

PORTAGE ROAD MOST READY

COMMISSION DECLARES IT WILL BE DONE ON TIME

Governor Chamberlain and Others Inspect and are Highly Pleased With the Work Accomplished.

The Oregonian says: The State Portage Railway Commission, consisting of Governor Chamberlain, Secretary of the State Dunbar and State Treasurer Moore, accompanied by J. N. Teal, of the Open-River Association, returned to Portland last night after their inspection of the state portage railway. A thorough examination of the road from beginning to end was made yesterday by a party including the commission, Mr. Teal, J. T. Peters, of the executive committee of the Open-River Association, and the opinion was general that the road would be completed on time.

The condition of the road today may be summarized by saying that of the entire trackage of 9 1-3 miles, seven miles are completed. The grading is practically completed, the wharfbats are rapidly nearing completion, the upper incline is finished, and about all that remains is completion of the lower incline, at Big Eddy, the construction of 1800 feet of trestle work, 1200 of this being in the vicinity of Mess-house curv, and the laying of approximately one mile of track at each end of the road. All necessary material is on the ground, so there will be no delay from that source. As figured by Contractor Nelson, the grading will be completed by next Tuesday, the trestle work within ten days, and it will take but a few days to place the rails. In the meantime, the terminals, including the whorfbats, will be completed, and as the engine is now on the road with a sufficient quantity of rolling stock, the only thing lacking to complete the "open river" is a line of boats on the upper river.

"Oregon's wish for a portage railway at the Celilo Falls," Governor Chamberlain said, "may now be said to be an accomplished fact, since it will take but a few days to complete the work. I can hardly express the pleasure I have received in going over the road today. We were over the road about a month ago, but at that time I would not have believed that so much could have been accomplished by this time. It seems to me that there is no doubt of the formal opening of the road occurring before June 1. There is but little left to be done, and with all the material on the ground, and with the force of men, it won't take long to complete the road. I think that the next visit of the commission will be for the purpose of opening the road."

"Everything looks good," was the comment of J. N. Teal. "I am particularly pleased with the construction of the road. It is substantially built, and in that respect and with regard to the equipment there is nothing left to be desired. The road will, unless some unforeseen accident or hindrance occurs, be completed before June 1. The next thing to be done is to secure boats for the river above the portage. This will, however, I think be another accomplished fact within a very short time, since several negotiations are now on which look favorable."

"An extremely pleasing feature of the road is that it has been built expeditiously and economically. As I understand it, the cost of the road will come well within the funds available, and this is something which is a cause for congratulation."

Many Sheep Sold

I. M. Yates has been buying sheep in the valley for the past week. During his trip through Grant and Wheeler counties he has bought 24,000 head, 16,000 of these being bought in Wheeler and 8000 being bought in Grant he bought 4000 head near Dayville and in this part of the valley he bought from G. W. McHaley 1700 head, 1050 from Mr. Smith, 1500 from Joe Oliver and 1500 of the Masker sheep near Dayville. The prices ranged all the way from \$2.12 1/2 to \$2.40.

He is buying the sheep for Tim Kinney of Wyoming and they will be separated and sent east, the ewes going to Wyoming and the wethers to Illinois. He expects to return in ten days. Some will be shipped

out by way of Shaniko and some by Baker, providing dipping facilities can be had at Baker. If the railroad fail to provide dipping vats at this point then the sheep will go out by way of Huntington. It is necessary to dip all sheep leaving the state and unless the facilities are the best it makes a considerable amount of expense. It costs about 3 cents to dip. Mr. Yates knows sheep and consequently in conversation is interesting along these lines. For more than 20 years he has bought sheep in Grant county and knows the business from soup to nuts. Sheep in Grant county have been pretty well bought up already this year, so that the flocks are diminished very appreciably. Time was not many years ago says Mr. Yates when Oregon led the United States in the production of sheep. The flocks have diminished all over the country but very noticeably in Oregon where they have fallen away one-half and now Montana leads. —Prairie City Miner.

New Irrigation Scheme in Crook.

An interesting meeting of the Citizen's Development League was held at the Clubrooms Monday evening, at which all the business men of Prineville were present.

The League discussed a proposition submitted by W. E. Guerin of Bend, who was also present, to enlist Eastern capital for the purpose of irrigating the great flat to the northwest of Prineville in the Crooked river valley, now a huge sage plain. Mr. Guerin's scheme would involve the construction of four storage reservoirs about fifteen miles east of Prineville on branches of Ochoco, and conducting the water by means of flumes and canals to its destination, all of which would cost, Mr. Guerin says, approximately \$700,000.

This huge irrigation site has at different times been the subject of discussion among our citizens, who have realized only too well its value were sufficient water at hand to moisten it every day during the growing season. The flat is west of McKay creek, about five miles northwest of this city, and its altitude is about sixty feet above the Crooked river level at its confluence with the McKay. This would bring the irrigable flat to Prineville's altitude—2890 feet above sea level. Of the total irrigable area in the flat not covered by the McKay creek ditch—about 37,000 acres—nearly 20,000 acres are the property of the Willamette Valley & Cascade Mountain Road Company, which owns every alternate section. Most of the remaining 17,000 acres have passed into private ownership through desert and homestead entries, though but a small portion is deeded or patented.

A resolution was drawn up by a committee declaring that it was the sense of the meeting that this flat be irrigated. The resolution is to be presented to Col. C. E. S. Wood at Portland, and he will be asked to show what inducements the road company can or will offer the Eastern capitalists to irrigate its part of this at present non-productive area. After the terms of the road company are obtained, the work of getting signatures of the small settlers is to be taken up and then active work can be commenced. —Prineville Review.

The Carter House Barber Shop at Ontario, Lee Caldwell proprietor, is one of the most elegant tonsorial parlors in all Eastern Oregon. Hot and cold baths with a spray bath connected. Lee's old time friends are invited to call on him while at Ontario.

Sweet Peas FREE to you for the asking

Advertisement for RIEGER the California Pea Grower, offering sweet peas for free to those who ask for them. Includes contact information for H. N. HORTON, The City Drug Store.

BUTCHER GIVES RAILROAD FACTS

Tells Chicago Merchants of Possibilities in Eastern Oregon

The Baker City Democrat says: Those who were fortunate enough to be present at the banquet given Tuesday night by the Citizens League to the Chicago merchants who were here on their tour of the Northwest in an investigation of business and conditions here in an effort to get personally acquainted with the people, were struck with the remarkable address made by Col. W. F. Butcher in response to the toast "The possibilities and Resources of Eastern Oregon." After dwelling eloquently upon the opportunities here for investments of all kinds and the felicity to be experienced by all from the visit of the Chicago merchant prices and when he had extended to the strangers the glad hand of welcome in his inimitable style, he took up the subject of internal development through the medium of railway construction and the agitation now being made in the newspapers of the Northwest, whipping up the local railroads in Oregon, particularly the O. R. & N. Co., for the construction of more branch roads and the constant hammering at the roads because they have not promptly responded to the dictation of others on these lines.

Col. Butcher showed in his terse and convincing style and nailed the argument home to the Chicago visitors that it was the Chicago capitalists who hold the string to the money bag who is keeping back railroad extension and construction in the northwest. The local roads have been anxious and willing to build branches, the money power in the east he said had held back the work for various reasons.

The Colonel went on to show that for selfish motives, Chicago was out in this country to extend its trade and commerce; that it had climbed sufficiently high to look over the horizon and see how much further it could climb. Chicago is the competitor of New York in the financial world. She has made her money by her own enterprises and now has an idea that she can gather in the North-west. These are most commendable principles and the same principles are existing today in Baker City, but when newspapers pound the railroads for not doing things that Chicago and New York minded men won't let them do, they are making a mistake. Doubtless the Chicago merchant kings took some new ideas home with them.

To cure constipation and Liver troubles by gently moving the bowels and acting as a tonic to the liver, take Little Early Risers. These Famous Little Pills are mild, pleasant and harmless, but effective and sure. Their universal use for many years is a strong guarantee of their popularity and usefulness. Sold by Burns Druggists.

The O. C. Co. know no competition, the old reliable.

Advertisement for BLACK-DRAUGHT STOCK and POULTRY MEDICINE, describing its benefits for various ailments in livestock.

Advertisement for THE UP-TO-DATE PHOTOGRAPHER, John McMullen, offering professional photography services.

Advertisement for W. E. HUSTON, Dealer in Groceries, Provisions, Tropical and Domestic Fruits when in Season. Also lists various clothing and furnishing items.

Advertisement for BULLS FOR SALE, featuring R. R. SITZ, Breeder of Pure Bates Short Horn Cattle, with details on Waterloo Prince 174,184.

Advertisement for Napton & Boyd, Real Estate, Mines and Mining, located in Payette, Idaho and Ontario, Oregon.

Advertisement for THE CARTER HOUSE, American Plan, Ontario, Oregon, highlighting its fire-proof, modern, and elegant features.

Advertisement for THE HOTEL BURNS BAR, featuring fine wines, liquors, and cigars, with a focus on quality and service.

Advertisement for the White Front Livery Stable, managed by Lewis & McGee, offering elegant livery and horse care services.

Advertisement for JOHN McMULLEN, THE UP-TO-DATE PHOTOGRAPHER, showcasing the latest styles and improved photography techniques.

Advertisement for DROP IN AND LOOK, featuring Gemberling jewelry and goods, with a guarantee of quality and price.

Advertisement for M. L. LEWIS FIRE INSURANCE, representing various insurance companies like Home Insurance Co. and Fire Assurance Co.

Advertisement for CHAS. WILSON, Blacksmithing and Horseshoeing, Wagon Work, with a guarantee on all work.

Advertisement for Harney County Hospital, providing patient care, comfortable rooms, and experienced nursing services.

Advertisement for BURNS MILLING CO., HORTON & SAYER, Propts., offering rough and dressed lumber, rustic flooring, and more.

Advertisement for THE BURNS HOTEL, H. E. THOMPSON, Propt., providing reasonable rates, good clean meals, and comfortable rooms.

Advertisement for HOPKINS & GARRETT, Manufacturers and dealers in SADDLES and HARNESS, offering a wide range of equestrian equipment.