

WOMEN BELIEVE WORDS

Men Continue Preparations For Extension of Lines

WOMEN NOT IN LINE WITH TALK

For Oregon to Come up to Expectations of Man Traffic Manager Lines Must Invade the Isolated Territory Too Big to Neglect.

Following the pessimistic
of the big railroad
have recently visited
Hill and Harriman
light on making pre-
further develop-
extensions. Every
that the Hill peo-
the east and west
Deschutes and the
people will begin work
east through Malheur
almost certain that
placements will be
in the year—possibly

Special of the Harriman
noted in a Portland
ing that they would
000,000 in construc-
this territory during
year. This could be
t without building
west line through
ity, but considering
nce of this line it is
ble.

anager Miller of the
na says Oregon will
00 people in ten years
means that trans-
must be provided at
the isolated territory.
up of big agricultur-
is very necessary
the Harney country
neglected.

has been exploited
for the past few
not in a manner that
ing attention to the
territory that appeals
age homeseeker. To
fruit raising districts
priced lands will not
ation as we want it.
land does attract a
class of people who
and will develop that
The possibilities of
dairying, grain and
not been given the
these products de-
of these are far
tant to the general
advancement of the
in the fruit. Dr.
of the state agricul-
Oregon's agricultural
for this year. In this
dairying, wheat, hay
to the first in the list
named. This would
that Oregon has not
develop as the vast
in practically its
far from transpor-
particularly adopted to
tion.

Harney county alone pro-
se products would
be doubled. Few out-
boundaries seem to
astness and capabili-
growing of cereals,
live stock. The rail-
know this, however,
pass it by. Condi-
ght for its develop-
big territory is need-
produce not only de-
age for railroads but
is so necessary to the
ide of people. More
it has vast areas of
ernment land for the
oderate means who is
the west as the only
he can secure a home
pendent.

farming methods have
a success that the
igation no longer in-
terially with the farm-
ows his business and
ned to make a home,
ver, is not a problem
ho secure land in this
any of the canyons
to it for a system of
ill be installed within
of all. Harney valley
all be under a system
just as soon as de-
will justify the nec-
nditure. Its practi-

ability is not questioned there-
fore there is no excuse for fur-
ther delay.

The lines now building up the
Deschutes are not going to stop,
they have only begun. That is
only the gateway to a territory
much more desirable and of such
vastness as compared to that por-
tion of the state already reached
that comparison would be ridicu-
lous. The assertion that Harney
county, producing what it will
when given an outlet to market,
would double the products in
grain and hay seems rather
strong, nevertheless it is a fact
that investigation will bear out.

It is such territory that not
only railroads but people are
seeking, and without the first the
second have no inducement,
therefore the railroads are going
to do their part. Harney county
will make the most phenomenal
growth and advancement during
the next ten years of any county
in Oregon, not because of its par-
ticular advantages over others
except in area of agricultural
land.

The recent utterances of both
Mr. Hill and Judge Lovett that
land is held too high applies par-
ticularly to that portion now
served by transportation and
they are right in this: The man
of the more thickly settled states
who desires to secure some land
of his own in the west has not
the means to buy such land. But
if these big railroad systems will
push into the interior and make
it possible to develop this portion
of the state such men will come
in large numbers and make busi-
ness for the roads. This is the
class of citizens that are de-
sired and necessary to the devel-
opment of Oregon and the rail-
road people realize this. At the
proper time this territory will
have the attention of the railroad
people and by devoting their de-
scriptive literature exclusively to
it will bring results that will sur-
prise them.

There were special Christmas
services at the Presbyterian and
Catholic churches in this city
Sunday. At the latter the service
was held at 10:30 a. m. with
specially prepared music under
the direction of Mrs. G. A. Rem-
bold.

There were two services at the
Presbyterian church one at 11 a.
m. and the other at 7:30 p. m.
Rev. A. J. Irwin preached two
good sermons and the music was
under the direction of C. B.
Smith. Mr. Smith's work on the
organ was particularly fine and
the choir of eight well balanced
voices rendered some pleasing
anthems and carols. The serv-
ices in both churches were well
attended.

SOME GOOD BUILDINGS

Substantial Structures Put up This Season, Others Contemplated

THE MASONIC BODIES INSTALL

Irrigation Projects Under Way and Final Reclamation of Big Harney Valley Will be Realized--Industrial Notes of State Give Interesting Development News.

Although there were compar-
atively few new buildings erected
in Burns during the year just
closed there were some of the
best ever built in the Eastern
Oregon country. The big gen-
eral merchandise store of Luna-
burg, Dalton & Co. is one of the
most modern to be found. It is
of native stone with a fine front
of plate glass. The Masonic
building of brick with modern
conveniences in every respect is
another substantial structure
that is a credit to the town of
Burns. The first floor of 50x100
feet will be occupied by The Busy
Corner Store of L. Schwartz and
the second floor besides the lodge
room contains office rooms where
Dr. C. W. Brown, Wm. Miller,
Sam Mothershead and the East-
ern Oregon Engineering Co.
have suits. The new two story
brick residence added to the
Catholic church property is also
a substantial structure that is a
credit. Harry C. Smith's new
residence is a modern house.

CHANGE ROAD MAKING METHODS.

Grant county, like all other
counties in Oregon, has taken up
the good roads subject and pro-
pose a change in the system.
The Eagle says:
The interest in the subject of
good roads is nation-wide. It is
a topic now discussed in the press
hurdled from the rostrum, argued
at the cross roads and talked
over around the stove in the re-
mote country store. All are
more or less interested and the
sentiment for the permanent im-
provement of the highways
seems unanimous. For the im-
provement, construction and
maintenance of roads there is
little to discuss, but divergent
opinions are prevalent when the
method to be adopted is consid-
ered. There is one thing certain
and that is under the present
system the roads are the source
of the heaviest item of expense
in this county. It is evident also
that there is much waste under
the present order of things and
in the expenditure of the road
funds. There is no one to blame,
unless perchance the people them-
selves who, with tolerance, sub-
mit a custom that is superannu-
ated.

As is generally the case some
ambitious individual in each road
district circulates a petition which
his friends sign. Upon this peti-
tion he is appointed road super-
visor. Qualification, experience
and ability to build a good road
is not a pre-requisite and the
newly appointed road boss goes
to work—picking up rock and
drawing checks. This goes on
all over the county with the re-
sult of forty years experience of
the present condition of the roads.
The system is a failure—an ex-
pensive, gigantic, never ending
failure. There is today being
circulated in the John Day valley
a petition to the county court,
asking for a change of the pre-
sent system. The petition is be-
ing signed by many of the heav-
iest taxpayers. The method pray-
ed for in the petition may not be
the ultimate solution of the pro-
blem of better roads but it cer-
tainly appeals to everyone as be-
ing an improvement over the
present way of wasting the road
funds. It asks that a competent
road man be put in charge of all
of the roads in the county. He
is to be paid \$150 or \$200 a month.
He is to make good. It will be
up to him to make the right kind
of a showing and to return to the
people an equivalent value for
every dollar put onto the roads.
This will eliminate a host of poorly
paid road supervisors who get
little for the little work they
do. The plan presented in this
petition is worthy of serious con-
sideration and although it might
result in thirty or more road
bosses being reduced to the ranks,
it looks like a reasonable and
practical solution of the deplora-
ble condition of the roads.

When your feet are wet and
cold, and your body chilled
through and through from ex-
posure, take a big dose of Cham-
berlain's Cough remedy, bathe
your feet in hot water before go-
ing to bed, and you are almost
certain to ward off a severe cold.
For sale by all good dealers.

The Burns Flour Milling Co.
will pay 2½ cents per pound for
wheat or barley.

INDUSTRIAL NOTES.

New Cattle Feeding Grain Discovered.

According to Professor B. C.
Buffum, formerly of the Colorado
Agricultural college and now in
charge of the Worland experi-
mental farm in the Big Horn
Basin, Wyoming, a new cattle-
feeding grain has been develop-
ed at the Wyoming farm after
four years' experimenting. The
grain, which is a cross between
the Russian spelt and American
wheat, is called "ommer." It is
said to be drought resisting,
adapted to irrigated or arid soil,
and capable of giving a yield of
from 90 to 100 bushels to the
acre.

INDUSTRIAL NOTES.

(Portland Correspondence.)
That Oregon will have a popu-
lation of 1,200,000 when the
next census rolls round is the
prediction of R. B. Miller, traf-
fic manager of the Harriman
lines in the Northwest. He bases
his figures on the constant West-
ern trend of population as dis-
closed by former census statis-
tics.

He estimates that the United
States will have a population of
113,000,000. This additional popu-
lation, he believes, will pour
westward to find an outlet in the
vacant agricultural lands of the
coast states. Nowhere is there
a greater area of unclaimed land
than in Oregon and the migra-
tion will cover this area as it
seeks new territory to occupy.

Baker is the first city in Ore-
gon to adopt the commission
plan of government. It is work-
ing successfully and it is likely
other communities in this state
will follow the lead of the East-
ern Oregon capital in revising
the present methods of adminis-
tering affairs.

MASONIC INSTALLATION.

Burns Lodge, No. 97, A. F. &
A. M. and Burns Chapter, No.
40, O. E. S., held a joint instal-
lation of officers-elect at the hall
last Monday evening which was
witnessed by a large gathering
of members and their families.
The usual ceremonies were in-
terpersed with some vocal music
furnished by Mrs. Emma Gowan,
Mrs. Farre, Dr. Marsden, C. B.
Smith, Ludwig Johnson and
Julian Byrd; social chat was in-
dulged during the intermissions;
a bountiful banquet was served
as a climax to the evening work.
The hall was tastefully deco-
rated with evergreens and holi-
day colors and presented a very
inviting and cheerful appearance.
Mrs. Julian Byrd officiated as
installing officer for the Star, the
following persons being inducted
into office: Mrs. Vella Welcome,
Worthy Matron; Julian Byrd,
Worthy Patron; Mrs. Frankie
Welcome, Associate Matron; Mrs.
Ella Sweek, Secretary; Mrs. Ella
Voegtly, Treasurer; Miss Agnes
Sayer, Conductress; Mrs. Lizzie
Dalton, Associate Conductress;
Mrs. Virginia Gemberling, Chap-
lain; Mrs. Sarah Farre, Organist;
Mrs. Emma Gowan, Adah; Mrs.
Veda Hansen, Ruth; Mrs. Juanita
Miller, Ester; Mrs. Ella Mothers-
head, Electa; Mrs. Mattie Miller,
Martha; Mrs. Ella McKinney,
Warder; Irving Miller, Sentinel.
Dr. W. L. Marsden acted as
installing officer for the Masonic
order which followed the Star
ceremony. The following per-
sons are the newly-installed of-
ficers: J. M. Dalton, W. M.;
Wm. Miller, S. W.; Thos. Sagers,
J. W.; J. C. Welcome, Treas.;
Sam Mothershead, Secy.; Lud-
wig Johnson, S. D.; J. L. Gault,
J. D.; W. A. Gowan, S. S.; Ir-
ving Miller, J. S.; J. E. Loggan,
Tyler.

IRRIGATION PROJECTS ON FOOT.

With men of sufficient backing
now looking into the feasibility
of various irrigation projects in
this section we may expect con-
struction of some of them in the
very near future. Those who
have carefully considered the mat-
ter and made an investigation of
the supply state there is sufficient
water when properly conserved
and distributed to irrigate Har-
ney valley. Placing the 1,000-
000 acres of level tillable land of
this valley under an irrigation
system and bringing it to a high
state of cultivation means an
added wealth to the West that
few can realize. It is far great-
er than the average individual
can conceive and gives moderate-
ly priced land within the reach
of thousands who are seeking
homes.

The recent suggestion to make
an irrigation district of Harney
Valley will one day be realized
when conditions are right. The
people are working in the right
direction and by encouraging
every legitimate enterprise hav-
ing the irrigation of this big
territory as its object results may
be hastened. It is not alone the
more favored localities in Oregon
where fruit is the main crop that
is needed by the over crowded
country to the East of us, but
grain land, hay, forage for live-
stock and the hardy vegetables.
This is the ideal country for such
products and much may be add-
ed to the wealth of the nation by
developing this territory. With
the opening of spring these irri-
gation projects will be pushed
and almost before we realize it

Several members from other
states were present and enjoyed
the hospitality of the local frater-
nity. They were made welcome
and thoroughly enjoyed the eve-
ning.

MOTE'S CANDY STORE

Has just received a fresh lot of
CANDIES, CIGARS, TOBACCO
New and handsome Post
Cards, Stationery, Ink,
Pens, Pencils, Novelties.
A SPECIALTY OF BOX CANDY—EXTRA
Fine assortment of everything
D. R. MOTE, Burns, Oregon

W. T. LESTER, Manager and Salesman.

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ness, Attend To Our Business and Want Your Business.
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Hardware and Crockery Glassware Guns and Ammunition FARMING MACHINERY of all kinds Get our prices before buying

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Prairie City to Burns. Vale to Burns
Burns to Diamond Burns to Venator
E. B. WATERS, Agent.

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Corner South of Lunenburg & Dalton's.

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WAGONS, BARBED WIRE**
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