

LAND SETTLED AT ONCE

860-000-Acre Road Land Grant is to Peopled Without Delay

HILL ROAD WILL FOLLOW ROUTE

Hill's Friends Announce Boise & Western as East to West Line Across Oregon, From Ontario to Bend --Colonization Firm Has Capital of \$12,000,000.

Much news of an encouraging nature regarding the exploitation and development of this section and some of it is best told in the outside papers. Sunday's Oregonian has the following:

With the arrival in Portland yesterday of John E. Burchard, of St. Paul, definite information became public as to the building of the Boise & Western Railroad, as the east and west branch of the Hill system in tapping Central Oregon.

Entering the state at Ontario, the Boise & Western will build in a northwesterly direction, through Malheur canyon to a point directly east of Malheur lake. From this point two surveys have been made for a continuation of the line.

One of the projected lines passes to the north of Malheur lake and the other between Malheur lake and Harney lake. The objective point of the road will be attained through the use of either line.

Bend will in all probability be the junction point for the new line with the Oregon Trunk line, the railway owned by the Hills, and which is rapidly creeping toward the heart of Oregon by way of the Deschutes river.

Whichever route may be finally selected will depend upon the visit now being made to that section of the state by the party of which Louis W. Hill is a member. It is believed that the northern route, following the survey and grade of the Willamette Valley & Cascade Mountain Wagon Road, will be the first constructed. It will open a larger territory which is soon to be populated, and which will be shipping to the markets of the world before the Hill lines reach the south boundary of the state.

The southern survey will be retained for the Hill road to California, which will be built in the near future.

Following closely on the announcement as to railway routes, came that concerning the final closing of the largest real estate transaction, from an acreage viewpoint, ever consummated in the history of the United States, and the organization of the Oregon & Western Colonization Co., with a capitalization of \$12,000,000.

Transfers of the 800,000-acre grant from the owners of the Willamette Valley & Cascade Mountain Wagon Road Company to the new purchasers, the Oregon & Western Colonization Co., were yesterday completed in New York City, and John E. Burchard, vice-president of the new company, is here to start development and settlement of the vast acreage. Heretofore withheld from settlement and use by the French owners, it is proposed to dispose of the lands rapidly in any quantity above 40 acres.

Curtis L. Mosher, of St. Paul, will be in charge of the publicity feature of the work.

The lands which are now to be opened up were secured under a grant from congress, the consideration being the construction of a wagon road along the foot of the western slope of the Cascade Mountains. It begins about 12 miles from Albany and ends at Ontario. In the more than 400 miles of the princely gift are 860,000 acres of agricultural and fruit lands, much of which is subject to irrigation and for which water is available, and 140,000 acres of timbered hills. Estimates of the timber place the total at 4,500,000,000 feet. Thirty thousand acres of the timber and in the Willamette Valley will be subject to fruit-raising as soon as the timber is removed.

"We secured the grant lands for the purpose of opening them

up to purchase," said Mr. Burchard yesterday.

"Within 30 days a stream of settlers will begin to go upon the lands, entering at Ontario, the most available point at this moment. We have already shipped two car loads of automobiles to Ontario for use in taking customers upon the lands.

"Our plans contemplate the settlement of the territory through colonization, and the most practical methods to accomplish that end will be adopted. It is possible that we will enter into contracts with sub-agents for the colonization of specific tracts. I am already in receipt of a number of applications from persons who desire to assume such responsibilities, and am going to consult with them about it.

"The thing I want to make plain to the people of Oregon is that this land is now within the reach of the people. We are going to send that news all over the world and the people are coming to Oregon.

"We will join with Louis W. Hill, president of the Great Northern, in his publicity plans, the operation of special trains and cars laden with Oregon products being a feature of advertising which has never failed to bring markedly good results.

"And while I am speaking of the railroad situation I must decline to say anything which could more properly be said by the Hills. They are building their own railroad, but it is not likely that we would have expended such a large sum of money in purchasing the grant and arranged for the tremendous expenditures which will be imposed upon us by the plan in view unless the Oregon & Western Colonization Company had good assurances that the necessary railroads would be built. They are a primary requisite to the success of our endeavor.

"Offices for handling the business of the Oregon & Western Colonization Company will be opened in Portland, St. Paul, Kansas City, Chicago, Canada and such other points as may appear advantageous.

"It is impossible to announce the prices at which the lands will be offered, but it may be stated that they will range from \$15 to \$200 an acre. Each tract will be separately examined and appraised by our experts. The contracts upon which the lands may be purchased will be varied to suit each applicant. Terms of payment will be made so that any person who is honestly wanting a home and is willing to go upon the land for that purpose will be given all the time he may need to pay out. We want the lands settled up and will be content to receive our money during a long period of years.

"The Oregon & Western Colonization Company will stand behind the construction of irrigation works where that plan of farming must be adopted. We will investigate what the irrigation companies now operating in that section of the state are doing, and where they can make a success their plans will be encouraged. But where our capital may be needed to place the water on the lands it will be ready."

Messrs. Burchard and Mosher will leave tonight for Ontario, where an outfit of supplies awaits them. They will leave Ontario on Monday evening, beginning the appraisal of the lands and the fixing of values. Settlement is expected to begin on the fruit lands of the Ontario district, working west and north. The first lands to be sold on the grant will probably be in the vicinity of Bend and Prineville.

WELCOME TO SETTLERS

Tom Richardson Says Home Seekers Get Glad Hand in Interior

FINDS CENTRAL OREGON READY

Newcomer Finds Friendly Spirit in All The Towns and Pioneers Eager to Give Any Assistance Asked of Them--Sentiment Surprising, Strong and General.

W. P. Davidson, a well-known real estate operator of St. Paul, is the president of the new company; John E. Burchard, who has been for many years known as the most prominent land dealer in the north, is vice-president; O. A. Robertson, treasurer; Joseph C. Wood, secretary. The directors, all St. Paul men, with one exception, are: O. A. Robertson, W. P. Davidson, John E. Burchard, Theodore Schulze, James H. Skinner, Joseph C. Wood, George D. Eygabroad and F. E. Kenaston, of Minneapolis.

Within the tract which passes to the ownership of the St. Paul corporation are a number of thriving cities, including Prineville, with 5000 population; Burns, with a population of 3500; Vale, with 5009 population, and Ontario a city of 6000. A large number of smaller cities and towns, now cut off from railways, will be given the advantages of new lines and promise to show a rapid development.

The lands present a varied catalogue of resources. For 100 miles along the grant there are signs of oil and natural gas has been developed with a pressure of 125 pounds to the square inch. In several districts which are mountainous there are indications of ore and much of this land is mineralized. The agricultural lands, which form the great bulk of the total, are diversified, offering a large number of irrigation projects, several exceedingly rich valleys, of which the Harney valley 40 miles wide and 80 miles long, is the most notable, immense areas of fruit lands and large tracts suitable for cereal crops, sheep raising and general ranching. Much of the land has never been examined in a thoroughly scientific manner, and the natural resources, although known to be great, are by no means thoroughly explored.

The land involved in the purchase was originally granted to the State of Oregon in 1855 by the United States Government, and was in turn granted by the state to the Willamette Valley & Cascade Mountain Road Corporation, formed for the purpose of constructing a highway across the state. But very little of the grant to the road corporation ever passed from its ownership and the grant when transferred to the new land corporation by purchase was practically intact. The Southern Pacific crosses the eastern end of the grant which penetrates the Willamette Valley. It crosses the Cascades by way of Sanis Pass, and includes large tracts along the Crooked River, a tributary of the Deschutes, Malheur River and a number of other rivers and streams.

There is no litigation pending against any portion of the grant except one friendly action brought to protect riparian and water rights on the Deschutes. The owners of the property were largely French investors acting through Lazard Freres, of Paris. In the transfers made yesterday, the titles transferred by the French owners to an individual for convenience, were transferred to the new Oregon & Western Colonization Company. A number of previous offers were made the French investors, but they took the position that they would sell the entire grant or none, and refused a number of very profitable propositions for the development of individual irrigation projects. The Saint Paul corporation closed with them on the basis of the sale of the entire grant at their fixed price, and has taken over all the lands without respect to classification.

Manager Tom Richardson of the Portland Commercial club returned this morning from an extended tour of central Oregon in the interest of the Oregon Development league. Mr. Richardson is enthusiastic over the feeling of sympathy he found among the wealthy stockmen of the interior towards the new settlers, the vanguard of whom are now pouring into the state in steady streams, says the Journal.

"It is wonderful," exclaimed Mr. Richardson, "History tells us, and many have experienced it personally, that the big ranchers and stockmen as a rule look with suspicion upon the opening up of the big pastures on which their stocks have roamed at will and grow fat, but such is not the case in interior Oregon. The big men there are as enthusiastic over the coming of the railroads and people as are the automobile men who profit by the rush.

"Of course," said one of them to me," Mr. Richardson explained, "we welcome the railroad and want it, but we will lose many things now dear to us. For instance, it will no longer be safe to leave the doors unlocked with our purse on the table, as has been our habit for years."

"The sentiment throughout central Oregon is to welcome the newcomer and give him all the assistance possible until he gains a strong foothold. The pioneers realized that it is no boy's play to find one's hopes shattered. Therefore they will see that not one prospective settler will return home disappointed. There exists a spirit to help everybody along and make things pleasant.

"That sentiment is surprising, strong and general.

"Great ovations are given the Louis W. Hill party everywhere. Children wave flags and grown ups cheer as the automobile party passes through the various villages and towns. I never saw greater and more earnest enthusiasm.

"The new towns are ambitious, and yet the rivalry seems friendly. Bend wants to become a manufacturing city. It has the timber and the power. Prineville is a center of wealth and Redmond is in the midst of a great irrigated district.

"Another very important and very beneficial factor in the department of the interior is the fact that the goals can be reached through three cities, Shaniko, Vale and Prairie City. This stimulates traffic. Prairie City is now the terminus of the Sumpter Valley road from Baker City. The trip can be made comfortably between these two points. Vale has good service from the main O. R. & N. line and if one chooses to go in by the way of Shaniko from Portland this can be done without change of cars.

"The country is well supplied with hotels, some of the very best of accommodations to be found in these new hotels. One would hardly think so in view of the newness of the country.

"The spirit of advertising the state and the various communities is increasing to an astonishing degree. Why at Prineville the wealthy stockmen came forward voluntarily and announced their interest in the work and eagerness to assist. They are independently wealthy and comfortably situated, but are glad to assist in the work of having people brought to Oregon and the country developed.

"The Wallowa country is making wonderful strides. The sugar beet industry is proving a big success and thousands of acres are in beets. The Grand Ronde

valley is a surprise from a horticultural point of view. Wonderful orchards in every direction in a quiet way this valley has developed and progressed until it now offers a startling surprise to a visitor of a few years ago."

INDUSTRIAL NOTES.

(Portland Correspondence.)

WAR TIME CONCERT

It is gratifying to those who took part and the Ladies Afternoon Club under whose auspices the concert was given, to receive the approval and praise of the general public in the rendition of the War Time Concert at the Presbyterian Church Tuesday and Wednesday evenings. It has been a very busy time with all the past few weeks and the preparation of the program was not given the usual attention, therefore the voices were not the best. However the large attendance each evening showed an appreciation.

Some of the numbers were: The flag drill by twelve young girls under the able direction of Miss Farnum followed by the "Star Spangled Banner" by Mrs. Leonard. The ladies quartet was one of the really fine features that was greatly appreciated. Mrs. Farre, Mrs. Leonard, Miss Biggs, and Miss Farnum composed the quartet and their singing of "Home Sweet Home", and "Kentucky Babe", was certainly fine. The male quartet was its usual success. Miss Louel Smith, Ludwig Johnson, Platt Randall and Mr. Berg were exceptionally good in their solo work. "Tenting on the Old Camp Ground" by a male chorus with appropriate stage settings and tableau effect was generously applauded.

The entire program, in fact, seemed to meet with approval and those taking part were warmly congratulated by their friends. The success of the concert was largely due to the energetic work of Mrs. Wm. Farre as she managed the affair. Miss Rebecca Biggs presided at the piano and her work was greatly appreciated.

Following is the program:

PART ONE

Dixie Chorus
When Johnny Comes Marching Home Solo and Chorus
MR. JOHNSON
Marching Through Georgia Chorus
Columbia The Gem of The Ocean Solo and Chorus
MISS LOUEL SMITH
Battle Cry of Freedom Male Chorus
Home Sweet Home Ladies Quartet
MRS. FARRE, MRS. LEONARD, MISS BIGGS, MISS FARNUM
Tenting on the Old Camp Ground Solo and Chorus
MR. RANDALL
Old Black Joe Male Quartet
MESSRS. BYRD, RANDALL, JOHNSON, MARSDEN
Yankee Doodle (Sung backwards) Chorus

PART TWO

Glory! Glory! Hallelujah! Chorus
Old Kentucky Home Duet and Chorus
MRS. FARRE, MR. BYRD
Kentucky Babe Ladies Quartet
MRS. LEONARD, MRS. FARRE, MISS BIGGS, MISS FARNUM
Massa's in the Cold Ground Solo and Chorus
MR. BERG
Flag Drill--Star Spangled Banner Solo and Chorus
MRS. LEONARD
American Hymn Chorus
Just Before the Battle Mother Solo and Chorus
MR. BYRD
When the Band is Playin' Dixie Male Quartet
MESSRS. BYRD, RANDALL, JOHNSON, MARSDEN
America Chorus

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FOR SALE--A five room cottage, four lots all fenced with two good wells, a windmill and other improvements. No rock. G. Hudspeth, Burns, Oregon.

NOTICE.
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
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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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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.
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Riley, Oregon.

SOME REAL BARGAINS.

We wish to call particular attention to the following deeded properties in the heart of Harney Valley:
160 acres, all fenced, good house partly improved \$18.00 per acre.
117 acres, all fenced, partly cleared, good house, & 15.50 per acre.
80 acres acres raw land something extra special \$15.00 per acre.
160 acres, 12 miles from Burns. The best of the Carey selection 16.00 per acre.
5600 acres, school land, mostly the above if sold by June 1 at the price is advanced at that time. write us today if you are interested.
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