

RAILROAD RUMORS.

**Significant, Inspired Theory
From Harney County.**

There is no question but what several railroads are sparring for points in their efforts to get the advantage of each other in the division of unoccupied territory to the south and west of Sumpter. The situation is an interesting one. The Portland Board of Trade is already whereasing and resolving relative to capturing the trade of this splendid empire which the railroads will open up and develop, and the papers there are speculating through doubtful columns of space as to what routes the several roads will follow.

On this subject the leading editorial in the Harney County News of last week is pregnant with significance. It is so because it is evidently inspired by Hon. A. W. Gowan, one of the leading politicians and most influential citizens of that section of the state. His son is one of the publishers of the News. Mr. Gowan, senior, has represented his county in the legislature several sessions, when he formed influented alliances, from which he can secure accurate information on this important matter. He has recently returned from a conference with the powers that be at Portland, and this is what he has to say on this interesting subject through his son's paper:

Harney, Lake, Crook and Grant counties, constituting the great inland portion of Oregon, occupy a position unique in the long continued isolation of their industries from the modern means of transportation. An area as large in extent as some of the eastern state, these four counties comprise the features of mountain, valley and desert, out of which a sparse population has wrought a cumulative development under conditions that would stagger the enterprise of a people long accustomed to better facilities.

This region has, by yielding an output of high class products, made rich contribution to the distant railway lines that skirts its outlying extremities. It has been in the position to pay tribute to the adjuncts of full commercial development, but not to receive its greater benefits. Now it seems the inevitable time is drawing near when this great section will offer its inducements to railroad building, and offer them not in vain. Primary to this condition, the News believes, is the sudden activity which marks the operations of the Idaho Midland, a short line between Butte, Montana, and Boise, Idaho. It is only reasonable to regard this seemingly independent line as an intermountain link over which the Burlington expects to reach the sea.

A junction at Snake river with the Oregon Central & Eastern, and the completion of that road would furnish to Inland Oregon an outlet to the east and west. Also it would deplete the business of the Oregon Railway & Navigation company and the Oregon Short Line to the extent of the traffic between the summit of the Cascade mountains and the Boise river, together with a large portion of Idaho's live stock, wool and fruit, which now seeks the east over the Oregon Short Line and the Union Pacific. The influence of the triple system is easily discernible in the activity which marks the development of the Columbia Southern, and indications point to dual lines of that road, embracing the southern spur of the Blue mountains, diverging from Shaniko to carry the traffic of Wheeler, Grant, Crook, Harney and Malheur counties out to the tracks of the main line at Snake river. It is easy of belief that such a system impends, and that contrary to opinion long entertained, the first rail laid in Harney county may come from the main line of the O. R. & N. South to

Lakeview from a point in Harney county would constitute a paying feeder for such a system, and is not now regarded as among the impossibilities.

Should the competition for this virgin territory be sufficient to induce such railroad construction as seems plainly indicated by the present situation, there is within the grasp of Burns opportunity to achieve importance far beyond the measure of the dreams that for years have pictured the future of the town. The opportunity lies in the coming chance to grasp the ripened fruits of railroad construction and dedicate them to the good of a greater Burns. The opportunity must be met and grasped; it will not lie down in the hand and ask for the closing of the fingers.

Rough Riders at Salem.

The Sumpter Rough Riders received the largest sum of money apportioned to any militia organization attending the state encampment at Salem, receiving pay from July 5 to 14. The amount given the troop was \$1180. In its encampment notes, the Oregonian says of the Rough Riders: "So far as first appearances are concerned, Troop A is at a disadvantage. The Sumpter troop is composed almost entirely of well-to-do business men of that enterprising town in Baker county. They have been careful in selecting their horses, and have spared no reasonable expense to make their appearance all that could be desired. The horses are nearly all of the same color and of about the same size. A different condition prevails in the Lebanon troop, for there are scarcely two horses of the same color, and in the sizes differ greatly. The boys are all young, many of them farmer boys, and the horses used are those that could be spared from the usual work. While there are some first class horses in the troop, most of them appear to be far from thoroughbreds. When the horses are lined up for drill and the colors pretty badly mixed, they present a spectacle that is a little amusing, but when the boys ride down past the reviewing officer in lines marvelously straight, the amusement changes to admiration."

Professors Looking for Fossils.

Dr. J. C. Merriam, W. J. Sinclair, Vance Osmount, Herbert Furlong and J. C. Sperry, of Berkeley, California, and S. L. Davis and Eugene Davis, of The Dalles, Oregon, compose an expedition of fossil hunters that are prospecting the many lava beds in Grant county in search of fossils. The gentlemen from California are collecting these specimen for the University of California, while L. S. Davis, accompanies them as a guide, and is making a collection for the University of Munich, Germany. They spent a few days on the Middle Fork of the Joyn Day river, on the property owned by A. D. Sloan. It was in this locality that years ago fossil hunters from Princeton college found the fossilized remains of a five-toed horse and other animals that were extinct hundreds of years prior to the epoch of the mastodon and other animals common to that age. These gentleman passed through town Tuesday, en route to the John Day valley, where they will remain some time in quest of fossils.—Long Creek Eagle.

Through the Yellowstone.

The new route via the Oregon Short Line Railroad and Monida, Mont., enables you to make a delightful trip through the Yellowstone National Park, entering via Monida and coming out via Cinnabar, making it unnecessary to cover any portion of the route twice. For beautiful descriptive booklet, write or call at Oregon Short Line Ticket Office, 142 Third street, Fortland, Oregon.

Handsome lot of Dickens' vest chains for men at F. C. Brodie's jewelry store, Opera House block.

Reserved for
**LAWTON INVESTMENT
COMPANY.**

George W. Weigand...

HIGH GRADE LIQUORS
AND CIGARS

Mining Men's Headquarters Next Door to Wonder Store
BOURNE, OREGON

BUTTE HEADQUARTERS

C. B. & M. Co's Beer
Best in Town

J. B. SCHMIDT

THE GEM SALOON
A. J. STINSON, Prop.
(Successor to Snyder & Stinson)
Only the Best Brands of Liquors Served Over the Bar

SUMPTER, . . . OREGON

Paul E. Poindexter,
MINES
BEDFORD MCNEAL'S CODE.
Sumpter, . . . Ore.