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CANT BREAK "DEADLOCK."

REASON WHY COLUMBIA SOUTHERN DONT EXTEND.

It Lacks the Necessary Funds and is Hindered in not Having Competitive Outlet says the Telegram.

If Portland business men will assist the Columbia Southern it will begin at once to extend its present line into the heart of Central Oregon and push operations above the Deschutes survey, says the Telegram. Lack of the necessary capital is the only thing which keeps the company from carrying out its plans in this direction.

As the situation now stands, the company is doing a thriving business over its present road to Shaniko, but has not sufficient capital to warrant it in further extending its line. The O. R. & N. has agreed not to build into the territory of the Columbia Southern as long as that road gives all of its business to the big road. As the Columbia Southern comes out on the Columbia river some distance above open river navigation, it is solely dependent upon the O. R. & N. for an outlet, and to that extent in the power of the big Harriman combination. The latter, furthermore, so it is said, threatens to build in ahead of the smaller road or parallel it should it attempt to get too "frikky" or independent. It is said that the Harriman combination as a whole wants to see the trade of Central Oregon drained toward the south, so that its line will get both the long and short haul on every pound of freight shipped.

Once an open river is secured for an outlet to the Columbia Southern or any other road penetrating Central Oregon from the North, the main trouble now keeping back building operations would be removed, according to the opinion of those who follow the trend of events. Ever since it began building, the Columbia Southern has sought to get capital to pierce the heart of Central Oregon. Its present line from Biggs south to Shaniko, a distance of 60 miles, was built mile by mile as funds could be secured. The promoters begged assistance practically from door to door. The O. R. & N. refuse to advance any funds, the Portland people turned deaf ears to the promoters, and Eastern capital declined naturally, assuming that home people would help it out if it were as good a proposition as was claimed. Through obstacles of every kind, which would have discouraged most men, the promoters hung on, and finally succeeded in building it to its present terminus. Large earnings have repaid them for their trouble and labor, and the company has had surveys run over the greater part of Central Oregon, but has been unable to make use of them through lack of funds.

The O. R. & N. still refuses to advance the necessary funds, and when eastern capital is appealed to the question is asked, "Why don't home people furnish the money if it is such a good proposition?" There the matter rests, and will rest, it is claimed, unless funds are forthcoming from some source or one of the outside transcontinental roads break into the territory. If the home people would raise half the necessary money to push the road farther southward, there would be no trouble, it is claimed, in getting the other half from Eastern sources.

GREAT NEED OF OREGON.

The Times-Herald is in receipt of a circular sent out by the Oregon Information Bureau, telling of the purpose of the organization, etc. It says in part:
"The purpose of this organization is to ascertain and tabulate the resources of the state, gather an exhibit of its products and be prepared to tell all about Oregon and the

resources of the several counties to all persons desiring information on the subject—to direct settlers and capital to opportunities awaiting them in the state.

"A large, well lighted room, or hall, has been set aside by the North Pacific Terminal Co. in the magnificent, new Union Depot at Portland for use of the Bureau, and tables and cases are now being made and furniture secured for its use in displaying products and distributing literature.

"Concessions have been granted by the leading railroad and steamboat lines for transmission from their various stations to Portland, free of charge, of all samples and exhibits that may be sent to the Bureau for display. Negotiations are in active progress to obtain like concessions from all the transportation companies, with every probability of obtaining their cooperation. The encouragement being received on this line is very gratifying.

"In the great exhibition room equal space will be allotted to each county desiring it for the display of its products and resources and the distribution of such descriptive printed matter as it may forward for the purpose, each county to have equally 'fair show.'

"The Board of Trustees ask the citizens of each county, at the earliest day possible, to have prepared a map of each county, showing township lines and drawn to scale of miles, on which shall be designated all streams, county roads, railroads, if any, navigable waters, if any, harbors, if any, mountain ranges, with principal elevations, and by appropriate coloring and notes defining the location of lands suitable for grain, flax, hops, fruit and the like; also grazing lands, mineral lands, timber lands, arid sections, and such as are available to irrigation; also the locations of water powers, if any, cities with number of inhabitants and schools in each, and such further information as may be of public interest. These maps are to be sent to the bureau at Portland, where a set of uniform maps will be prepared for use by the Bureau and the originals returned. With each map should be sent a concise statement, in suitable pamphlet form, containing full data of crops of all kinds, climate, mineral products, number and varieties of stock, manufactures, mines, mills and the like.

"Competent persons will be in charge of the exhibition room to give information and distribute the literature without expense to localities or counties."

Religious Services.

Services at Christian Science Hall every Sunday at 11 a. m. and 8 p. m. Service Wednesday evenings at 8. Subject for Sunday, January 4 'God' January 11 'Life' January 18 'Truth' January 25 'Love.'

Rev. A. J. Irwin will preach at Harney the 2nd Sunday of each month at 11 a. m. and 7:30 p. m. Sabbath school every sabbath at 2 p. m.

Sunday school at Harney the first Sunday of each month at 10 o'clock a. m. On the second, third and fourth Sunday of each month at 3 o'clock p. m. Preaching service every second Sunday at 8 p. m.

At the Presbyterian church Burns, Rev. A. J. Irwin pastor. Divine services the third and fourth Sundays of each month at 11 a. m. and 7:30 p. m. Sabbath school at 10 a. m. every Sabbath morning.

Preaching services at the Baptist church every 1st and 2nd Sundays, morning and evening Sunday school every Sunday at 11 a. m. prayer meeting every Thursday evening.

NOTICE OF DISSOLUTION.

The co-partnership heretofore existing between Lee Caldwell and A. M. Byrd, under the firm name of Caldwell & Byrd, has been dissolved by mutual consent, A. M. Byrd retiring from the business. Lee Caldwell assumes all indebtedness of the firm.

LEE CALDWELL,
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CHANGE ARID LAND LAWS

IRRIGATION COMMITTEE HAS PREPARED A MEASURE

Would Restrict the Privileges of Irrigation Companies—Amendment to Give Bonus to "Fide Settlers a Chance."

Samuel White of Baker City, chairman of the legislative committee of the State Irrigation Association, will present through Eastern Oregon representatives, some important changes in the arid land act, having for their purposes the restriction of the privileges of the reclamation companies, working under contract with the state.

The first amendment will apply to section 3288 of the Bellinger and Cotton code, which gives to reclamation companies the exclusive right to the possession and use of the lands covered by the contracts from the date of the contracts until the liens are paid off. Mr. White thinks that the companies should not have the possession and use of the land all this time, to the exclusion of all other persons, at the same time they are holding liens which draw six per cent interest and he proposes to have this privilege limited to such occupancy as is necessary for the construction of irrigation ditches and canals.

Section 3292 of the code provides that any settler desiring to purchase any unsold quarter section of desert land on which there is a lien for the cost of reclamation shall pay to the holder thereof such proportion of the amount of the entire lien as the true value of the tract bears to the true value of the whole tract, which amount is determined by the state land board. Upon payment of the lien to the holder thereof, the purchaser is entitled to a deed from the state land board. Mr. White thinks this section gives the reclamation companies an opportunity to "get the title to the best of the lands getting 'dummies' to make the purchases and then transfer the title to them of some person or concern controlled by them.

In order to prevent this, Mr. White thinks that of making the purchase a settler should be given a receipt, the same as the government gives to homesteaders, and when they have lived on the land for five years and put not less than one-fourth to one third under cultivation, they shall receive a deed. Proof of residence and cultivation will be required.

Mr. White will also propose an amendment to the arid land law which will permit settlers on arid land to make their payments in installments, instead of in one sum. This he thinks will make it possible for a larger number of bona fide settlers and home seekers to secure land and assist in reclaiming it. He would make the purchase price payable in 10 annual installments, reserving to the lienholders the right to foreclose at any time when the purchaser had become two years delinquent in his payments.

O. S. LINE TO EXTEND.

Several days ago three trainloads of Asiatic goods went east over the Oregon Short line. The merchandise filled seventy-five cars and represented the largest shipment of Oriental goods that has been sent over this line. The cargo was unloaded at Portland and was consigned to points in New York, Philadelphia, Baltimore, St. Louis and Chicago. In the shipment were included teas, camphor, spices, silks, mattings curion and other products of distant countries. More than ordinary significance is attached to the transaction.

This is not the first time these valuable cargoes have been shipped over the country. The fact that these goods can be unloaded on the Pacific coast and delivered in New York city by rail cheaper than they can be carried to eastern seaports by water attaches new interest and prestige to the western

lines which handled the goods. The cargo was handled by the O. R. & N. as far as Huntington, where it was delivered to the Oregon Short Line to be turned over to the Union Pacific at Ogden.

The Oregon roads have already assumed such importance as navigable traffic carrying lines that plans, it is said, are now under consideration for separating the navigation and the railway company. The navigation company, which has sixteen boats running out of Portland to points up and down the coast, intends to increase its Asiatic fleet, and when this is done the railway will become a separate proposition and will be made part of the Short Line system. This will wipe out the dividing line at Huntington, and the Short Line system will extend to the coast.

This move was under consideration several months ago, when the directors voted to enlarge the scope of the Short Line charter. The navigation company will, it is said, be part of the Harriman system, but will be operated independently. It is expected that President A. L. Mohler of the Railway & Navigation company will become president of the Pacific system, and that Vice President W. H. Bancroft will become president of the Short Line, which will be extended to the coast. It is said that this plan is one of the matters which calls Mr. Bancroft to New York City at this time.—Salt Lake Herald.

New Oriental Music.

The Chinamen of Winnemucca have had their cup of happiness filled to overflowing by the arrival of a set of phonograph records from Hong Kong.

The music consists largely of operatic selections that vacillate from shrieks to groans with a "ki yi" accompaniment. Some of the solos would make a Humboldt coyote sink into the brush with downcast eye and tail, outdone in excruciating vocalism on his own bailiwick.

There are also a number of records of public address wherein the "Fan Quei" are reviled and the sons of the celestial empire urged to stand firm against foreign aggression.—Winnemucca Silver State.

Want a New County.

A strong effort is being made to create a new county from parts of Baker and Malheur counties, during the present session of the legislature with Huntington as county seat.

In other words, the people in that section of county tributary to Huntington and Durkee in Baker county and the inhabitants of the upper and lower Willow creek country in Malheur county want to secede and set up a county government of their own.

Will they call the new county Chamberlain? It has been suggested.

A petition has been widely circulated among the citizens of the proposed new county and it is said has been almost universally signed.

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