

The Better that Men get Acquainted with our Clothes the better They Like Them

Because:

- The styles are the newest and most pleasing creations of the country's foremost designers.
- The tailoring is the best obtainable.
- The fabrics are all pure wool and the new collars and patterns are especially attractive.
- The prices are always low when you consider the high quality of the garments.

You'll find us all the time ready to show these friend-making clothes

It's worth while getting acquainted

Williams-Zoglmann
Clothing Company

Merchant Tailors and Leading Clothiers
I. O. O. F. Building - Burns, Oregon

The Times-Herald

JULIAN BYRD - Manager

SATURDAY, JANUARY 31, 1914

SUBSCRIPTION RATES

One Year \$2.00
Six Months 1.00
Three Months .75

The proposed line of railroad started by local people from Burns south to a connection with through lines to San Francisco is a feasible proposition and is a line that would eventually be built by some railroad system as it opens a big territory and from what is said by those familiar with the territory it is an engineering possibility, more suitable to electrification than steam, however. Should those instrumental in starting the move meet with favor from the Gould road and San Francisco financiers and no formidable obstacles met from other railroad sources, it will be a great thing for the country. This route has been investigated by railroad people, Col. Hollibird, Harriman's confidential man, has gone over the ground and the Gould people have also investigated it. By diverting such a big territory to the San Francisco markets direct and the completion of the Panama Canal it is almost certain business interests of the California city may be relied upon to give the building of such a line active support.

The Times-Herald knows that Harney county has some of the best horses ever raised, not excepting Kentucky, therefore it urges the farmers to bring them in to be judged during the short course. Remember there's going to be free hay and stable room at the fair grounds and Mr. Leedy, of the high school, should be notified at once of what stock may be brought in. The stock judging is not going to be confined to horses only, however. Beef and dairy cattle, swine and sheep are also wanted. The manager of this great religious hasn't ascertained whether Prof. Scudder is going to lecture on poultry—and call them animals—or not, therefore cannot advise as to chickens. The writer is a good judge of chickens after they've been properly prepared in the domestic science department, however, so bring in the chickens.

The farmer who has watched the work at the experiment station, made intelligent observation of conditions on his own farm, applied methods promulgated by Supt. Breithaupt, Prof. Scudder, Thos. Shaw, Bill Hanley and The Times-Herald, and attends the short course Feb. 16 to 21, is going to have a bank account after harvest next fall.

If we can't get a railroad any other way we'll build one ourselves. This scheme has been advocated for years by "Daddy" Welcome and Mart Brenton so it's time some one should get to work.

Published reports are to the effect that the Huerta government in Mexico is being supplied with ammunition by the Japanese.

Local People Propose Starting Railroad

(Continued from Page One.)

definite information with reference to further construction on these projected lines, and what has been done so far is of no practical benefit to this country, in fact does not relieve the situation at all. It is our firm belief, therefore, that the time has come for independent action on the part of the people themselves, and we therefore recommend that the proposed road be built and that steps be taken immediately to organize for that purpose. We have faith in the ability of the people of Burns and Harney Valley to seek and obtain their own relief from this intolerable situation, and we recommend that they at once proceed in their ultimate success. "To that end we recommend, as an initial step, a temporary organization for the purpose of determining the most desirable route for such road, its probable cost, methods of financing the undertaking, nature and character of the proposed railroad company, and generally to perfect all necessary preliminary arrangements.

"We recommend further that every effort be made to interest not only the citizens of this town and vicinity but also every one in any way interested in the development and progress of the country naturally tributary and adjacent to the proposed line of road, to the end that the whole country be united in a common effort to secure transportation facilities. We believe that practically every rancher and farmer in this entire country can be interested in this matter, and we would leave no stone unturned in the effort to secure their unqualified support and co-operation. This movement should be in no sense sectional or local, but rather a united and determined effort to obtain the relief to which we are, and for many years have been, justly entitled.

"Your committee are unanimously in favor of each and all of the foregoing recommendations and beg leave to hope that they will be favorably received."

At a largely attended meeting held at the Masonic hall last night, called by President Gault of the Commercial Club, these resolutions were adopted and the general feeling of those present was favorable to going ahead with the proposed line and arrangements were made to carry the work forward.

The president was authorized to appoint a general committee of nine to have charge of furthering this work. This committee is authorized to appoint sub-committees and all the promotion is to be under their supervision. The first matter to be taken up will be securing sufficient funds by subscription to send men over the route to ascertain the best way, after which a committee is to be appointed to compile statistics of the country, gather all data necessary respecting the resources of the territory, the business a railroad would get at present and what the possibilities are when the territory is developed. Armed with this representation will be sent to Salt Lake to confer with the men who are financing the Surprise Valley railroad which is to be built this year and is considered a subsidiary of the Western Pacific. This seems to be the logical connection for a north and south road from this section at present and as the line to Surprise has already been financed and in course of construction it is considered these people will be receptive to the proposition of extending the possibilities of the line.

Should the proposition appeal to the Salt Lake financiers it is the plan to invite them to go to San Francisco with Burns representatives and place the matter before the transportation and commercial people of that city. With such a big territory as the goal it is not questioned but San Francisco will respond.

Those familiar with the proposed route state there is no difficult engineering features to overcome and the line can be tied on to the proposed Surprise Valley line by building not to exceed 180 miles, all of which is easy with the exception of about 50 miles which will only be fairly heavy work.

This is an important movement on the part of this section and is one of far reaching effect. The men who are at work mean business and are confident of meeting with success. It is not a Burns proposition, although fostered and started here, but one

that the whole country will join in. It will open up a big isolated territory that has long been retarded through lack of communication and transportation and people interested along the line will enter into the scheme with enthusiasm. It is a feasible railroad line that will pay dividends.

Great Area of Land To Be Reclaimed.

Will R. King chief counsel of the reclamation service, told some interesting things at the Progressive Business Men's luncheon at the Hotel Multnomah in Portland recently about the work being done and in contemplation by that department of the government in the way of redeeming arid and swampy lands in the western and southern states.

Mr. King said that \$80,000,000 had been invested by the government in reclamation projects in 15 or 16 states. The money, he said, was a loan without interest to the people and was supposed to be repaid in ten equal installments after the projects were completed. This benefit, given to the western states, was not shared by the other states, he said.

Mr. King said that the secretary of the interior has started out on a new basis. He had placed the reclamation service on a commission form of government, appointing five commissioners.

Mr. King said that Oregon had as many good projects not yet undertaken as any state in the union. He said it was like two states in one. The eastern part was dry, "even in the wet" countries," he added facetiously and the western portion got all the rain it wanted. For the present, the best outlook was for the arid section, the Deschutes, Baker and Harney valleys.

The western country was reaching a condition where it was difficult for private capital to handle irrigation projects, as when they were built with private capital they must pay interest upon the investment, he said.

In Baker county alone there were 80,000 acres that could be reclaimed by the government. An apportionment of \$800,000 had been made for the west Umatilla project, and about \$3,000,000 had been spent on the Hermiston and Klamath projects.

Mr. King said that Oregon had contributed more to the reclamation service than any state except Oklahoma, but at the present there were no available funds for the work. He said that a recommendation had been made to congress to loan the department \$100,000,000, and he expected that \$200,000,000 would be invested in reclamation projects in the next ten years. Homes would be placed where they had never been dreamed of and the taxable property would be doubled in value in all the western states, he said.

The one serious defect about Oregon, he asserted, was that it had not enough state commissioners to adjudicate water rights. It should have been seven instead of two and instead of \$2400 a year the salary should be as large as that of a circuit judge. The matter should be put up to the next legislature, he said. Harney and Malheur counties alone would keep one man busy for 18 months, and at the present way of operating, it would take anywhere from 10 to 40 years to adjudicate the state's water projects.

Seek Species of Rare Deer.

In pursuit of specimens of rare animals, to be added to the collection being made by the state, Stanley G. Jewett, naturalist, and O. J. Murie, field assistant, arrived in Bend this morning on their way to Davis Lake. They will leave tomorrow, accompanied by district game warden C. M. McKay and deputy warden John Riis.

The particular species which the state game department is seeking in Central Oregon is a white-tailed deer. This animal is not found in many localities in the state and is rapidly becoming extinct, hence the efforts of Game Warden Finley to secure a specimen for mounting. There are several of these deer in the vicinity of Davis Lake and the party of hunters will endeavor to get at least two adults before returning to Bend. Bulletin.

NOTICE TO CREDITORS.

IN THE COUNTY COURT OF THE STATE OF OREGON FOR HARNEY COUNTY. In the matter of the estate of A. C. Lynch, deceased. NOTICE IS HEREBY GIVEN that the undersigned has been duly and regularly appointed administrator of the estate of A. C. Lynch, deceased, by order of the Honorable Grant Thompson, County Judge of Harney County, Oregon.

All persons having claims against the said estate are notified to present the same, duly verified as by law required, to the undersigned at his residence at Lawen, Oregon, within six months from the first publication of this notice.

Dated at Burns, Oregon, this 30th day of January, 1914. First publication of this notice, January 31, 1914. (Signed) HARRY CARV, Administrator for the estate of A. C. Lynch, deceased.

One of the McDuffey boys is reported sick with pneumonia.

BAPTIST CHURCH

10 a. m. Sunday School. Starting a campaign.
11 a. m. service of worship and preaching. 7:30 p. m.
Tuesday evening, union cottage prayer meeting at William Smith's.
Thursday evening, union prayer meeting at Presbyterian Church.
Friday evening, sociable. Those in school seventh grade and above and all over same age not going to school.
Saturday afternoon sociable those in the sixth grade and under. Public cordially invited.

Catholic Church.

1. On Sundays and Holy days of obligation Holy Mass with sermon at 10:30 a. m.
2. On week days Holy Mass at 6:30 a. m.
All other services, besides those mentioned above will be announced in church.
All invited and welcome to the divine services.
Sick-calls promptly answered at anytime. Religious information and instructions willingly imparted at the Franciscan Residence.
Rev. Pius Niermann, O. F. M. Pastor of The Church of the Holy Family.

NOTICE FOR PUBLICATION

UNITED STATES LAND OFFICE, Burns, Oregon, January 28, 1914. Notice is hereby given that Ellis Mendell, of Harney County, Oregon, who on July 15, 1906, made Homestead Entry, No. 1012, for 2 1/2 sections 12, Township 26 S., Range 20 E., Willamette Meridian, has filed notice of intention to make Final Five-year Proof, to establish claim to the land above described, before Register and Receiver, at Burns, Oregon, on the 10th day of March, 1914.

NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE, Burns, Oregon, December 29, 1913. Notice is hereby given that Joseph J. Buzicka, of Harney County, Oregon, who on April 22, 1912, made Homestead Entry No. 1022, for Lot A, S.W. 1/4, Sec. 2, Lot Land S.W. 1/4, Section 4, Township 26 S., Range 20 E., Willamette Meridian, has filed notice of intention to make final Commutation Proof, to establish claim to the land above described, before Register and Receiver, at Burns, Oregon, on the 16th day of February, 1914.

NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE, Burns, Oregon, January 2, 1914. Notice is hereby given that Mahon Hutchins, of Harney County, Oregon, who on November 26, 1912, made Homestead Entry, No. 1023, for S.W. 1/4, Section 4, Township 26 S., Range 20 E., Willamette Meridian, has filed notice of intention to make final Commutation Proof, to establish claim to the land above described, before Register and Receiver, at Burns, Oregon, on the 11th day of February, 1914.

HARD WHEAT HIGHER.

It is the intention of the Burns Flour Milling Co. to pay 1-1-2 cents per lb. for good, hard milling wheat next year. It must be good and stand a test of 60 lbs. to the bushel, free from other grain seed and smut. Hard wheat will bring 15 cents per 100 more than soft wheat.

The Company recommends Turkey Red for fall sowing and Blue Stem, Minnesota Red and Australia White Chaff for spring sowing.

SEED WHEAT FOR SALE AT MILL.

WORK HORSES FOR SALE

I have on hand a number of work horses--geldings and mares--for sale. I have instructions to sell at once and for cash and will make the prices right.
J. W. BIGGS, Burns, Oregon

HARNEY VALLEY HOSPITAL

MODERN
"A DOCTOR ALWAYS IN THE HOSPITAL"
Exclusive for Surgical, Medical and Confinement Cases
WE STRIVE TO PLEASE. PATIENTS MAY HAVE ANY PHYSICIAN THEY CHOOSE WHILE IN THIS HOSPITAL.
"Success in Hospital work is only attained by close and skilled attention to details by trained Attendants."
DRS. STANDARD and HARRIS, Burns, Ore.

Fair Feed Yard

GRAIN OF ALL KINDS
Timothy, Alfalfa and Red Top Hay
Baled Hay For Sale
Free Camp House and Feeding Privileges in Corral or Barn. Customers Care For Own Stock.
W. A. GOODMAN, Adjoining Fair Grounds.

The Strongest appeal to the most refined taste is made by

Harmony Rose Glycerine Soap
Purely Vegetable, Delicately Perfumed
15c. Per Cake, 2 for 25c.

Rexall Drug Store

REED BROS. Props.

DOUBLE TRADING STAMPS DURING JANUARY SALE

JANUARY 1914 CLEARANCE SALE

At BROWNS SATISFACTORY STORE

We reserve nothing. All Dry Goods, Dress Goods, Furnishing Goods and Clothing to be included in this Sale. Prices are reduced so that everything offered will move.

N. BROWN & SONS The Quality Store

NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE, Burns, Oregon, December 27, 1913. NOT COAL LANDS. Notice is hereby given that Anton Roszbach, of Harney County, Oregon, who on August 2, 1910, made Homestead Entry, No. 10260, for S.W. 1/4, Sec. 14, Twp. 26 S., Range 20 E., Willamette Meridian, has filed notice of intention to make final three-year Proof, to establish claim to the land above described, before Charles A. Sherman, U. S. Commissioner, at Pio, Oregon, on the 7th day of February, 1914.

NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE, Burns, Oregon, December 29, 1913. Notice is hereby given that Joseph J. Buzicka, of Harney County, Oregon, who on April 22, 1912, made Homestead Entry No. 1022, for Lot A, S.W. 1/4, Sec. 2, Lot Land S.W. 1/4, Section 4, Township 26 S., Range 20 E., Willamette Meridian, has filed notice of intention to make final Commutation Proof, to establish claim to the land above described, before Register and Receiver, at Burns, Oregon, on the 16th day of February, 1914.

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UNITED STATES LAND OFFICE, Burns, Oregon, January 2, 1914. Notice is hereby given that Mahon Hutchins, of Harney County, Oregon, who on November 26, 1912, made Homestead Entry, No. 1023, for S.W. 1/4, Section 4, Township 26 S., Range 20 E., Willamette Meridian, has filed notice of intention to make final Commutation Proof, to establish claim to the land above described, before Register and Receiver, at Burns, Oregon, on the 11th day of February, 1914.

NOTICE FOR PUBLICATION.

UNITED STATES LAND OFFICE, Burns, Oregon, January 5, 1914. Notice is hereby given that James M. Cottrell, of Harney County, Oregon, who on July 1, 1906, made Homestead Entry, No. 1024, for S.W. 1/4, Section 5, Township 26 S., Range 20 E., Willamette Meridian, has filed notice of intention to make final Commutation Proof, to establish claim to the land above described, before Register and Receiver, at Burns, Oregon, on the 30th day of February, 1914.

SUGAR

12 lbs. - - \$1.00
50 lbs. - - 3.60
100 lbs. - - 7.00

A. K. Richardson General Merchandise

OREGON TRUNK RY

CENTRAL OREGON LINE
The Owl for Busy People
Daily train each way between Central Oregon points and Portland. Tourist sleeping car (Berths \$1.00) First class coaches.

Save a Day Each Way

From Central Oregon	To Central Oregon
Leave Bend 8:30 p.m.	Leave Portland 7:00 p.m.
" Deschutes 8:48 p.m.	Arrive Madras 6:00 a.m.
" Redmond 9:10 p.m.	" Metolius 6:15 a.m.
" Terrebonne 9:24 p.m.	" Culver 6:28 a.m.
" Culver 10:02 p.m.	" Terrebonne 7:08 a.m.
" Metolius 10:20 p.m.	" Redmond 7:23 a.m.
" Madras 10:30 p.m.	" Deschutes 7:43 a.m.
Arrives Portland 8:10 a.m.	" Bend 8:00 a.m.

Prompt dispatch of freight, between Central Oregon and Portland and Eastern cities.
Connections made in Portland to and from Willamette Valley Astoria and Clatsop Beach points, Puget Sound, Spokane, Montana, Colorado, St. Paul, Omaha, Kansas City and Chicago.
Fares, Time Schedules, and other information by letter, or upon application to
R. H. CROZIER, J. H. Corbett, Agt.
Asst. Gen'l Pass. Agent, Portland, Ore. Bend, Ore.
W. C. WILKES, Asst. Gen'l Freight & Pass. Agent, Portland, Ore.

OUR NEW GOODS

Have arrived and we are now ready to supply you with your requirements....
MANY NEW LINES
have been added and all goods will be sold at the VERY LOWEST PRICES
CALL OR SEND YOUR ORDERS

The Burns Department Store

All the news in The Times-Herald for \$2.00