

## RAILROAD WORK ACTIVE

### Contractors Making Half-Mile Road Bed a Day West From Vale

### THE LAYING TRACK IN A MONTH

### Good Weather Signal for Renewed Activity Along the Line and Contractors Preparing to Rush—First Few Miles Put in Shape to Connect Camps West.

Loads of railroad ties are arriving daily in the local railroad yards and steel is expected to follow for the laying of the first stretch of the track of the Oregon Eastern railroad out of this city which will begin this month upon the completion of the roadbed grading commenced the past few days on the right-of-way west of town, the Vale Enterprise.

Two grading crews were put to work early this week and road grading started Wednesday morning at several places up the valley. Right-of-way trouble having been practically settled and good weather having arrived, the work will proceed rapidly on the first thirteen miles stretch of easy roadbed which is to connect the various Malheur canyon camps with the headquarters of the various construction companies in this city.

The Utah Construction Co. in charge of the first 159 miles of roadbed construction of the Oregon Eastern from this city to Mt. Hood Mountain in Harney county, Monday let two contracts, one for the first five miles of grading work out of this city to sub-contractor Goldsmith, of Caldwell, and the remainder, reaching nearly to the mouth of the canyon, to Jerry Hurley, of Nyssa. He has been working on the Hines-Homedale extension of the Oregon Short Line.

The grading from Vale to the canyon under these contracts will be for the removal of 130,000 cubic feet of dirt at a price of \$7,900. Goldsmith located his camps about a half mile south of town, and on Wednesday started work in each direction. Hurley camped on the Boston place and also started grading on Wednesday. Dirt is flying fast and the contractors are doing a quarter of a mile of grade each per day.

From reliable sources it is learned that the Utah Construction Company has leased section two miles south of town, from Oregon & Western Colonization Co., where will be moved the headquarters at present maintained in the local yards. The present crowded condition, it is supposed, is the main cause for the proposed change, which will take effect as soon as the first two miles of steel are laid on the Oregon Eastern roadbed.

#### BOOSTER CHURCH MEETING.

The first of a series of three "booster" meetings at the Presbyterian church was held last Monday evening and proved quite interesting to a large congregation. Dr. Babbidge inaugurated the series to ascertain the views of all as nearly as possible as to how the church may be a factor in the building and general development of the country. Some very interesting ten minute talks were made by the Hon. Frank Davey, who spoke for the city government and Judge Miller, as a representative of the business men, were especially good. Hon. Archie Gowen represented the professional men.

The big chorus choir was a most pleasing feature and will be a regular thing in the services of the Presbyterian church in the future. The music at this church will be a greater attraction in the future than it has in the past. Special music was added last Sunday evening, Ludwig Hanson playing a saxophone and a male quartet by Messrs. Potter, Johnson, Biggs and Geer being especially pleasing numbers.

Tomorrow evening will be the second of the series and no doubt there will be a large attendance.

#### OREGON'S ADVERTISING OPPORTUNITY

(Portland Correspondent)

Oregon is to have a state booklet for information and guidance of inquirers who want to know exact facts regarding opportunities and resources. Governor West has made this possible by releasing the \$25,000 appropriation enacted by the last legislature. The booklet will be compiled by C. C. Chapman, State Immigration agent, with the co-operation of the State Board of Immigration, the Oregon Agricultural College, Oregon Development League and the commercial clubs of all the sections of the State of Oregon.

Besides general information regarding the state as a whole, Commissioner Chapman proposes to have detailed information concerning each locality. This will be gathered through the Oregon Development League and the local commercial clubs. The state will issue 200,000 of these booklets and the railroads will supplement them by publishing several hundred thousand more. It is of vital importance to each locality that the commercial organizations engaged promptly in preparing information to be used in this booklet which will have such an enormous circulation. Other states all over the union have had state booklets for years, and everywhere there has been a demand for information signed by the Governor and stamped with the seal of the state, telling the exact facts and conditions. The publication of this booklet is the greatest single event in Oregon's development program since the Lewis-Clark Fair and the organization of the Oregon Development League.

Oregon enjoys the distinction of possessing the most beautiful site possible to any state for its building on the grounds of the Panama-Pacific International Exposition at San Francisco. The flag of the Oregon was raised by Governor West at the site-choosing ceremonies held Thursday afternoon, March 14. It was flung upon the 30 foot Oregon pole contributed by Portland. The site was selected by Julius L. Meier of Portland, L. M. Travis of Eugene and F. N. Bodinson of Baker, Oregon's Commissioners and the deed to the same was presented to Governor West. The day was a perfect one and the ceremonies witnessed by 300 Oregonians who had journeyed there on the "Oregon First" Excursion for that special event aroused the spectators to a high pitch of patriotic enthusiasm.

The population of the metropolitan district of Portland, which includes the area within ten miles of the city, is given by the officials of the United States census as 259,745. This shows a gain of 114.3 in ten years. A manufacturers' exposition of "Made in Oregon" goods will be held in Albany, the date to be announced later, and a committee of the Albany Commercial Club has been appointed to work out the details as every community in Oregon will be asked to send exhibits. The state-wide "Made in Oregon" campaign was given additional enthusiasm by a rally at Oregon City on the evening of March 15 at the Commercial Club. The "Oregon First Consumers' League" was organized.

The ladies of the State W. C. T. U. are sending a call to the

women of Oregon to prepare for the visit of the delegates to the National Convention to be held in Portland, October 19-26. Through the representatives of the local lodge the commercial clubs will be asked to advertise their localities at the headquarters of the Convention by the distribution of literature. It is expected that not fewer than 3,000 visitors will come to Oregon on this occasion.

#### VALLEY VIEW ITEMS

Valley View Grange No. 459 met at the school house on Saturday March 9. Adelbert Hayes rode the goat, five candidates received 4 degrees. The debate Resolved, That Burns should have a new court house at this time was won by the negative. The judges were Mrs. Pearl Shaver, Mr. Geo. Bryning and Mr. A. T. Rayercraft. The subject for debate at next meeting (2nd Saturday in April) is Resolved, Single Tax would benefit the U. S. Affirmative: C. D. Howard, Geo. Cobb, Jack Hoffeditz. Negative: A. T. Rayercraft, A. S. Whitney, Geo. Bryning.

An entertainment and supper was given by the Grange Tuesday evening, March 12th. About 100 were present and everyone enjoyed a splendid time.

A meeting of the board of directors was held Saturday March 12th.

Will Welch is hauling hay from Rayercraft's.

Geo. Rayercraft paid a flying visit to Valley View last week.

Mr. and Mrs. Lloyd Culp are living on their homestead in Valley View.

Mrs. Geo. Cobb and daughter Hazel have gone to Burns where they expect to stay for the summer.

where card playing and dancing was indulged in until the wee small hours.

C. E. LeMay is working at the Experiment Station.

A number of young folks attended the dance at Lawen March 16th.

#### TREATING A COW FOR BLOAT.

Dad Springer of this city, who came to the Eastern Oregon country about the time the sage brush was planted, and who has had years of experience with cattle, hands in the following remedies for bloat, which he says may be of value to readers of the Democrat, as they are simple and nearly every one has the necessary applications at hand:

Fill a saucer two-thirds full of turpentine and place under navel of cow. It will be absorbed immediately, as into a sponge, and in a short time the bloat will all be gone.

Some people recommend tapping a cow with a knife for bloat but it does not always work right, the wound does not always heal and will sometimes break out into a running sore months after it was supposed to be sound and well. The best remedy I have found is to wet the cow's back thoroughly with cold water, then apply a handful of salt and enough water to make it sloppy and rub well on the left side between the point of the hip and the ribs. The salt over that particular spot will soon be absorbed, when more salt and water should be applied. In 15 or 20 minutes the wind will begin to escape through the gullet, and in half an hour she will be relieved. — Ontario Democrat.

You will look a good while before you find a better medicine for coughs and colds than Chamberlain's Cough Remedy. It not only gives relief—it cures. Try it when you have a cough or cold and you are certain to be pleased with the prompt cure which it will effect. For sale by all Dealers.

## AFTER BURNS' SHIPPING

### Hill Railroad Officials and Commercial Men From the West

### THE COMMERCIAL CLUB MEETING

### Visitors Shown Courtesy and Given Assurance of Good Will and Co-operation on Any Business Proposition—Wool Men Must Have Inducements to Change.

W. C. Wilkes, assistant general freight and passenger agent of the Hill lines, J. T. Hardy, traveling freight and passenger agent for the same system, H. Kersten, of the Central Oregon Ice and Cold Storage Co., M. Wittington, a representative of the Westinghouse Electric Co., A. Kirschner, traveling representative of the Weinhard Brewery and J. E. Sawhill with Roy Branton as driver, arrived here Tuesday evening from Bend. The railroad men came particularly to confer with the wool men of this territory and try to induce the wool shipments from this section to that point.

The visitors were invited to meet with the Commercial Club, Business Men's Association and Women's Civic Improvement Club Wednesday evening at the Masonic hall where a general discussion of conditions was indulged in. The visitors were here to secure business for their respective interests and were given assurance of the co-operation of the business interests of this city provided they had any inducements of a business nature to offer.

It is the most direct route for such traffic from the west and no doubt much of the freight business will be routed over the Deschutes roads provided freight can be brought in from that point promptly and reasonably. This is possible and will be arranged. It is stated the auto trucks will begin operations at once and bring in the thirty-five tons or more freight now in the warehouse at Bend for local dealers. The wool problem is one that requires some study and it is up to the railroad people to make the wool growers see the advantages of routing by way of Bend.

Mr. Sawhill called attention to the passenger rate on the autos from Bend to Burns as being a drawback to the bringing in of prospective settlers but offered no solution. People from the east who take advantage of the colonist rates now in effect are more or less staggered at the fare from that point to Burns but it is not a matter that can be adjusted by local organizations. Competition will likely solve the problem when the roads get in shape for passenger travel. There are a number of concerns contemplating entering the field at once and it will be a matter of business.

A daily mail between that point and Burns will be inaugurated as soon as it can secure permission from the government and this will help materially in bringing the passenger traffic to a reasonable basis.

The Times-Herald has been informed that J. E. Sawhill contemplates putting on freight trucks to compete with the present company and thus give local shippers greater facilities in handling freight.

Mr. Wilkes said during his talk at the meeting that the Hill lines had built 300 miles of road in Oregon in three years and he hoped the next line to be under-

taken would be from Bend to Burns.

#### NOT OBSTRUCTIONISTS.

A special meeting of the Burns Commercial Club was called last Monday evening at the request of Wm. Hanley who desired to discuss the recent action of the county court in levying a three mill tax to start a fund to build a new court house.

The club did not feel it was its business to make any recommendations as a club and many of the members expressed their individual views on the matter. Among those who spoke were Wm. Hanley, Judge Miller, Mr. Davey, J. J. Donegan, Wm. Farre, H. C. Smith, C. H. Leonard, I. S. Geer, Dr. L. E. Hibbard, C. F. McKinney, G. W. Clevenger, Dr. Babbidge. After the discussion the following resolution was adopted:

Resolved, That the Burns Commercial Club will place no obstacles in the way of putting the question of building a new court house on the ballot at the general election, provided the requisite legal steps can be taken toward that end.

There was a good attendance at the meeting and among other matters discussed was a communication from Lakeview urging united effort in establishing a mail route between here and Lakeview.

The matter of a daily mail between Burns and Bend was also discussed and the secretary was instructed to ascertain what had become of the petition circulated here last year asking for a mail route and which had been forwarded to Bend.

#### Better Farming Most Vital Problem.

That an unquenchable ambition to own and operate a farm should animate every agricultural student, was the belief of Dr. James Withycombe, expressed in his address before the students of the O. A. C. Agricultural club, on "The Outlook of Agriculture."

"The field of agriculture should appeal strongly to the young man, because of its broad scope for applied science and its sure financial reward," said Dr. Withycombe. "Every student of the college of agriculture should have an unquenchable ambition to own and operate a farm. Every student of agriculture may not have the means to own and operate a farm just as he would like, but as soon as practicable he should lay the foundation for his life's work upon the farm. This may be hard at first, but with a close adherence to the true principles of modern farming, which means better stock, better selection, and better methods of soil conservation, success will surely come."

"Better farming is a national problem. The need of the hour is for trained men upon the farms to lead the way for a greater national agricultural development. For years an abnormal condition between our rural and urban population has been steady-

ly developing until today we are almost confronted with a national crisis as to what to do with our excess of city and town population. It is estimated that within 40 years we shall have a population of 200,000 people. That means that practically every acre under cultivation today must produce double what it is producing at present, an imperative need of making two blades of grass grow where but one grew before. Thus the demand for agricultural products is assured.

"Agriculture needs men for leadership in agricultural thought and activity and it is expected that this college shall do its share in supplying this class of men for the farms of Oregon. The field for leadership is broad and open. We need men not only possessed with the art of making two blades of grass grow where but one grew before, but men with the ability to organize, to prevent economic wastes.

The matter of crop distribution presents one of the greatest agricultural problems of today. Note the waste annually occurring in our state. It is estimated that the farms of Oregon produced last year commodities approximately valued at \$124,000,000. Fully half of this found its way to the channels of trade, and 50 per cent of this was consumed in the cost of distribution. In other words, it cost the farmers \$31,000,000 to market \$62,000,000 worth of produce. This tremendous marginal difference between what the producer receives and what the consumer pays must be reduced. Conservative, intelligent agricultural organizations are the solution of the problem.

#### NEW ARRIVALS GOOD MATERIAL.

By far the greater proportion of people from the East and Middle West who are now arriving under the favorable low colonist rates will become permanent citizens of Oregon and producing factors in the communities in which they cast their fortunes. This is the testimony of railroad traffic men who keep the closest possible tab on the class of immigration which is attracted during these excursion rate seasons. The same evidence is obtained by the land proprietors and agents of the commercial organizations who are thrown constantly in touch with the new population as it arrives in the city, says the Telegram.

This spring is declared by these various factors in exploiting the resources, opportunities and advantages of the Oregon country to be the first season when the results of organized publicity has had an appreciable effect in determining the class of newcomers. The systematic campaigns with which the exploitation forces of the commercial organizations of the state affiliated with the Oregon Development League, as well as the railroads, have swept the densely populated and less productive sections of the East in interesting people in the vast undeveloped Oregon Empire have gone a great way toward discouraging the restless wanderer, the idler who simply wants to come out and see the country and then drift on without becoming an asset to the country or a permanent fixture thereof.

Central Oregon is reaping a rich harvest in the colonization work this spring. The two railroads have been completed to Bend and afford the settler a chance to secure cheap yet desirable lands in the interior districts which before the coming of the railroads were not attractive to the strangers.

Traffic men hold to their earlier predictions that the spring season of 1912 will be a record breaker in the number of permanent residents added to Oregon's population.

ROY VAN WINKLE, Abstractor. ARCHIE M'GOWAN, "The Land Man."  
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