

SUMPTER VALLEY ROAD MAY NOW EXTEND TO BURNS

W. H. Eccles, of Ogden, Utah, The Big Captivist Of That State Makes Known Some Of The Future Plans Of His Interest In This State

W. H. Eccles, the Ogden capitalist, railroad, mine and sugar magnate, announced here yesterday that the Sumpter Valley Railway, owned and operated by the Eccles interests, is to be extended to Burns as soon as condition shall warrant the investment, says the Portland Telegram. The company has already laid out two alternate surveys from Prairie City, the present southerly terminus of the line, to Burns, and into the Harney Valley, and it is still a matter for consideration which route will be adopted.

At present the Sumpter Valley line is operating between Baker and Prairie City, 84 miles, and taps a fine productive territory. In connection with the railroad, stage lines are operated from Austin to John Day, Canyon City Burns and other Harney Valley points.

By either of the two tentative routes Burns can be reached at a grade of not to exceed 3 per cent, and without requiring particularly heavy construction work.

The most difficult engineering tasks would be encountered in topping Strawberry Mountains, in case that route were selected, or Burnt River Mountains, should the line be swung in the south-easterly direction. For a large portion of the distance the extension of the road would pass through the Blue Mountain forest reserve. Mr. Eccles declined to go into any details as to the exact route the line is to follow.

"Either one of the two proposed routes would give us a fairly easy grade into the Harney Valley, but we have not gone far enough into the proposition yet to make any definite announcements," he explained at the Portland Hotel, "but there is a vastly productive zone over in

there that will have to be given a transportation outlet pretty soon."

W. H. Eccles has taken charge of the affairs of D. Eccles, his brother, who died a few weeks ago. These interests also own the short railroad line up the Hood River Valley country, which line Mr. Eccles is inspecting today.

The Eccles plan to tap Burns will give that city its first railroad as the Oregon Eastern, which the Harriman interests are now shoving westward across the state will pass about 20 miles to the south of the Harney County metropolis.

Water Users Elect Delegates.

There was a meeting of the Water Users' Association held last Saturday afternoon for the purpose of electing delegates to the irrigation congress which met in Portland this week. Five delegates were elected as follows: Dr. Hibbard, Archie McGowan, A. W. Gowan, J. J. Donegan, G. W. Young.

A resolution was unanimously passed recommending that the present water code of Oregon stand as it is for the present until it has been given a definite trial at least. The resolution expressed confidence in the state water board and the belief that the present laws need no changes.

Other delegates have gone to the congress from this place, among them H. C. Levens and Judge Miller. They go as representatives of the Commercial Club and other bodies, as the first five named were all the delegates the Water Users' Association was entitled to.

Big Masquerade, Ball Jan 24.

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Of Burns, Harney County, Oregon, Is
The Leading Land Man

Resolved, That what I have for sale, I will list with him, because I wish to sell it. He makes good!

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The REXALL DRUG CO., Burns.
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THE POSSIBILITIES OF PRODUCTION IN OREGON

Prof. Thos. Shaw Explains Some Of The Future Possibilities Of This State's Productiveness Yet To Come

The following paragraphs are taken from some recent writings of Prof. Thos. Shaw, the Great Northern expert in charge of many experiment farms for that railroad, and who has made two or three trips over the interior part of the state. He is quick to see the possibilities and has pointed out in these paragraphs the way to success and what we may expect in the near future. The article was printed recently in an exchange. He says in part:

"Oregon has a land surface that covers 61,000,000 acres. It may seem incredible, nevertheless it is true, that of the more than nineteen millions of acres of arable land, but little more than four million acres have been put under the plow. The area west of the Cascade mountains was originally mostly forest land, and east of the same, undulating land which produced sagebrush and range grasses. The climate of the former is moist and the soil is good. The climate of the latter is dry and its volcanic ash soil is possessed of surpassing richness.

For variety of agricultural production, Oregon is without a peer or even an equal among the states of the Union. The same may be said of its possible undeveloped resources. It has a climate that is unexcelled, all the things considered in the United States. It has adaptation for the production of livestock that may well provoke the envy of the farmers in the less productive east and south. And it has more valuable timber by far than any other state in the Union.

The variety of the production in Oregon that comes from the soil is manifest in the grains, grasses, clovers, fodder, fruits, tubers, vegetables, hops, grove and forest trees that it produces or may produce in singularly fine form.

In one or the other of its areas it will grow in splendid form both hard and soft winter and spring wheat, winter and spring rye, winter and spring oats, winter and spring emmer, winter and spring vetch, flax for the seed and fiber, the Canada and cow pea, the common and the soya bean. The yields are in many instances phenomenally high. Winter wheat has been harvested which threshed more than 60 bushel to the acres.

The cultivated grasses that may be successfully grown include timothy, red top, brome grass, tall oat grass, meadow fescue, western rye, Italian rye, and perennial rye. Several crops of the two last named may be obtained each season as in Great Britain, under suitable conditions. Kentucky bluegrass so justly famed for its grazing qualities, grows splendidly with irrigation east of the Cascades and without west of the same. No better place can be found on the continent for establishing mixed permanent pastures similar in character to those which have proved so valuable to agriculture in Great Britain.

The clovers which may be grown in Oregon, in some places with, and in others without irrigation, include the common red, mammoth, Alsike, small white crimson, Berseem or Egyptian clover and sweet clover. The clover last named will probably be grown in the not far distant future over much of the rocky sagebrush lands of the state, thus increasing the production of these in a marked degree. The state is a veritable fairyland for growing alfalfa, which produces from one to two tons per acre in the areas where the rainfall is limited, and three to ten tons on the irrigated land, varying with the conditions that pertain to soil, climate and season. In the production of alfalfa seed, both in the dry and irrigated areas, Oregon is without a peer.

In the line of fodders, it will produce most excellent crops of corn, corn fodder, sorghum, Kafir corn, milo maize, rape and

OREGON TRUNK TO BE EXTENDED TO WESTERN PACIFIC

President Young of Hill Lines in San Francisco Said To Be Arranging For Connection From Lakeview To Bend During This Early Spring

A San Francisco dispatch to the Journal says: To effect a combination of interests by which the Hill lines may enter San Francisco and the Western Pacific railroad tap Portland, is the reason assigned today for the presence here of Joseph H. Young, president of the Hill lines in Oregon, and the Spokane, Portland & Seattle railroad. The plan is said to involve the joint acquisition of the Nevada, California & Oregon road, which connects with the Western Pacific at Doyle, Nev., connecting it with the Oregon Trunk, now operating to Bend, in central Oregon.

President J. H. Young of the Hill lines in Oregon went to San Francisco about five days ago, ostensibly, it was said, for the purpose of a little rest. This, however, was not taken as the reason, since he has just returned from St. Paul, and had expressed himself glad to be home again. Upon his return from St. Paul, Mr. Young intimated he had an announcement to make in the near future which would be more than ordinary importance to the public, but said, owing to the immature plans, nothing could be said at that time. It is believed that this will mean the early announcement of plans to extend the Oregon Trunk to a point that will give the Hill system entrance into San Francisco.

There is every good reason why the Hill system should wish to reach San Francisco at an early date. Traffic indicated by the big exposition at San Francisco and San Diego in 1915 in celebration of the opening of the Panama canal will mean an immense volume of freight and passenger business, and under existing conditions, the Hill lines are not in position to draw very heavily therefrom, the southern routes having the advantage by reason of through connections. By extending the Oregon Trunk to connect with the Nevada, California & Oregon line, operating between Lakeview, Or., and Reno Nev., Hill would be in position to connect with the Western Pacific at Doyle, Nev. The Western Pacific has always been reported as very closely allied to the Hill system, or very friendly at any rate, and it is believed no difficulty would be encountered in making satisfactory arrangements whereby Hill would get his share of the California business.

Some years ago, under the administration of President John F. Stevens the Hill system in Oregon made extensive surveys south of the present terminus of the Oregon Trunk, and it is believed that all of the preliminary work for such extensions was completed under Mr. Stevens, who is now in New York, as head of the John F. Stevens Construction company. Chief Engineer Ralph Budd, of the Oregon Trunk till yesterday, but now assistant to President Carl R. Gray of the Great Northern was in the field under Mr. Stevens for a long time and prepared all the maps and data required

for the extension, which it now seems very probable will be made without delay.

Under a later date from San Francisco Mr. Young denies the above. The article follows:

Joseph H. Young, president of the Hill lines in Oregon, who is in the city with his family, today had a conference with Charles S. Schlacks vice-president of the Western Pacific. It is reported that representatives of the Hill and Gould lines discussed the closing of the Ogden gateway to the Northwest by the Union Pacific. The policy went into effect Wednesday, and effectually shuts the Gould lines out of the Northwest. Mr. Young denies that there was any such reason for the conference.

In regard to the report that the Hill interests had entered into an agreement with the Western Pacific to take over in joint ownership the Nevada, California & Oregon Railroad, now operating between Reno, Nev., and Lakeview, Or., and to build a connecting road from Bend, Or., to the terminus of the Oregon Trunk to Lakeview, Mr. Young said:

"We have no intention of coming into California by means of the reported agreement and running trains down here over the rails of the Western Pacific from the point where the Nevada, California & Oregon road meets the Gould road.

"We have our hands full with the roads we already have and are building in Oregon. Even the plan to build from Bend to Klamath is in abeyance. That's a big country from Portland to Bend and we want to give it time to develop.

Will Benefit The Shippers

The Oregon Trunk railway now makes a specialty of live stock shipments from Central Oregon points to the Portland market every Wednesday. A train leaves all Central Oregon points Wednesday morning and is run on a special schedule to reach Portland at 10:30 p. m. the same day. This service has been arranged to comply with the wishes of central Oregon shippers in order that delivery may be made at the Portland Stock Yards in ample time for feeding, watering and resting before the special sales Thursday morning.

NOTICE

Owing to unavoidable circumstances we were unable to come in December, but are here now to attend to all the business. We return to Baker in a few days, but will be back in March. In the mean time if you have any hides and furs, write us at Baker, Baker Loan & Employment Office 1805 Main St.

A. JACKSON.

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OREGON'S STANDING AS STOCK GROWING STATE

"Grass Grows Green And The Trees Grow Tall" Animal Production Is Large And Loss Very Small

By N. C. MANN

Live stock production is one of the greatest industries of the state of Oregon.

A wise old Scotchman once said to his son: "If you would grow stock successfully, go where the grass grows green and the trees grow tall."

That Scotchman was the father of the widely known Prof. W. L. Carlyle, whose opinions on live stock and agricultural matters pass at par throughout America. Prof. Carlyle, as well as every other expert who has visited and studied conditions here, says they are as nearly ideal as any spot outside of the British Isles, where most of our great breeds of fine stock originated.

In western Oregon the climate and soil is very similar to that of Britain. Here the "grass grows green" almost the year around and the "trees grow tall," and conditions obtain that are conducive to the development of the highest type of animal life of all kinds, with the exception of fine wool sheep, those finding an ideal habitat in the higher, drier plains of the state lying east of the Cascade mountains.

In proof of this assertion we need only to point to the fact that an Oregon herd contains most of the Jerseys that stood in the highest rank in the dairy contest at St. Louis and that an Oregon herd of shorthorns not only won first honors at the great show, but repeated the feat at the Lewis and Clark world's fair the following year. Our sheep and goats do not fail to win when brought into competition with either eastern bred or imported stock and their fleeces are unequalled for luster, length of staple and quality of fiber.

Great as are her interests in fruit, lumber, wheat and other things, Oregon is pre-eminently a live stock state, and although in the total value of this asset she leads all other states of the northwest, yet this industry is, comparatively, undeveloped and splendid opportunities await the intelligent, persistent undertaker in any branch of this pursuit.

According to official figures, the number and value of Oregon's live stock, together with some of their products, at the close of the year 1910 was as follows:

	Number	Value
Cattle	678,730	\$12,475,000
Dairy cows	175,000	7,000,000
Horses	700,000	25,000,000
Mules	8,070	1,000,000
Sheep	2,402,000	9,500,000
Hogs	224,000	8,500,000
Goats	200,000	800,000
Wool, the	20,000,000	4,000,000
Mohair	800,000	250,000
Total valuation		\$72,669,000

The Oregon range-bred horse has long been noted for his wonderful constitution and endurance as well as his toughness of character. But the Oregon cayuse is passing with the open range, and will soon be a thing of the past. His successor, raised on the ranch is more aristocratic, retaining his good qualities without the bad ones, and probably averaging as high in quality as in any other state.

Our markets for dairy products are practically insatiable, yet undeveloped and growing. A dairy cow famine is imminent. The high price of milk and butter has caused dairymen to neglect the raising of heifer calves, and those who will engage extensively and intelligently in the raising and supplying of good cows may demand almost any kind of prices (Co. cluded on Last Page).

OREGON EASTERN GOES INTO HANDS OF O.-W., REPORT

Operation Of The New Trans-Oregon Harriman Line And Its Construction Was Transferred From Oregon Short Line About January 1.

The following is a recent special from Vale to the Journal: Private but authentic, advices from Salt Lake City, indicate the transfer, Jan. 1, of all property and construction work vested in the Oregon Eastern Railroad company from the ownership of the Oregon short line to that of the O. W. & N. company. Local officials of the company thus far are unable to confirm the report, but persons not directly connected with either railroad company in Vale say the big deal became effective with the coming of the new year.

The Oregon Eastern began construction operations at Vale in May 1912, when the local construction and material yards were laid, and which are now stocked with thousands of tons of steel rails, fir ties, bridge timbers, structural steel, and other construction materials. The four sidings, each 3,300 feet long, were put in in June, and track-laying from Vale westward started July 6th, 1912. At this time, rails are laid and ballasted, with the best fir ties and 75-lb steel, a distance of 37 miles westward far into the Malheur canyon, two great concrete and steel bridges are finished across the Malheur river in the canyon, and two others nearly finished; more than two-thirds of the 2,608 foot tunnel at Mile 38.2 is excavated, and the Utah Construction company of Salt Lake City has most of the grading done on the right of way a distance of 80 miles to the westward. It will require three more years to put the line thru to its coast connections, wherever they are destined to be.

It is a matter of record, and common knowledge, that something more than one year ago the O.-W. R. & N. company ac-

quired all right and title to the stretch of railroad property between Huntington, Ore., and Ontario, Ore., comprising the stations of Weiser, Idaho and Payette, Idaho, between Huntington and Ontario, but this trackage has continued under the Oregon Short Line until this time, and will probably so continue until the new railroad building westward from Vale is ready for passenger and freight traffic.

Sunset Sittings

Jan. 7, 1913.

Mrs. Wehrmann visited at the home of Ross Ringer near Weaver Springs last Sunday.

Mrs. Newall and sons are visiting relatives in Idaho.

George and Bert Porter were over in Catlow Valley on land business last week.

B. F. Riggs of Narrows was calling on Sunset friends during the week.

W. G. Hodder and Otis Thorp are cutting posts near the Chain Lakes.

At the meeting of the Rabbit Club on January 4th, it was decided to have the first drive on Sunday January 12th. The corral will be placed about 2 miles east of the main road south of Wright's Point near the Red S. field. They are expecting to commence the drive about 10 o'clock.

Secure your masquerade suits from Mrs. Vera Welker by leaving your order with her at once.

The cold weather prevented the rabbit drive set for last Sunday, but tomorrow will no doubt find the drivers more anxious than ever to destroy the pests.

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