560 pounds.

road construction a most attractive field for investment, for until this condition prevails it will be impossible to secure the capital needed for the expansion of railroad facilities, so essential, so supremely essential, to the best interests of the country. The politicians and the agitators, as well as the people of the country at large, may as well face the situation and meet it squarely with full recognition of this condition of affairs, for until they do there can be no thoroughly marked revival in railroad construction on a scale commensurate with the needs of the country. People may theorize as much as they please; they may say that railroads must be forced to expand, that they must be capitalized at exact cost; that the promoter's and the banker's profits must be eliminated; but they will wait till doomsday before they secure railroads on these conditions. The only possible chance for railroad construction on a large scale is to make investment in railroad enterprises and railroad securities more attractive than can be found by large capitalists anywhere else in the world. Adv 611

### Information Concerning Eighth Grade Final Examinations.

1. Dates: (a) January 23, 24, 1908; (b) May 14, 15, 1908; (c) June 11, 12, 1908.  
2. Program:  
a. Thursdays—Arithmetic, Writing, History and Civil Government.  
b. Fridays—Grammar, Physiology, Geography and Spelling.  
3. Sources of Questions:  
a. Geography—State Course of Study, Redway and Hinman's Natural School Geography.  
b. Spelling—Eighty per cent. from Reed's Word Lessons, and twenty per cent. from manu script in Language.  
c. Writing—Specimens of penmanship as indicated in copied matter and from manuscript in Language.  
d. Language—Buehler's Modern English Grammar, no diagramming.  
e. Civil Government—United States Constitution.  
f. History—List of topics from History Outline in State Course of Study and Current Events.  
Notice: Teachers preparing classes for examinations will please notify county superintendent 30 days before examination according to law. J. W. KERNS, County Superintendent of Schools.

### Notice of Sheriff's Sale.

In the Circuit Court of the State of Oregon for Wallowa County, John G. Hayman, Plaintiff, vs. James L. Hammack, Gertrude Hammack, George B. Bales, Laura E. Bales, Samuel B. Gaskill and Lu Gaskill, Defendants.  
By virtue of an execution, judgment order and decree duly issued out of and under the seal of the above entitled court, in the above entitled cause, to me directed and delivered, and dated the 25th day of May 1908, upon a judgment and decree entered in said court on the 11th day of May, 1908, in favor of the above named plaintiff and against the above named defendants for the sum of \$325.50, together with interest thereon at the rate of ten per cent per annum from said date; the further sum of \$13.33, with interest thereon at the rate of ten per cent per annum from said date; the further sum of \$35.00 attorney's fees; and the further sum of \$38.00 costs and disbursements and the costs of and upon this writ, commanding me to make sale of the following described real property, situated in Wallowa County, Oregon, and beginning at the northwest corner of the south half of Lot numbered Seven in Block "H" in Lostine, Oregon; thence west Twenty-four feet; thence south to the line of the County Road; thence east Twenty-four feet to the southwest corner of Lot Numbered Eight of said Block "H"; thence north to the place of beginning.  
Now, therefore, by virtue of said execution, judgment order, decree and order of sale and in compliance with the commands of said writ, I will, on Saturday, the 27th day of June, 1908, at the hour of ten o'clock A. M. at the front door of the County Court House, in Enterprise, in said County and State, sell at public auction, subject to redemption to the highest bidder for cash in hand, all of the right, title, interest and equities which the within named defendants, or either of them, had on the date of the mortgage herein, or have since acquired, in and to the above described real property or any part thereof, to satisfy said execution, judgment order and decree, with interest, costs and all accruing costs.  
Dated this 25th day of May, 1908. J. M. BLARELY, Sheriff of Wallowa County, Oregon.

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Depositors Have That Guarantee at

## WALLOWA NATIONAL BANK

OF ENTERPRISE, OREGON

CAPITAL \$50,000  
SURPLUS \$40,000

We Do a General Banking Business. Exchange Bought and Sold on All Principal Cities.

Geo. W. Hyatt, President W. R. Holmes, Cashier  
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ENTERPRISE, OREGON.

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MOORE & IRVING  
PRACTICAL PAINTERS

House Painting Paper Hanging Calcimining  
Carriage Painting Up-to-Date Signs Show Cards

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Shop and Repository  
River St. ENTERPRISE

## Harness and Saddles

L. BERLAND, THE HARNESS AND SADDLEMAN

Will supply your needs in the Leather Goods line more cheaply and give better satisfaction than any other dealer in Wallowa county. Let him fit you out for the season's work. Repair work a specialty.

MAIN STREET, ENTERPRISE, OREGON

## ENTERPRISE MEAT MARKET

BEST OF MEATS ALWAYS ON HAND.

Highest Market Price for Hides and Pelts  
PRICE & HOMAN PROPRIETORS  
INDEPENDENT PHONE 20

## MAIL AND PASSENGER STAGE LINE

Wallowa, Appleton, Flora to Paradise, MONDAYS, WEDNESDAYS and FRIDAYS; and From Paradise, Flora and Appleton to Wallowa, TUESDAYS, THURSDAYS and SATURDAYS.

Good accommodations, courteous treatment and reasonable rates. Leaves Wallowa at 6 a. m.

E. W. SOUTHWICK, Proprietor.

## Red Front Livery and Feed Stable

First Class Accommodations  
Best of Hay and Grain

ONE BLOCK SOUTH OF HOTEL ENTERPRISE

BOSWELL & SON PROPRIETORS.

## DR. MILES' ANTI-PAIN PILLS

FOR Headache

FOR NEURALGIA. SCIATICA. RHEUMATISM. BACKACHE. PAIN IN CHEST. DISTRESS IN STOMACH. SLEEPLESSNESS



TAKE ONE of the Little Tablets AND THE PAIN IS GONE.

If you have Headache Try One

They Relieve Pain Quickly, leaving no bad After-effects

25 Doses 25 Cents Never Sold in Bulk.