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MEAT AND DAIRY PRODUCTS CHEAPER

Lower prices of meat and dairy products are accompanied by increased exportations. The latest figure of the Bureau of Statistics of the Department of Commerce and Labor show large increases in exports of meats in the month of May, 1911, when compared with the same month a year ago. The total exports of meats for the 11 months of the fiscal year is still in some cases below those of a year ago, but for the single month of May, in which the export prices are materially below those of a year ago, the increase is strongly marked. In the case of lard, for example, of which the export price in May, 1911, was 9.2 cents per pound, against 12.7 cents in May last year the total being 54 1-2 million in May 1911, against 26 1-2 million in the corresponding month of 1910. Bacon, of which the average export in May of last year, show also a large increase in the quantity exported, the total for May being 17 million pounds, against 5 1-2 million in the corresponding month last year, though for the 11 months ending with May 1911, the total is less than in the same months of the prior year, being 137 1-3 million pounds, against 144 million in the corresponding months of 1910. Hams and shoulders, of which the average export price in May, 1911, is 11.8 cents per pound against 14.6 cents per pound in May, 1910, show a total exportation in May of the current year of 17 million pounds against 7 1-2 million in the corresponding month of 1910, the total for

the 11 months ending with May being below that of the same months in 1910.

Fresh beef which shows but a slight reduction in the export price, 10 cents per pound in May, 1910, against 8.8 cents per pound in May, 1910, shows but a slight increase in quantity exported.

Beef salted or pickled, of which the export price in May, 1911, is 7.3 cents per pound, against 8.7 cents per pound in May, 1910, shows total exports for May of the current year amounting to 3 1-2 million pounds, against 1 1-2 in May of the preceding year. Butter also shows a marked decline in export price, and an equally marked advance in the quantity exported, the export price in May, 1911 being 20.7 cents per pound, against 25.5 cents in May, 1910, the quantity exported in May, 1911 being 487 thousand pounds, against 331 thousand pounds in May, 1910. Cheese, of which the export price in May, 1911, was 11.5 cents per pound against 15.5 in May, 1910, shows exports of nearly 3 million pounds, against 1-4 million pounds in May, 1910. Cattle, which are exported chiefly for meat purposes, show 2,000 head exported in May, 1911, against a little less than 2,000 in May of last year. Indications are that the total value of meat and dairy products for the fiscal year ending June 30th, 1911, will be about 150 million dollars, against 130 1-2 million in 1909. This high figure of 150 million dollars worth of meat products exported in the fiscal year 1911 will not, however, equal that of earlier years, especially 1906 and 1907, when the total exports of meat products passed the 200 million dollar line.

The Bureau of Statistics' figures show for the 11 months ending with May 150 million pounds of lard sent

THE DEVELOPMENT OF CENTRAL OREGON

Analysis of Soils Should Be Made to Determine Crops Best Adapted to Different Sections

A writer to the Sunday Journal says:

Central Oregon, that great empire east of the Cascade mountain, was a revelation to the party of Northern Pacific railroad men who made a journey of 1200 miles through a small part of it last week. Like a great majority of Oregonians who have not taken time to familiarize themselves with the expanse of their own state, the heads of several departments of the great transcontinental railway system were free to confess surprise at the vastness of the country traversed as well as at the development which has taken form at distances of even 100 miles from railroad transportation. As a matter of fact, the human effort put forth in taming the land, in carrying water from the streams to the parching desert areas, was the object of more interest than other features of the country. And well it might be.

Perhaps now where else in the United States can conditions be found which will compare favorably with those in Central Oregon? Isolated in some cases for a quarter of a century, in a country of such wide expanse that half a dozen small states could be lost in its trackless plains, men have gone into Central Oregon with hope and energy unbounded and after settling on land as worthless as the sand of the Sahara desert, began the long vigil, waiting for the railroad. Many a good man has tired of the isolation and long waiting, packed up his few belongings consisting principally of wife and children, and begun the trip back to "God's Country." And nobody could blame him.

But that was the central Oregon of yesterday. That was the country in which the late lamented Harriman claimed to have an interest and to which he promised long to build a highway of steel. Death claimed him before the work was even begun and many are the men who could rise up to day after having waited a decade while "holding down the claim," watching for the smoke of a Harriman locomotive.

The central Oregon of today has changed. The old time mirage has disappeared and in its place has sprung up homes and farms and orchards and towns. Men with energy and faith have penetrated the desert and have built better than they knew, advanced further in real development than even the most enthusiastic builder of Oregon dreams. And they have done the work alone and unaided.

Building a home in central Oregon has been a man's job. A faint heart had no business on the high plains where the crops grew slowly as the sage brush was worked out of the soil, where everything the husbandman did was an experiment likely to result in failure. It took courage as well as hard toil to carve out success, while the years roll by and the railroad failed to appear.

Central Oregon is not tamed yet, although men have planted and reaped crops in recent years where a decade ago it was "known" that nothing but cactus and sagebrush could find lodgment. But, where men by the score attached themselves to the land, now hundreds and even thousands are gathering in colonies and communities for the purpose of wresting the land from the coyote and the stockman and building for themselves homes and developing farms in place of the ranches of former days.

The debt the railroads have long owed central Oregon is being paid. Two lines are being extended into a part of the great stretch of country, the part which promises the quickest returns in tonnage. But even after the tracks are completed to the California line if such be the plans, great stretches will still be isolated as parts of Alaska. The railroad development has scarcely begun.

The debt the state at large owes the plains country is not to be easily paid. A vast domain of rich arid soil, awaiting the husbandman with plow and

to the United Kingdom, 138 million to Germany, and 31 million to Cuba. Butter goes chiefly to the Central and South American countries and the West Indies.

It would be difficult to say how many ready-made shirt waists and blouses are sold annually in the United States. The shirt waist industry is a huge one; it has millions of capital invested in it and its employees number into the tens of thousands.

Naturally some of the big concerns sell their goods to different stores, not only throughout the country, but in the same city, yet you will find in the same town a shirt waist which sold wholesale for the same price from the same shirt waist manufacturer, sell, we will say in one store for one dollar, and in another store for a dollar and a half.

The same is true of women's white underwear. The writer has repeatedly

seeded, must make Oregon one of the richest agricultural sections in the Union. Fortunes have already been taken off the range in wool and in beef, and other fortunes will be made from the same sources. But the country to become really great, must be developed in agriculture, and that quickly.

And here is where the state can pay off its debt. The suggestion comes from the party of railroad men, skilled in the things which go to make up prosperity and tonnage, that the state with out loss of time cause surveys of the land in central Oregon to be made showing the areas fitted for grain growing, for horticulture, for gardening and alfalfa culture. Soil analysis could be carried in every section of that wide area for the purpose of saving for the farmer who would cultivate the soil at least several years of wasted labor and time, while he would be experimenting with crops not fitted for his section of the country.

"Oregon owes a debt to the semiarid country in which men have long struggled to found homes and towns," says a member of the railroad party. "The state is endowing a great agricultural college whose duty it should be to send men to the new sections and make analysis of the different soils, take observations of climatic conditions and report on the crops which will do the best under certain culture methods. Every quarter section of agriculture land should be thus tested. Every effort should be made to prevent loss of time by the settler who will have a hard struggle at the best.

"Already many years of valuable time has been lost while men waited impatiently for the coming of the railroad. The state can now do a service which will save perhaps five years' time and an immense amount of discouragement and hardships. Every year the land lays idle the loss to the state is tremendous. Unaided the settler will be a number of years in establishing himself as a fixture with income enough to warrant him in building a home and surrounding himself with the comforts of life. The state can help him tremendously at very small cost to itself.

"The idea is not mine, neither is it new. The state of Missouri has tried out the plan and it has worked out admirably. Other states, I am told, have similar plans working. It could not fail in Oregon.

"People will say that the railroads should help to develop the country. That is very true, and the western roads are doing their full share to build up the country permanently. There is no doubt but that the great systems in Oregon would add in the plan of testing the soil and giving settlers the benefit of scientific information. But the state must do its share. The agricultural college could do the work needed if money enough were given to pay men to go out and take observations and test the soil, practical work is carried on in most of the states with splendid results.

"A case might be mentioned. In the country about Madras the onion and potato grow luxuriantly with no extra care or attention. There seem to be elements in the soil which promotes the growth of the root crops and give flavor and size and general excellence.

Perhaps no where in Oregon will the soil production of choice beaverdam land than in the Willamette valley. Yet the land near Madras is cheap and there is plenty of it. Oregon might be made the Onion state of proper attention were given by scientific men to conditions in Crook county. Heretofore the farmer could not sell his onions and potatoes because he could not get them out of the country, but with the coming of the railroad this difficulty has been over come.

"Yes, indeed, central Oregon offers problems which wise men should solve quickly. Few people comprehended the importance of action which may mean success in agriculture in millions of acres of land.

seen identical garments in different stores in the same city, selling for one dollar, a dollar and a quarter, a dollar and a half, ninety-eight cents, and all the other prices of the dollar and and twenty nine cents, variety. In half the cases the buyer was made to feel that she was getting a bargain.

The differences in white goods and shirt waists obtain practically all the year round, and vary according to different stores. The best dollar and a half shirt waist, for instance, may now be found at one store and now at another; just why, we can not tell; the outsider doesn't know. And it is not by any means certain that in a shop with the lowest overhead expense or one in the most fashionable neighborhood, you will find the most value for your money. Often it is quite the contrary.—Mary Heaton Vorse in "Success Magazine."

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