

Harney Valley Items.

VOL. 18.

B. D. McElroy, Proprietor
Chas. S. Cochran, Editor and Manager.

BURNS, OREGON, SATURDAY, MAY 31, 1902.

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Six Months 75 Cents.

NO. 27.

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Lodge Directory.

BURNS LODGE NO. 70, K. of P.
Meets every Thursday night.
F. M. Jordan, C. C.
S. Mathershead, K. of R. S.

BURNS CHAPTER, NO. 49, O. E. S.
Meets second and fourth Monday of each month in Masonic hall, Voegly building. Mrs. Maggie Levens, W. M. Mrs. Eanice Thompson, Sec.

BURNS LODGE, NO. 97, A. F. & A. M.
Meets Saturday on or before full moon. Qualified brothers fraternally invited. C. E. Kuyon, W. M. F. S. Rieder, Secy.

BURNS LODGE, NO. 93, A. O. U. W.
Meets at Brown hall every Friday evening. Visiting brothers fraternally invited. Thos. Sagers, W. M. Chas. N. Cochran, Recorder.

HARNEY LODGE, NO. 77, I. O. O. F.
Meets every Saturday evening, Brown's hall. Visiting brothers fraternally invited. Frank O. Jackson, N. G. C. G. Smi h, Secretary.

TUTE CIRCLE, NO. 165, WOMEN OF Woodcraft.
Meets 2nd and 4th Tuesday at Brown's hall, Mrs. Ellis Jordan, Mrs. Ione Whiting, Guardian, Clerk.

Church Announcements.

Sunday School at Harney the first Sunday of each month at 10 o'clock, A. M. On the second, third and fourth Sundays of each month at 3 o'clock P. M. Preaching services every second Sunday at 8 P. M.

Clubbing rates given with any paper or periodical published in the United States.

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Burns, Oregon.
Main St.—opposite Bank.

MARSDEN & GEARY,
W. L. Marsden, John W. Geary,
Physicians & Surgeons,
Burns, Oregon.
Office at residence. Phone 29.

BIGGS & BIGGS,
J. W. Biggs, Dalton Biggs,
Attorneys-at-Law,
BURNS, OREGON.
Office in Bank building.

WILLIAMS & FITZGERALD,
Thornton Williams, M. Fitzgerald,
Attorney-at-Law, Notary Public,
Law, Notarial and Real Estate Practice,
Burns, Oregon.
Office in old Masonic building.

F. M. JORDAN,
Practical Land Surveyor,
Burns, Oregon.

S. W. MILLER,
Notary Public and Conveyancer,
Mortgages, Deeds, Etc., correctly made
Office at Store. Burns, Oregon.

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WOULD OPEN UP A WAR

Predicted Result of Passage of Leasing Bills.

Washington, May 18.—So general has become the sentiment against the pending leasing bills that are before Congress that all of those measures will undoubtedly die in committee. Some time ago, when all effort for leasing legislation was placed behind the Bowerstock and Millard bills, it was readily shown by members of the committee and by the Interior Department that both bills teemed with fraud. After several weeks' discussion it became apparent to everyone that those bills could not be reported, and they were, by mutual consent, dropped.

The interest in leasing legislation now centers around the Lacey bill, and the bill providing for leasing for grazing purposes only the lands of Nebraska. The Interior Department is to recommend against both measures; not so much that they are drawn to permit fraud, but that leasing legislation is unnecessary. The Lacey bill which is framed entirely in the interest of the settler, probably has no friend other than Mr. Lacey. The other members of the public lands committee admit that the bill is honest in purpose, and far more desirable than any leasing bill that has yet been brought forward, but they are generally not inclined to support any bill.

But what is more interesting is the fact that the very cattle interests which were working for the passage of the Millard and Bowerstock bills are now found vigorously opposing the Lacey bill. Instead of being drawn in the interest of large stock owners, its provisions favor the small holder, and operate against the cattle kings. Many of the cattlemen are now contending that no leasing law is practicable; that is, any law which would permit the making of homesteads on lands covered by lease. If a law of that kind were passed, they say, their enemies would very soon send in representatives to settle upon various portions of the land covered by lease, thereby destroying, to all practical intents and purposes, the objects of such lease. It is said that under the leasing bills cattlemen would have the right to fence their leasehold, but so long as the land was subject to homestead entry, they would not undertake this expense, for the very reason that homesteaders coming in would take up their most desirable tracts, and secure fence and all.

On the other hand, the friends of the homesteader assert that the covering of sections of the public domain by large leases would tend to intimidate settlers, and prevent their settling on land covered by a grazing lease. They say settlers would not dare go upon these lands, against the wish of the cattlemen.

A western member, who is familiar with cattle and range problems, says that the enactment of any leasing law would open up a vicious war between stockmen and settlers, which would surely end in bloodshed. He says that if present conditions are allowed to continue, this difficulty would be obviated, as there is a general understanding as to what lands are to be grazed upon, and certain lands are set apart for sheep and others for cattle. There is practically no friction; certainly, in his opinion, nothing like the disputes that would follow the enactment of a leasing law.

An effort is now being made to prevent a report on any of the pending bills, including that urged by Mr. Lacey. It is claimed that even a favorable report would give the topic undue notoriety, and the opponents of the leasing law are now concentrating their efforts to have all leasing bills either smothered in committee or reported adversely. The chances are that this effort will be successful.

THAT COOS BAY ROAD

Engineers to Be Put on the Line at Once.

Portland, May 24.—The Grand Central Railroad Company, which was recently incorporated in Portland to build a line between Coos Bay and Salt Lake City, and of which J. Thorburn Ross, of the Title Guaranty & Trust Company, is president, will start six engineers with a crew of 21 men and full field outfit for Coos Bay on the steamer Alliance tomorrow, with instructions to begin a survey for a railroad from the bay eastward. Next week another surveying party will be put in the field at Roseburg to work toward the coast. Others will be put in the country to the eastward later. The plans contemplate the completion of a reconnaissance of the country so that a report on the enterprise can be made by August 15. Upon that report it is expected definite orders for further progress will be based.

So great is the confidence in the serious intent and substantial backing of this railroad move that the Empire Construction Company, which is presumed to have close relation to the railroad, will in a few weeks send a large force of workmen, with pile-drivers, scrapers and other necessary apparatus, to build a large dock and make other preparations for the active work of railroad construction. The company is particularly desirous of getting before the public the fact that this does not necessarily mean that the railroad will positively be built immediately. It merely goes to show that the construction company is willing to put some money into preparations, so as to be on the ground and ready for business when the proper time shall come. If it should turn out that the enterprise should be dropped, of course that money would be lost. The construction company is willing to take the chances at this time for the possible advantage it may thus get.

L. D. Kinney is the chief engineer of the Great Central Railroad Company, and he is authority for the foregoing statements. Since February 4 he says he has been in Oregon, much of the time in Portland, and he is quite proud of the rapidity and secrecy with which the work has been conducted up to this time.

"I cannot say who the principals are in this railroad enterprise," said he last night; "but I can say that my own private opinion is that they have taken hold in such a way that they can't let go. I am confident, too, that they are men who will not be broken by spending what some of us would regard as a fortune to get accurate preliminary information."

"It is also my conviction that this project means a road to Portland as well as one to Coos Bay. It is certainly supported by powerful Eastern railroad interests, and I surmise that they have special reasons for desiring to get into this field."

Mr. Kinney says that Oregon is 50 years behind the times in the way of industrial development. From his examination of the Coos Bay country he says he knows that it is a very rich region, and one that will well pay working. Mr. Kinney does not expect to remain in charge of construction when that stage shall be reached. He has to do rather with the preliminary work, much of which, in this case, has been done.

Vote for Thos. Allen for Sheriff.
Vote for John E. Loggan for Assessor.
Vote for R. A. Miller for Treasurer.

Vote for H. C. Levens for County Judge.
Vote for John E. Loggan for Assessor.

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Appropriations for Oregon Improvements.

Washington, May 23.—The bills which have passed both the House and the Senate at the present session carry the following appropriations for Oregon:

Improving the mouth of the Columbia, \$500,000 immediately available and \$1,000,000 for the contract, making a total of \$1,500,000; improving Lower Willamette and Columbia Rivers below Portland, \$225,000; Willamette River above Portland, and Yamhill River, \$68,000; Coquille River, from Coquille City to its mouth, \$30,000; improving Coos River, \$2000; improving Columbia River at Cascades, \$30,000; improving Upper Columbia and Snake Rivers, Oregon and Washington, \$40,250; improvement of Columbia at The Dalles and Celina, balance heretofore appropriated, \$214,500; new appropriation, \$400,000, amended in conference to carry \$100,000 in addition to the available balance, with the total of the canal, \$4,000,000; Columbia River between the mouth of the Willamette River and the City of Vancouver, Wash., \$10,000; mouth of the Siuslaw River, continuing the improvement, \$35,000; improving Coos Bay, \$75,000; improvement of Tillamook Bay and bar, \$20,000.

Also the following surveys are provided for: Tillamook Bay, Cape Lookout, with a view of establishing a breakwater, piers and locks of Yamhill River, Yaquina River, from mouth to Elk City; Willamette River, from Portland to Oregon City; Willamette River opposite Albany. The Siuslaw and Coos Bay increase of \$25,000 and \$75,000, respectively, are still in conference. The old postoffice building at Portland, \$250,000; new Custom-House at Portland, \$10,000 additional; assay office, Portland, \$15,000 per year; revenue cutter at Astoria, \$10,000; Indian appropriation bill, Umatilla tribes, \$50,000; incidental expenses of the service in Oregon, \$10,000; sawmill at Klamath agency, \$500; education of 550 pupils at Chemawa Training School, \$4918; pay of the superintendent of the said school, \$1800; drainage at said school, \$6000; general repairs and improvements, \$5000; construction of a new brick dormitory, \$25,000.

Sundry civil bill—Quarantine station near Astoria, including the additional purchase of land, \$20,000; keeper's dwelling at Yaquina Head light station, \$4000; lifesaving stations, Washington, Oregon and California, \$22,100; Clackamas fish hatchery, \$4320. A provision which will authorize the Secretary of the Treasury to adjust and pay the Oregon war claims for supplies furnished during the War of the Rebellion will carry \$340,000.

The above does not include the money carried by the Indian War veteran bill, which has passed the Senate and is favorably reported in the House, with a very favorable prospect of becoming a law at this session. The amount carried by this bill, as estimated by the department, for the benefit of the old Oregon Indian War veterans of 1855-56, is \$5,601,696. The amount that will be paid the first year is estimated at \$735,656. Most of the beneficiaries are in Oregon. Neither does it include the sum of \$537,007.20 carried in the bill ratifying the treaty with the Klamath Indians, which is pending in the House.

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