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REAL ESTATE AGENTS.

BURNS, OREGON.

We have for sale the following City property in Burns:

Block 10, Block 11, Block 12, Block 13, Block 14, Block 15, Block 16, Block 17, Block 18, Block 19, Block 20, Block 21, Block 22, Block 23, Block 24, Block 25, Block 26, Block 27, Block 28, Block 29, Block 30, Block 31, Block 32, Block 33, Block 34, Block 35, Block 36, Block 37, Block 38, Block 39, Block 40, Block 41, Block 42, Block 43, Block 44, Block 45, Block 46, Block 47, Block 48, Block 49, Block 50, Block 51, Block 52, Block 53, Block 54, Block 55, Block 56, Block 57, Block 58, Block 59, Block 60, Block 61, Block 62, Block 63, Block 64, Block 65, Block 66, Block 67, Block 68, Block 69, Block 70, Block 71, Block 72, Block 73, Block 74, Block 75, Block 76, Block 77, Block 78, Block 79, Block 80, Block 81, Block 82, Block 83, Block 84, Block 85, Block 86, Block 87, Block 88, Block 89, Block 90, Block 91, Block 92, Block 93, Block 94, Block 95, Block 96, Block 97, Block 98, Block 99, Block 100.

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BURNS

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EDOS LAHEY, Burns, Ore. First door north of Bank Store.

RED FRONT LIVERY STABLE

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HARNEY LIVERY STABLE

ROBT. IRVING, Prop.

MAIN STREET, HARNEY, OREGON

The new plan of the A. O. U. W., adopted by the last session of the Grand Lodge of Oregon is evidently working well. Forty-six lodges show an increase for September, three of them having a net increase of over 25 per cent since July. The Grand Lecturer reports 27 applications received at Marshfield. Assessments are levied only when necessary to pay death losses, but in no event can more than 13 be levied in any one year. The shortage—if there be any—being made up from the supreme lodge relief fund. The Classified and Graded plans are very different though many seem to think them the same. The Graded plan fixes a rate of entrance into the order which remains the same throughout life. The effect is that men who are taken in at a low rate when young do not pay their proportions of the cost as they grow older, and the order is compelled to levy a continually increasing number of assessments as it grows older. A Graded Assessment order and one starting on the Classified plan at the same time would require the same amount of money to pay their death losses. After 25 years the amount required would be about double—the death rate having also doubled. The Graded plan would levy two assessments at \$1.20 each or \$2.40; and the Classified plan would levy one assessment at \$2.40. To members already in these organizations the results would be the same, but the young man seeking to be admitted to join the Classified plan still offers one assessment at \$2.20 at his age, whereas the Graded plan asks of him two assessments at \$1.20 each or \$2.40. It can readily be seen which order he would join. The effect will be that as they grow older the graded orders will become old men's orders, while the classified orders will remain the protection of men of all ages.

The macadam roads that Massachusetts is making by a process of co-operation between the state and the towns cost about \$5000 a mile, and the experiments of the federal department of agriculture with iron tramways for county roads are interesting and may prove valuable. At last the farmers are beginning to wake up to the heavy cost of bad roads, and are willing to do something, and have more done for them by the state or the nation, to improve the roads so that a pair of horses can draw heavier loads. In England the agitation is for very light, narrow-gauge railways, that will carry farm produce to the railway stations. Without sparse population we cannot have anything quite so good. But here must always be a great deal of teaming between the town and the farm, and roads that will enable a pair of horses to draw a large load means much economy for the farmer. The rails the department of agriculture has been experimenting with are eight inches wide, laid without ties, and are supplied by a rolling mill in small lots at \$3500 a mile, which is \$35 a ton, as 100 tons will lay a mile of single track. Of course the price is very high; in large quantities we presume they would be furnished at a price not above that of railroad bars. The agricultural experiment station of New York state has ordered a small portion of this track.

The razorback hog is an almost universal product throughout our Southern states. In a fine essay on the razorback hog, the New Orleans Picayune shows how much he is worth to the Southern country, and what a factor he is in its development. A mistake was made, says the Picayune, in former years, when the razorback hog was neglected, and pork hams and bacon were imported from the North for Southern consumption. And there is much of this yet; but the razorback hog is coming to the front in the style, and the quality of bacon and hams

that he yields beats all competition. In a burst of enthusiasm the Picasune says that "the master races of the world always notably have been large eaters of swine's flesh." It is true. And one of the advantages that the North had over the South in the great struggle of 35 years ago lay in the fact that the resources of the North could supply her armies with bacon, while the supply for the Southern army was always scanty. Chief among the forces that conquered the valorous confederates were sowbells and hardtack. One of the heavy drawbacks upon the progress of our Pacific states lies in our failure to promote the hog, to the extent we ought. There is wealth in him. He live and grow in clover fields, on potatoes, peas and other crops easily grown, and when wheat bears a high price it should not be necessary to keep him much. We cherish the hog too little, and we ought to work up for him in our own minds some of that enthusiasm which the razorback animal awakens in our Southern states.—Spokesman-Review.

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FREE BRAND COLUMB. Horse brand on left side, cattle brand on left hip, marking in left ear. D. M. McManis, Burns, Ore.

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