

Scarcely anything is more important than good roads. Like all other good things they cost money. Oregon, with the extraordinary expenses to be incurred soon, may not be able to do very much at this time in building good wagon roads. But the legislative session should not pass without careful consideration of the subject, and an advance in road building being made. Great and rapidly increasing interest is being taken in this subject throughout the country. The National Good Roads Associations is to hold a convention at St. Lewis next Spring. A meeting of the American roadmakers will be held in Detroit next month. A project of building national highways connecting all the state capitals is under consideration, partly as a convenience, partly as an example, an inspiration. Ninety per cent of the area of the United States is without good roads. It is on the bad roads that producers lose a large percentage of the value of their crops. It costs many times railroad rates to haul loads over our roads. The railroads are taking the matter up, and encouraging and aiding the country people to build good roads. Several states have gone about this important work in earnest. In New Jersey last year, 358 miles mapped out, and 848 miles petitioned for. It is expected that within the near future the state will have spent \$7,000,000 on roadbuilding, besides the cost to the several counties. In Michigan fund in various counties aggregating over \$500,000 have been accumulated for road making. New Jersey has completed 706 miles of stone roads, toward which the state has appropriated \$1,265,168. Many counties have also built good roads independently. Connecticut has done much work along the same line, the state and counties working together. In portions of Florida some splendid roads have been built. Other states are taking up the work. These roads are built to last, like those of Europe. With little repair they will last for generations. We in Oregon cannot do very much yet, perhaps, in constructing such roads, but no year should pass without progress being made, and good, solid, indestructible roads in the end should be an aim constantly kept in view.—Telegram.

high as 5 1-2 in Kansas City and Omaha, and 6 cents in Chicago. Why are they not? Why are they not worth as much to Portland slaughterers as to the slaughterers of Puget Sound?—Oregonian.

Congressman Woods, of Stockton, is to succeed John P. Irish as naval officer of this port. The latter was appointed by Cleveland, but was continued in office by McKinley because of his support in the 1896 campaign. He has held the office six years or more at a salary of \$5000 per year. That he ever did any thing during that time but draw his salary and make republican corporation speeches while posing as a democrat, we have not heard. We hope he has saved enough to spare the people from his ever again becoming a "public charge."—San Francisco Star.

There is pretty good authority for the statement that the Nevada, California & Oregon railroad, owned by the banking-house of Moran Bros. In New York, is as much dissatisfied with its Harriman connection as the Columbia Southern Railroad is. But as conditions are now, neither can get away from the Harriman lines. They need independent strength. It has been suggested that the two roads built to a meeting point and then come under one management. This would be favorable to Oregon, for the Columbia Southern can get to free water on the Columbia at comparatively light expense, which would release the line from the Harriman system. The Moran road could never get such release, for its junction with the central Pacific is 244 miles from San Francisco and on the east side of the Sierras. This would develop closer relations with Portland rather than with San Francisco. Central Oregon will not be quiet under railroad repression. Some outlet will be obtained, no matter what the cost. Portland should keep this fact in mind and be ready to lend a helping hand and take the business that must go some-where.—Oregonian.

The bill changing some of the unjust provisions of the land law should meet with the hearty approval of the legislature. It has been prepared by the legislative committee of the state irrigation association, after careful and painstaking investigation. The main features of the bill are amendments which take the absolute control of lands under contract by large irrigation companies, out of their possession, sooner than under the present law. Under the law now in force, these irrigation companies are permitted to hold all the land under contract, until the price of irrigation works is paid in full. In this way, actual settlers are kept out, and the changes proposed by the legislative committee are intended to allow settlers to take possession of the land under contract, not actually used by the companies, in the construction of the system of irrigation. Another wise provision that is included in the amendments is one to make the payments for the land, payable in ten annual installments, instead of in one payment, as at present; another proposes to make actual residence and cultivation of the irrigated land, the first requirement for securing title. This is in the interest of bona fide settlers and against the large land grabbers.—East Oregonian.

A Great Newspaper. The Sunday edition of the St. Louis Republic is a marvel of modern newspaper enterprise. The organization of its news services is world-wide, complete in every department; in fact, superior to that of any other newspaper. The magazine section is illustrated in daintily tinted colors and splendid half-tone pictures. This section contains more high-class literary matter than any of the monthly magazines. The fashions illustrated in natural colors are especially valuable to the ladies. The colored comic section is a genuine laugh-maker. The funny cartoons are by the best artists. The humorous stories are high class, by authors of national reputation. Sheet music, a high-class, popular song, is furnished free every Sunday in the Republic. The price of the Sunday Republic by mail one year is \$2.00. For sale by all news dealers.

START A BUSINESS OF YOUR OWN. Our new book entitled "40 MONEY MAKING IDEAS" is worth its weight in gold to every man who wants to start a legitimate, paying mail order business. It tells you what to do and how to do it success-fully. Send us 50c today and we will send you the book, and a valuable monthly journal one year free. CENTURY PUBLISHING CO., Box 73, HERON LAKE, MINN.

There is pretty good authority for the statement that the Nevada, California & Oregon railroad, owned by the banking-house of Moran Bros. In New York, is as much dissatisfied with its Harriman connection as the Columbia Southern Railroad is. But as conditions are now, neither can get away from the Harriman lines. They need independent strength. It has been suggested that the two roads built to a meeting point and then come under one management. This would be favorable to Oregon, for the Columbia Southern can get to free water on the Columbia at comparatively light expense, which would release the line from the Harriman system. The Moran road could never get such release, for its junction with the central Pacific is 244 miles from San Francisco and on the east side of the Sierras. This would develop closer relations with Portland rather than with San Francisco. Central Oregon will not be quiet under railroad repression. Some outlet will be obtained, no matter what the cost. Portland should keep this fact in mind and be ready to lend a helping hand and take the business that must go some-where.—Oregonian.

When I hear of the curbing of the trusts by President Roosevelt I am reminded of the conduct of my dear old father," said a merchant. "When I was a boy I was fond of dog fights. My mother abhorred these brutal exhibitions and punished me when she heard of me being present at one. My father secretly sympathized with me, though, good man, he did not see fit for my mother to know it. Coming home one evening my mother presented proof of my presence at a canine scrap and suggested immediate punishment. My father, pretending great wrath, accepted the suggestion and taking me into a bedroom proceeded with a great stick to lash the furniture, saying, 'How you rascal, how!' Of course I howled and my mother hearing me was sorry and called to my father to whip me lighter. When I see that the president is lashing the trusts I imagine that his blows are falling on the furniture and that he is saying softly: 'How you rascal, how!'—Ex.

The policy that brings Utah cattle to the Portland market, while it sends equally good cattle from Portland to be slaughtered at Puget Sound, is not one that contributes to the growth of local industry. If prime Oregon cattle are not worth 5 cents a pound in Portland when they are selling as

high as 5 1-2 in Kansas City and Omaha, and 6 cents in Chicago. Why are they not? Why are they not worth as much to Portland slaughterers as to the slaughterers of Puget Sound?—Oregonian.

Congressman Woods, of Stockton, is to succeed John P. Irish as naval officer of this port. The latter was appointed by Cleveland, but was continued in office by McKinley because of his support in the 1896 campaign. He has held the office six years or more at a salary of \$5000 per year. That he ever did any thing during that time but draw his salary and make republican corporation speeches while posing as a democrat, we have not heard. We hope he has saved enough to spare the people from his ever again becoming a "public charge."—San Francisco Star.

There is pretty good authority for the statement that the Nevada, California & Oregon railroad, owned by the banking-house of Moran Bros. In New York, is as much dissatisfied with its Harriman connection as the Columbia Southern Railroad is. But as conditions are now, neither can get away from the Harriman lines. They need independent strength. It has been suggested that the two roads built to a meeting point and then come under one management. This would be favorable to Oregon, for the Columbia Southern can get to free water on the Columbia at comparatively light expense, which would release the line from the Harriman system. The Moran road could never get such release, for its junction with the central Pacific is 244 miles from San Francisco and on the east side of the Sierras. This would develop closer relations with Portland rather than with San Francisco. Central Oregon will not be quiet under railroad repression. Some outlet will be obtained, no matter what the cost. Portland should keep this fact in mind and be ready to lend a helping hand and take the business that must go some-where.—Oregonian.

When I hear of the curbing of the trusts by President Roosevelt I am reminded of the conduct of my dear old father," said a merchant. "When I was a boy I was fond of dog fights. My mother abhorred these brutal exhibitions and punished me when she heard of me being present at one. My father secretly sympathized with me, though, good man, he did not see fit for my mother to know it. Coming home one evening my mother presented proof of my presence at a canine scrap and suggested immediate punishment. My father, pretending great wrath, accepted the suggestion and taking me into a bedroom proceeded with a great stick to lash the furniture, saying, 'How you rascal, how!' Of course I howled and my mother hearing me was sorry and called to my father to whip me lighter. When I see that the president is lashing the trusts I imagine that his blows are falling on the furniture and that he is saying softly: 'How you rascal, how!'—Ex.

The policy that brings Utah cattle to the Portland market, while it sends equally good cattle from Portland to be slaughtered at Puget Sound, is not one that contributes to the growth of local industry. If prime Oregon cattle are not worth 5 cents a pound in Portland when they are selling as

There is pretty good authority for the statement that the Nevada, California & Oregon railroad, owned by the banking-house of Moran Bros. In New York, is as much dissatisfied with its Harriman connection as the Columbia Southern Railroad is. But as conditions are now, neither can get away from the Harriman lines. They need independent strength. It has been suggested that the two roads built to a meeting point and then come under one management. This would be favorable to Oregon, for the Columbia Southern can get to free water on the Columbia at comparatively light expense, which would release the line from the Harriman system. The Moran road could never get such release, for its junction with the central Pacific is 244 miles from San Francisco and on the east side of the Sierras. This would develop closer relations with Portland rather than with San Francisco. Central Oregon will not be quiet under railroad repression. Some outlet will be obtained, no matter what the cost. Portland should keep this fact in mind and be ready to lend a helping hand and take the business that must go some-where.—Oregonian.

When I hear of the curbing of the trusts by President Roosevelt I am reminded of the conduct of my dear old father," said a merchant. "When I was a boy I was fond of dog fights. My mother abhorred these brutal exhibitions and punished me when she heard of me being present at one. My father secretly sympathized with me, though, good man, he did not see fit for my mother to know it. Coming home one evening my mother presented proof of my presence at a canine scrap and suggested immediate punishment. My father, pretending great wrath, accepted the suggestion and taking me into a bedroom proceeded with a great stick to lash the furniture, saying, 'How you rascal, how!' Of course I howled and my mother hearing me was sorry and called to my father to whip me lighter. When I see that the president is lashing the trusts I imagine that his blows are falling on the furniture and that he is saying softly: 'How you rascal, how!'—Ex.

The policy that brings Utah cattle to the Portland market, while it sends equally good cattle from Portland to be slaughtered at Puget Sound, is not one that contributes to the growth of local industry. If prime Oregon cattle are not worth 5 cents a pound in Portland when they are selling as

There is pretty good authority for the statement that the Nevada, California & Oregon railroad, owned by the banking-house of Moran Bros. In New York, is as much dissatisfied with its Harriman connection as the Columbia Southern Railroad is. But as conditions are now, neither can get away from the Harriman lines. They need independent strength. It has been suggested that the two roads built to a meeting point and then come under one management. This would be favorable to Oregon, for the Columbia Southern can get to free water on the Columbia at comparatively light expense, which would release the line from the Harriman system. The Moran road could never get such release, for its junction with the central Pacific is 244 miles from San Francisco and on the east side of the Sierras. This would develop closer relations with Portland rather than with San Francisco. Central Oregon will not be quiet under railroad repression. Some outlet will be obtained, no matter what the cost. Portland should keep this fact in mind and be ready to lend a helping hand and take the business that must go some-where.—Oregonian.

O. R. & N. OREGON SHORT LINE AND UNION PACIFIC

Table with columns: Depart for, TIME SCHEDULES, ARRIVE from

Table with columns: From Portland, All sailing dates subject to change, For San Francisco every 5 days.

Table with columns: From Portland, All sailing dates subject to change, For San Francisco every 5 days.

Table with columns: From Portland, All sailing dates subject to change, For San Francisco every 5 days.

We Make WHEELS. Tool MILLER RODE ONE 2033 MILES IN 132 HOURS

The Eldredge \$50.00 The Belvidere \$40.00 Superior to all others irrespective of price. Catalogue tells you why. Write for one.

WANTED—TRUSTWORTHY MEN AND WOMEN to travel and advertise for old established house of solid financial standing. Salary \$780 a year and expenses all payable in cash. No traveling required. Give references and enclose self addressed stamped envelope. Address Manager, 355 Caxton Bldg Chicago

First National Bank CALDWELL, IDAHO A General Banking Business Transacted CORRESPONDENCE INVITED

THE FAMOUS CASH RACKET. The Place for argains. Largest galvanized wash tub 95c; chop bowls 23c up to 50c; a good chop knife 10c; Ideal Meat and Food Choppers \$1.45; Covered tin Bread Raisers 75c to 99c each; 22 in. meat saws 95c; a good hand saw 95c; Nickel plated Steel square 99c; German whitewear and Royal Granitewear; 1 set Pot's sad irons \$1.23; Guns and Revolvers

BURNS SAWMILL Rough Lumber, Dressed Lumber, Rustic and Flooring, Moulding. The mill is situated in one of the finest bodies of Pine and Fir timber in Eastern Oregon. The proprietors have spared no expense to put the road in good condition. All special orders receive prompt attention. An excellent quality of all kinds of lumber always on hand. For further information call or address KING & SAYER, Proprietors, Burns, Oregon.

BLACKSMITH & WAGONSHOP SHELLEY & FOLEY Proprietors, BURNS, OREGON Shop opposite old Brewery All work done with neatness and dispatch. Satisfaction guaranteed Give us a call.

JOE TUPKER Blacksmithing AND Horseshoeing. MAIN ST., BURNS Wagon work done in a satisfactory manner. All orders given prompt attention. Give him a call.

PATENTS GUARANTEED Our fee returned if we fail. Any one sending sketch and description of any invention will promptly receive our opinion free concerning the patentability of same. "How to Obtain a Patent" sent upon request. Patents secured through us advertised for sale at our expense. Patent taken out through us receive special notice, without charge, in THE PATENT RECORD, an illustrated and widely circulated journal, compiled by Manufacturers and Inventors. Send for sample copy FREE. Address, VICTOR J. EVANS & CO., (Patent Attorneys), WASHINGTON, D. C.

ARE YOU DEAF? ANY HEAD NOISES? ALL CASES OF DEAFNESS OR HARD HEARING ARE NOW CURABLE by our new invention. Only those born deaf are incurable. HEAD NOISES CEASE IMMEDIATELY. F. A. WERMAN, OF BALTIMORE, SAYS: Being entirely cured of deafness, thanks to your treatment, I will now give you a full history of my case, to be used at your discretion. About five years ago my right ear began to ring, and this kept on getting worse, until I lost my hearing in this ear entirely. I underwent a treatment for catarrh, for three months, without any success, consulted a number of physicians, among others, the most eminent ear specialist of this city, who told me that only an operation could help me, and even that only temporarily, that the head noises would then cease, but the hearing in the affected ear would be lost forever. I then saw your advertisement accidentally in a New York paper, and ordered your treatment. After I had used it only a few days according to your directions, the noises ceased, and today after five weeks, my hearing in the diseased ear has been entirely restored. I thank you heartily and beg to remain Very truly yours, F. A. WERMAN, 720 S. Broadway, Baltimore, Md.

Insist on ARM AND HAMMER SODA in packages BEWARE of imitation trade marks and labels. Costs no more than inferior package soda—never spoils the flour, keeps soft, and is universally acknowledged purest in the world. Made only by CHURCH & CO., New York. Sold by grocers everywhere. Write for Arm and Hammer Book of valuable Recipes—FREE.

Royal Baking Powder ABSOLUTELY PURE Highest of all in Leavening Power.—Latest U. S. Gov't Report

\$1000 Reward The Harney County Live Stock Association will pay seven hundred dollars reward for the arrest and conviction of any person or persons who kill, steal or drive off horses, mules or cattle belonging to any member of the Association. The County Commissioner offers an additional reward of Two Hundred Dollars for the capture of any person who kills, steals or drives off horses, mules or cattle belonging to any member of the Association. W. YOUNG, Sec'y., Burns, Oregon.

BURNS SAWMILL Rough Lumber, Dressed Lumber, Rustic and Flooring, Moulding. The mill is situated in one of the finest bodies of Pine and Fir timber in Eastern Oregon. The proprietors have spared no expense to put the road in good condition. All special orders receive prompt attention. An excellent quality of all kinds of lumber always on hand. For further information call or address KING & SAYER, Proprietors, Burns, Oregon.

BLACKSMITH & WAGONSHOP SHELLEY & FOLEY Proprietors, BURNS, OREGON Shop opposite old Brewery All work done with neatness and dispatch. Satisfaction guaranteed Give us a call.

JOE TUPKER Blacksmithing AND Horseshoeing. MAIN ST., BURNS Wagon work done in a satisfactory manner. All orders given prompt attention. Give him a call.

PATENTS GUARANTEED Our fee returned if we fail. Any one sending sketch and description of any invention will promptly receive our opinion free concerning the patentability of same. "How to Obtain a Patent" sent upon request. Patents secured through us advertised for sale at our expense. Patent taken out through us receive special notice, without charge, in THE PATENT RECORD, an illustrated and widely circulated journal, compiled by Manufacturers and Inventors. Send for sample copy FREE. Address, VICTOR J. EVANS & CO., (Patent Attorneys), WASHINGTON, D. C.

ARE YOU DEAF? ANY HEAD NOISES? ALL CASES OF DEAFNESS OR HARD HEARING ARE NOW CURABLE by our new invention. Only those born deaf are incurable. HEAD NOISES CEASE IMMEDIATELY. F. A. WERMAN, OF BALTIMORE, SAYS: Being entirely cured of deafness, thanks to your treatment, I will now give you a full history of my case, to be used at your discretion. About five years ago my right ear began to ring, and this kept on getting worse, until I lost my hearing in this ear entirely. I underwent a treatment for catarrh, for three months, without any success, consulted a number of physicians, among others, the most eminent ear specialist of this city, who told me that only an operation could help me, and even that only temporarily, that the head noises would then cease, but the hearing in the affected ear would be lost forever. I then saw your advertisement accidentally in a New York paper, and ordered your treatment. After I had used it only a few days according to your directions, the noises ceased, and today after five weeks, my hearing in the diseased ear has been entirely restored. I thank you heartily and beg to remain Very truly yours, F. A. WERMAN, 720 S. Broadway, Baltimore, Md.

Insist on ARM AND HAMMER SODA in packages BEWARE of imitation trade marks and labels. Costs no more than inferior package soda—never spoils the flour, keeps soft, and is universally acknowledged purest in the world. Made only by CHURCH & CO., New York. Sold by grocers everywhere. Write for Arm and Hammer Book of valuable Recipes—FREE.