

## THE SCHOOL ELECTION IS IMPORTANT

### Every Public Spirited Citizen Should Vote Yes for the New School

One of the most important elections for the town of Lakeview is to be held on the 21st of this month and every public spirited citizen will be glad to have the opportunity to vote for the building of a new high school for the town. Lakeview deserves not only a new school building, but a new school structure that will be one of the finest in the state. The building of the large increase of population, but it is the best but a temporary affair and it is not care to see remain a very long. The one thing that concerns the home life and the future of the town is the matter of education and it is hoped that every voter will vote for the best interests of the community at large. The increasing tendency to send children to the high schools in greater numbers each year is in keeping with the advanced conditions that confront the man and woman that goes out into the world to fight the battle of life. Education is the dividing line to a certain extent between success and failure and the boy and girl of the present and future must be properly equipped mentally to meet the strong competition that they will find along the pathway that is before them. Vote early for bond issue and the new High School.

## FEDERAL REPORT ON PRICE INCREASES

### General Raise in Wholesale and Retail Figures Shown

WASHINGTON, February 4.—That there has been a general increase in wholesale and retail prices of food between 1899 and 1908 is indicated by a report sent to the Senate today by the Department of Commerce and Labor in response to a resolution introduced by Senator Crawford, South Dakota, calling for the trend of prices. For purposes of comparison, the prices in 1899 are used as normal and the percentage of increase were as follows:

Bread, wholesale 25.1, retail 4.9; butter, wholesale 29.8, creamery extra 27.5, dairy retail 39.6, no quality indicated; cheese, wholesale 26.9, retail 29.4; coffee, wholesale 3.9, retail 5.0; eggs, new laid, wholesale 30.8, retail 36.2; wheat flour, wholesale, spring 11.6, winter 26.8, retail 24.4, no quality indicated; lard, wholesale 33.3, retail 38.2; beef, wholesale, fresh 17.8, salt 41.9; retail, fresh 14.3, salt 19.6; dressed mutton, wholesale 21.4, retail 26.8; bacon, wholesale 34.5, retail 32.9; ham, wholesale 21.9, retail 31.3; milk, wholesale 30.9, retail 18.1; potatoes, wholesale, 70.4, retail 23.4.

The report shows that prices on sugar, tea spices and soda crackers have been slightly reduced.

## PILETS INTRODUCES OREGON TRAIL BILL

WASHINGTON, Feb. 3.—The old Oregon trail from Missouri river to Puget sound will be suitably marked by the government if a bill introduced by Senator Piletts providing for the erection of markers is passed. The measure provides for an appropriation of \$50,000 and the appointment of a commissioner to supervise the work. Any expense over appropriation is to be met by private contributions.

### THE BARRED DOOR.

ONE night upon mine ancient enemy I closed my door,  
And, lo, that night came Love in search of me,  
Love I had hungered for,  
And, finding my door closed, went on his way  
And came no more.

PRAY you take counsel of this pentest  
And learn thereof,  
Set your door wide, whatever guests be sent,  
Your graciousness to prove,  
Better to let in many enemies  
Than bar out Love.

—Theodosia Garrison.

OLD DITTY.  
A MAN of words and not of deeds  
Is like a garden full of weeds.

—Anonymous.

# Conquering the Resources of Eastern Oregon

From the Portland Sunday Journal.

Eastern Oregon is as a great giant about to be freed from the shackles of the past. The giant has made some progress, has developed, even while chained, but there are many directions in which he has not gone, many things for which nature has fitted him that he has not done. When that day of freedom comes the giant must form new habits, change his method of the and listen to the call of new duties.

It is the fact that central Oregon does not know its possibilities in this day of assured transportation relief. Many of the people of the Beaver State know the great resources that are to be found in central Oregon—the fact that heretofore has been celebrated as the largest railroads area in the United States. We know in round numbers that it has a large area as Ohio, that it has great plains and valleys, great water power, the greatest water resources of the state, a large mineral wealth. However, there has been few attempts to utilize the wealth of central Oregon.

### IN THE OLD DAYS

Without a railroad the great wilderness could do little for the world besides livestock—something that could carry itself to market. The central Oregon stockman drives his sheep and his cattle to market on the back of the gold of the day. Thus the only way that central Oregon had was upon the back of the delivery of the wool or the sheep at the railroad after the wool had been shorn or the sheep driven far up into the mountains during the summer, and the great on the plains was reserved for the season when the mountains would be covered with snow.

WHEN FORESTS WERE IN THE WAY.

It was in seeking to protect and enlarge the mountain range that the stockman came in contact with trees and forests. And the contact was a conflict, for the trees had no value to the stockman, and furthermore, they obstructed the range. The stockman noticed that those areas of the mountains that had been burned over were the most sought for grazing sections by his sheep and cattle. On these "burns" the underbrush and the smaller trees had been entirely destroyed and the large trees—some of them almost large enough to furnish all of the lumber necessary for a city cottage—had either been felled or destroyed by the fire or were standing bleaching and rotting tombstones to their former selves.

The stockman reasoned that if there were more of these burns there would be more summer range, since the grass grew very luxuriantly in these spots for several years after the date of the burn. According to him was not uncommon for the shepherd and the cowboy to be instructed to set fires in the woods as the last thing that he did when the stock was being driven out of the mountains late in the fall. These fires usually did burn over a very large area, however, due to the lateness of the season and the coming of the fall rains and winter snows.

All was not serene for the stockman down in the plains, however. His asset there was the open range and the water hole. The stockman discovered that these watering holes were being "hoisted" by the new comers. Of course there was nothing for the cattle and sheep baron to do but to rush in also and gather up as many of these water holes as they could. This period marks the beginning of the great stock ranches of central Oregon, some of which still exist in Harney county, covering thousands of acres and including within their wire fences areas almost as large as some of the New England

## Economic Transformation That Will be Worked by New Transportation Facilities

The only other creature to dispute the range in those days were the antelope and the deer and the long eared jack rabbits. These were the days when the stockman could go out on the plains almost any place and out enough native grass hay to feed his saddle horses and milk cows during the winter. With the exception of a few poor cows, all of the other stock were allowed to graze for themselves during the winter months. Land was valued little in those days and only the most fertile spots were fenced. The remainder was range, one vast range stretching for 100 miles in certain directions without a marring fence or an obstructing house. As the herd grew larger in his stockman's pastures a little more care was necessary in regulating the manner in which the stock were allowed to graze. The cattle and sheep were driven far up into the mountains during the summer, and the great on the plains was reserved for the season when the mountains would be covered with snow.

Control of the water gave absolute control of the range, prevented range competition, and best of all, kept the homesteader at a distance.

### RAILROAD DREAMS

Eastern Oregon ceased to be an exclusive stock country when certain persons saw the vision of the day of the railroads—the day when the timber, water and land of central Oregon would have a new use and a multiplied value. About 20 years ago the people of Prineville—the metropolis of central Oregon—joined in a great celebration. The speakers around the bonfire told of the certain coming of the Corvallis & Eastern railroad across the Cascades. Settlers by the hundreds looked in ahead of the coming of the railroad to get their share of the choice lands that would double in value when the first engine whistle was heard in central Oregon. It happened, however, that this particular railroad stopped at the top of the Cascade mountains overlooking the people who celebrated—and the top of the Cascades is the present terminus of the road.

Other roads started and other celebrations were pulled off, but other roads stopped and other trains overlooked the neglected land. Each time that a new road was announced as coming towards central Oregon new settlers came ahead of it. It has been said that central Oregon has had more surveys and promised railroads, and fewer actual ones than any other spot in the world. Though this fact has been a hardship and a disappointment to large numbers of people, yet it has its compensating features. This condition has brought so many different streams of homeseekers and developments into central Oregon ahead of the railroad that it is now prepared to leap ahead at a rate that will surprise both central Oregon and the whole northwest.

### NEW LAND RUSH

The present railroad building towards central Oregon has brought a new land rush that surpasses all previous ones. Settlers are looking to central Oregon as last of Uncle Sam's great west, almost the last place where Uncle Sam can promise a farm to every one who comes. So serious are the settlers this time and so certain that another year will hear not only the whistle of one railway, but of two that they are coming inland, almost 200 miles to locate.

These settlers have received further encouragement in the recent passage of the 320 acre homestead law, which enables the homesteader to take double the amount of land that was possible a short time ago. Large tracts of the land of central Oregon have been designated as open to settlement under the term of the new homestead law. The only limit to irrigation in central Oregon is the possible water supply, since there are large areas of promising land within reach of practically all of the streams of central Oregon, some of which still exist in Harney county, covering thousands of acres and including within their wire fences areas almost as large as some of the New England

rigation and power stream in the world." The surprising fact about the Deschutes is its extremely uniform flow and its easy diversion to that valley land between Bend and Prineville. In addition the lower hundred miles to the stream, flowing through a deep canyon, may be transformed into almost numberless power sites. This lower power section of the stream is independent of the upper irrigating section, since irrigating the low or flow is sustained by several large tributaries and numerous large springs that insure the uniform flow of the upper river. In addition to the Deschutes there are a number of other smaller streams in central Oregon which, with the construction of storage reservoirs, will reclaim areas that as yet have not been estimated in development and settlement possibilities.

### AVAILABLE RESOURCES

Supplementing the great water power which the central Oregon railroads will render available are two of the great resources. One of these, timber, is actual. The other, wheat raising, is potential, but is as certain as the coming of the railroad. John P. Stevens has said that the Deschutes country will furnish enough timber to load 500 cars a day for 50 years. This statement followed his sporting trip through central Oregon as the confidential agent of James Hill, previous to the announcement of the building of the Hill road up the Deschutes river.

James Hill himself once said that a railroad must eventually come to central Oregon, for the country needed the what that it could produce. This was before the day of the announcement of the building of the Hill road into central Oregon—indeed the empire builder coupled this prophecy with a statement that he was not planning to construct a railroad into the railroadless area. Railroad plans are not announced months ahead from the rooftops, however, and it may be that this fact was the decisive one that brought the great developer into the central Oregon empire. Mr. Stevens, who is Mr. Hill's agent, and the builder of his railroads up the Deschutes, is also quoted as saying that the completion of the railroads into central Oregon will increase the annual wheat production of the state from 13,000,000 to 40,000,000 bushels. This prospective traffic alone would justify the building of one or more railroads and would insure the future of central Oregon as one of the last great areas of the nation opened to development. We know, however, that wheat growing will follow the railroads up the Deschutes river into central Oregon and that will mark the beginning of a new empire in the west which will add new wealth to Oregon and afford home sites to the hundreds and thousands of persons who will follow in the years to come.

President John F. Stevens of the Oregon Trunk Railway confirms the information given out yesterday that his company have filed maps through government land as far south as the Klamath Indian reservation and is making surveys in the reservation. President Stevens, however, indicates that the filing of maps is not conclusive proof of intention to build and that therefore Klamath Falls cannot at this time be regarded officially as the company's goal but that Bend will retain that distinction for the present.

In connection with the matter President Stevens this morning issued the following statement:

"Statements now being published apparently by authority, that the Oregon Trunk will without delay, build its line through central Oregon to Klamath Falls, are entirely wrong and misleading, as it has not decided upon any such plan.

It has filed maps through government lands as far south as the Klamath Indian reservation and is making some surveys in the reservation but these surveys will not be continued to Klamath Falls, and the lines as now located to the Indian Reservation may or may not be constructed. All that is now decided is that it will probably build as far south as Bend leaving the question of whether extension an open one. The filing of maps is not conclusive proof of intention to build and there would have more railroads new than it could possibly need."

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## SAYS SOCIALISTS RUIN ENGLAND

### London Traction Man to Seek Investment in this Country

LONDON, February 4.—"Well I am quite at liberty to talk," said Sir Clifton Robinson, the well known traction expert this morning, when asked if he intended to build a system of electric lines in the Philippines. "I have several commissions from British capitalists to find fair investments. You know that I think much electric traction work remains to be done in America. Americans lead the world in this line, but they have not exhausted the possibilities of business. Great Britain has become a poor place in which to invest. Everything is getting into the hands of the socialists, and they wish to usurp all the functions of private capital and enterprise.

"Every form of public transportation in the country of London is losing money in the sense of not making enough to give a profitable return on the investment, and some are losing outright. The whole field is unattractive."

## 6,617,155 ALIENS COME IN 7 YEARS

### 70 Per Cent of These are from Southern and Western Europe and Asia

WASHINGTON, Feb. 3.—Interesting comparative facts are disclosed in a study of immigration to the United States for the seven years ended June 30, last year, in which 6,617,155 aliens were admitted, more than 70 percent of whom came from Southern and Eastern Europe and Western Asia, composed largely of Southern Italians, Greeks, Hungarians, Hebrews, Romanians, Slavs, Bulgarians, Turks, Armenians and Syrians.

The addition to the population in those seven years was nearly 1,000,000 more than the combined population of California, Oregon, Washington, Idaho, Nevada, Arizona, New Mexico, Utah, Colorado, Wyoming, Montana, the two Dakotas and Nebraska.—5,878,735.

Estimates are made that immigration to the United States in the present fiscal year will aggregate more than 900,000.

Mrs. Park Sails For Orient.

The National College Equal Suffrage league, of which Miss M. Carey Thomas of Bryn Mawr college is president, was organized at Buffalo last fall by the union of fifteen college equal suffrage leagues scattered from the Atlantic to the Pacific. The founder of the league, Mrs. Maud Wood Park of Radcliffe, has sailed from San Francisco for the orient. She will spend two years in studying the position of women in foreign lands. She will visit China, Japan and other eastern countries before going to New Zealand, where the women, as in federated Australia, are fully enfranchised; thence to Europe, where she will spend some time on the continent, and then on to England. Mrs. Park hopes that when she reaches England, two years hence, the women of that country will have gained the parliamentary franchise for which they are now contending so fiercely.

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## COST OF LIVING DISTRESSING POOR

New York, Feb. 5.—Effects of the increased cost living on the working classes are shown in the largely expanded number of applications to the city for aid as disclosed in figures made public today. The rising tide inability to make income keep pace with living expenses is indicated in the fact that during the last twelve months more than 60,000 persons sought relief from the charities department, an increase of more than 80 per cent in five years. Suicides increased nearly 50 per cent from 1904 to 1909.

### Shot an Antelope

Deputy game warden, Harry Utley, arrested Louis Mauzey who lives on Rock Creek near the Fluke ranch and brought him to Lakeview charged with having shot antelopes. Mr. Mauzey then explained to Judge Bayley that it was his sheer herder that had committed the violation of the law that he was charged with and that he was willing to stand trial in his place. The genial Squire took a broad view of the matter and admiring the frankness of Mr. Mauzey he permitted him to go without fixing any fine for the time. Though if any more violations of the game laws come before the Squire there is a strong probability that something will drop its too bad something cannot be done with some of the "game hogs" that slaughter more geese, ducks and other game than during the open season.

## America a Nation Of Optimists.

By Lord NORTHCLIFFE, English Journalist and Publisher.

I HAVE observed that the difference between the Americans and the English is that the former are all OPTIMISTS and the latter are all pessimists.

Your whole nation, the members of which have been described to me as frenzied money grabbers, I find to be dreamers—a whole NATION OF DREAMERS.

The ENGLISHMAN IS A BORN PESSIMIST. He is never content with surface indications; he is always looking beneath to find something rotten, something warping, something wrong. He is never sure that he is prosperous, no matter how rich he is.

AMERICANS, ON THE OTHER HAND, ARE RADICAL OPTIMISTS. A GLANCE AT THE SURFACE SATISFIES YOU. EVERY ONE OF YOU BELIEVES THAT AMERICA IS THE GREATEST COUNTRY IN THE WORLD AND THAT AMERICANS ARE THE SMARTEST PEOPLE. YOU ARE TAKEN UP WITH DREAMS OF A GREAT FUTURE.

And I believe that the FUTURE OF AMERICA IS GREAT. You should produce the next great musical composer here. I do not know that you will, but you should, for you have all the elements—a Teutonic strain, a Slavonic strain and a fine enthusiasm everywhere. The two greatest artists of recent years were Americans, Whistler and Sargent. And your STANDARDS IN THE HIGHER FIELDS OF CULTURE ARE GROWING YEARLY.

You have a great future, but your TROUBLES ARE ALL AHEAD.

## CANADA BUILDS ITS OWN RAILROADS

Ottawa, Ont., Feb. 5.—Canada will begin the construction of a railroad to Hudson Bay next spring. This fact was announced in Parliament by George P. Graham, minister on railways. The road will be built as a government work, but probably will be operated by one of the existing private corporations or by several jointly.

### How to Freeze With Chemicals.

Ice cream can be frozen in five minutes and for an expenditure of 2 or 3 cents. If the preparation desired to be frozen is placed in a tin bucket or other receptacle it can readily be congealed by putting it in a pail containing a weak dilution of sulphuric acid and water. Into this throw a handful of common salt, and the resulting cold is so great that a bottle of wine immersed in the mixture will be frozen solid in a few minutes.

Lake County wants you.

Lake County wants you.