

## RAILROAD WORK BEGUN

### Grading and Track Laying Out From Vale Toward Harney County

#### CONSTRUCTION WILL BE RUSHED

On Account of Rival Lines Work Will be Pushed Rapidly as  
---Hill Interests Said to Be in Position to Force Conces-  
sions From Harriman Road---A Joint Roadway is Possible.

Although Harriman officers in Portland disclaim any knowledge of it, actual construction work has begun on the Oregon Eastern the Harriman railroad, out of Vale toward Harney Valley. This has been announced by both the Vale papers and verified by messages from that place direct to individuals in Burns.

This doesn't come as any surprise to the people of this section as such an announcement has been expected for some time. The survey of this road was completed five years ago when the rights of way maps were filed and permission granted to build a road over government land. In order to hold this right of way it was necessary to begin construction before the first of June. Those at all acquainted with the situation knew that the Harriman people would not jeopardize the advantage thus gained when Hill has come into the field therefore work was assured. Now since a competing line is projected we may expect continuous work and the line completed into the valley at least without interruption.

There are but few men at work at this time, but it is expected a large number will be put on the line at once. The Vale Oriano says:

"Thursday morning the first section of railroad workers on the new road across Oregon arrived in Vale and commenced at once to lay ties and place the rails out of Vale. They only got the preliminary work started Friday but it is understood that a full crew with a construction train will be in Vale in a few days to push along the work with every degree of dispatch. The Utah Construction Company that is understood to have the first 80 miles of the road will undoubtedly put at least 1000 men on this work in the next few weeks. The road will be rushed through and we presume there will soon be another fight on in Central Oregon between the Hill and Harriman forces over the road bed and rights of way through the Canyons."

Unless some arrangements are made for joint roadway through some portions of the Malheur canyon there will be another conflict similar to that of the Deschutes between the Hill and Harriman interests. It is assured that two lines of road are to be built into the Harney county at once and both must use the Malheur pass. Hill has secured valuable concessions in this pass and it will almost compel Harriman people to make arrangements with them before the latter can get through.

The Oregonian has the following concerning the situation:

Although the surveys for the Oregon & Eastern, the Harriman railroad on which construction work has commenced at Vale, were made under the direction of George W. Boschke, chief engineer of the O. R. & N., the construction work commenced, it is understood, is being prosecuted by the Oregon Short Line. The O. R. & N. officials in Portland say they can give no information concerning the work and that if any statement is to be made it will emanate from General Manager Bancroft, of the Short Line at Salt Lake.

Men in Portland who have knowledge of the character of the Malheur canyon, up which the road will build to Harney County, say that while the construction is not so difficult as that in the Deschutes, it would be more difficult to build two railroads in the former canyon than in the latter. This is caused by the crookedness of the stream.

pampered bureaucratic system at Washington, founded in the folly that goes by the name of Pinchotism.

There would be no state of Oregon today, no development whatever of the great Oregon country, which now includes three states and large parts of two more, if the officious spirit and malignant energy that now pursues William Hanley and men like him had been permitted from the beginning. There would have been no beginning—that is to say, no beginning for states under the United States of America. The settlers that founded these states, among whom were the parents of William Hanley, trudged across the plains and laid the foundations here. They were allowed to use the land, to cut firewood and lumber, and to employ the resources of nature for life and development here. William Hanley and his neighbors, descendants and successors of the first pioneers, have turned back towards the newer country passed over by the first pioneers, to reach their distant goal and have been trying to settle it, to reduce the wildness of nature and make it habitable for civilized man. As the pioneers came over the plains, they cut juniper trees, and other trees wherever they could find them, for their campfires. The few settlers in the semi-arid region have been doing the like these forty years, and pasturing their cattle, more over, on the grasses, where they could find them. But we now have a philosophy of conservation that tells us we were criminals, and ought to have kept out of the country. This present writer, in his boyhood in Oregon, used to cut grasses on public lands to feed his team of mules, and to cut wood where he could find it and haul it to Yamhill villages to get means of support of the large family of which he was a member. By the definition of the modern time it appears that he must have been a criminal in the land, as all his fathers were, in their successive migrations from one ocean to another.

The small scrub tree, of arid mountainsides or rocky wastes, known as juniper, isn't timber in any proper sense of the term, or within any definition of the statutes. Besides, it will be shown that Hanley neither cut it nor canned the trees to be cut. The land on which this scattering scrub tree grows is unsalable for any purpose. Whoever has wanted to cut the juniper has done so; for as a tree it is too meagre for profit, and only the scantiest return can be made by cutting it. The facts will be developed and published, at the trial of this peculiar case, and the whole jury of the country then may pass judgement, as it will.

The Eastern Oregon country is still absolutely new. It needs development. It can be developed only by pioneer methods. But it is arrested by a class of government officials, who swoop down, like harpies, on the tables of all who begin to collect the materials for their support, while trying to subdue the wildness of nature and to make the country fit to live in. But never will one of this gang of officials soil his dainty fingers or develop honest callouses, by laying hold of any part of this pioneer work. Hasn't pioneer life work and struggle enough without being annoyed by this parasitism? All the official theorists on earth are useless in a pioneer country, and worse than useless. They retard its growth, they bedevil its citizenship, they annoy it with a misfit policy, they devour its substance; and in the name of progress and of justice, they grasp without remorse and wield without shame the most powerful instruments of injustice that an unscrupulous power can invent or employ.—Oregonian.

Read the pain formula on the box of Pink Pain Tablets. Then ask your Doctor if there is a better one. Pain means congestion—blood pressure somewhere. Dr. Shoop's Pink Pain Tablets check head pains, womanly pains, pain anywhere. Try one, and seal 20 for 25c. Sold by Reed Bros.

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## NO MORE RANGE BEEF

### Systems of Producing Beef as Well as Marketing Changing

#### FINISHED PRODUCT BY FARMER

Dr. James Withycombe Makes Pertinent Suggestions in Recent  
Issue of Rural Spirit--Forestry Officers Will Enforce The  
Regulations Regardless of Recent Supreme Court Decision.

Beef from the ranges is soon going to be a thing of the past. We must look to the farm in the future for our beef production. Systems of marketing are also undergoing active changes. Instead of sending our surplus cattle to the corn-growing states to be finished for the market, the home demand is such that local consumption will soon absorb the total product of the northwest. Our local market is growing steadily more discriminating as to quality. Thus the farmer in order to obtain top prices for his beef must send them to market in a more highly finished form. This can scarcely be reached by hay alone. A small supplementary feed of grain should be given. For this perhaps barley will prove to be the best. Not only will a small feed of grain with good hay greatly improve the quality of the feed, it will also be found economical. It has been shown by actual experiment that a small supplemental feed of grain has made a considerable saving in hay required for a given gain. At the present high values of hay this is an item of some import. Alfalfa, clover or peas and grain hay will prove to be by far the best forage for fattening cattle in Eastern Oregon. Either one of these hays with a small supplemental feed of barley will produce a high class beef. It is important also to fatten the cattle at an earlier age than has been the practice in the past. The three and four-year-old steer is no longer popular. Younger beef is demanded. This also is favorable to the producer, as the younger the animal the greater the gains made for food consumed. A thirty yearling steer will make a pound gain in a matured steer.

Sheep are an exception to changing range conditions. They will undoubtedly be produced more or less upon the range indefinitely. There are large areas of rough untillable land in Eastern Oregon that will always be utilized for sheep husbandry. Thus the supply of range sheep will always be large in this section. The changed conditions, however, will be in the manner of marketing. Instead of shipping train loads of stock and half-fatted sheep to the middle states, they will be finished on the grain farms of Eastern Oregon and marketed at home. There is an immense field for development along this line. Instead of the great area of bare-fallow land burning out organic matter and unnecessarily wasting valuable food elements of the soil, peas, alfalfa, and other forage crops will be grown and utilized in fattening sheep.

The hoof of the sheep would certainly be golden upon these farms. There is no reason why train loads of the very best mutton cannot be annually produced upon the wheat farms of the Columbia River basin.—Dr. Withycombe in Rural Spirit.

#### WILL ENFORCE REGULATIONS.

Foreseeing endless litigation unless sheep raisers clearly understand the full import of the recent decision of the federal supreme court in the Grimaud-Carajous case relative to grazing on public lands, the American Sheep Breeders' association will publish an explanatory letter received from Forester H. L. Graves. Mr. Graves says: "As you may know, the defendants were indicted by the federal grand jury for driving stock on the national forest reserves without permit. They de-

murred to the indictments on the ground the law under which the regulations are made is unconstitutional in that it undertakes to delegate legislative power to administrative officers. The courts sustained the demurrers and the United States appealed to the supreme court, which affirmed the decision of the lower court by an even division of the justices, there being four for affirmance and four against, the ninth member not sitting.

"No written opinion was rendered and could not be in the nature of the case, because of the division of the justices. Being evenly divided, their decision merely amounted to an affirmance of the lower courts on these particular cases, without any binding force in any subsequent case that may arise for violation of the regulations of the secretary governing grazing on the national forests. It should be perfectly clear that if Judge Wellborn (the trial judge) had refused to sustain the demurrer and the defendants had appealed the case to the supreme court, this decision would have been affirmed with equal force.

"It is the intention of the secretary of agriculture to request the attorney general to bring another similar case before the supreme court as soon as one arises, in the hope there may be a full bench and that a final and authoritative decision of the court will be rendered. Pending the time the supreme court renders such a decision, the regulations will continue to be enforced to a full extent as in the past, and no change will be made in the present system of regulating grazing on the national forest unless it is caused by the specific act of congress.

"The national forester states the courts do not question the rights of the government to enforce its regulations by civil actions, but clearly violations of these regulations cannot be held as criminal nor punishable nor as such."

#### HEAVIEST IMMIGRATION ON RECORD.

Immigration from east to west in the United States is heavier than ever in the history of the country. By the thousands, people are moving westward every day, and most of them are prepared to invest and settle down. A great number of them are coming to Oregon, says the Journal.

This report was brought home by President John F. Stevens of the Oregon Trunk line, who returned last night from a business trip to Chicago in connection with the construction of the line into central Oregon.

"I never saw anything like it before," said Mr. Stevens. "Trains are crowded, everybody going west, and all intended to get land. West of Havre, Mont., new stations are springing up at short intervals all along the railroad lines.

"Oregon seems to be foremost in the minds of many. This state has been and is being well advertised, and it is well thought of. At first it astonishes people to learn that fruit orchards are bringing as high as \$1000 or more per acre. But they readily understand when told that the crops pay liberal returns on the investment.

"I anticipate a most wonderful development in Oregon during the coming five years; more than during the past 25 years. Nothing will stop it. The movement was commenced and the people are going to continue to come.

"Farmers are selling out their holdings in the middle states where conditions are becoming crowded and strike out for the coast and again grow up with the country. Some of them are not so young, either, but they can foresee the rapid development and so are going in for another harvest on virgin soil."

#### INDUSTRIAL NOTES.

(Portland Correspondence.)

The development of both the Columbia and Willamette Rivers has been the topic of important meetings during the past week—one at Pasco, the other at Albany—and both had splendid attendance.

A number of prominent citizens of Oregon have received invitations, through Hon. John Barrett, Director of the Bureau of American Republics, to be present at the dedication of the new building at the nation's capital April 26th. One of the most beautiful rooms in this attractive building is finished throughout with Oregon fir, the mill work made right in Oregon from special design and furnished by the Oregon & Washington Lumber Manufacturers Association. Distinguished personages to speak at the dedicatory exercises are President Taft, the Secretary of State, Ambassador of Mexico, Senator Elihu Root and Mr. Andrew Carnegie.

For the last three years Oregon has been chief among the states in attracting Western immigration, and while it is too early for comprehensive figures on this year's colonist travel it is already certain that the total will be the biggest yet. Trains have been running in from two to four sections to accommodate the travel, and owing to the active work of the Oregon Development League in furnishing advance information through the commercial bodies in dozens of Oregon communities, these newcomers have their minds definitely made up as to location, and buy their ticket to that point.

Oregon never got an advertisement so wide reaching or so striking as a full page advertisement, with Portland as the central feature, which appeared last Sunday in the New York World, Indianapolis Star, Chicago Record-Herald, Chicago Tribune, Minneapolis Tribune, St. Louis Globe Democrat, Kansas City Star and Omaha Bee.

Universal elation is felt over the assurance of horticultural experts that the fruit crop of Oregon will break all records in 1910.



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De Laval separators save enough over any gravity creaming of milk in butter fat, quality of cream, sweet skim milk, labor, time and trouble to pay for themselves every six months.

De Laval separators save enough over other separators in closer separation, running heavier and smoother cream, skimming cool milk, greater capacity, easier cleaning, easier running and less repairs to pay for themselves every year. Improved De Laval separators save enough over De Laval machines of five to twenty-five years ago in more absolutely thorough separation under all conditions, greater capacity, easier running, and greater simplicity to pay for themselves every two years.

De Laval separators are not only superior to others but at same time cheapest in proportion to actual capacity, and they last from five to ten times longer. These are the reasons why the world's experienced separator users, including 98 per cent of all creamerymen, use and endorse the De Laval separator.

G. L. HEMBREE, Agent.  
Riley, Oregon.

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All parties owing Lewis & Garrett, or Simon Lewis are hereby notified that all these accounts are in the hands of our attorney C. H. Leonard for collection and settlement. Persons indebted to us will please settle the same with Mr. Leonard at once.  
SIMON LEWIS  
J. T. GARRETT.

Williams Bros. saw mill at Cold Spring on the Canyon road is prepared to do custom work for those desiring to take advantage of their government permit. Also lumber for sale at \$12 per thousand. See them about custom prices.

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