

Annual INVENTORY SALE AT BIEBER'S



IN THE MANY YEARS of our business we have always followed one principle—namely, of closing out every line of merchandise at the end of a season—REGARDLESS OF COST. The goods offered at this time are all this season's goods—some of them received within the last thirty days. This is our Great Annual Event, and you really cannot afford to overlook the numerous bargain offerings. Values that should create a big demand will be found all over the store—some of them are listed below, others equally as good are not advertised. It will pay you to watch our window displays

<p>Misses' and Children's Coats. Value is not considered in this Sale. Every Coat is offered at</p> <p>\$2.95</p>	<p>Children's and Misses' heavy Fleeced Underwear. Sold formerly from 40c to 75c—reduced to</p> <p>30c to 50c</p>	<p>Men's calfskin and horsehide heavy lined Winter Gloves, worth \$1.50, to close out at</p> <p>\$1.00</p>
<p>Ladies' Underwear—broken lines—a good, servicable garment reduced to sell for</p> <p>25c</p>	<p>Boys' Suits, extra good value—the biggest and best bargain in the house, at</p> <p>\$1.50</p>	<p>Men's Wool Union Suits, extra good \$3.00 quality, the best garment ever sold at such price, now</p> <p>\$1.90</p>
<p>Men's Suits and Overcoats, only a few numbers remaining from our Fall stock. \$20 Suits reduced to \$15.75 Corduroy Suit</p> <p>\$9.75</p>	<p>Men's \$1.50 Sweaters, a big bargain at 95c. \$3.50 to \$5.00 Sweater Coats at</p> <p>\$3.00</p>	<p>Boys' and Misses' Sweater Coats, in white, navy or cardinal, Ruff neck, and high collar, a \$2.50 value for</p> <p>\$1.50</p>

Bieber's
CASH STORE
THE QUALITY STORE

We will sell for a limited time, for prompt cash on delivery:
Nevada Flour, sack, \$1 35
14 lbs. Cane Sugar, \$1 00

Bieber's
CASH STORE
THE QUALITY STORE

HILL RAILROAD COMING

Continued from first page
Ralph Budd, as chief engineer of the North Bank and Oregon Trunk roads a few weeks ago to become assistant to Carl K. Gray, president of the Great Northern, put in seven months in making the survey. That was immediately after he left his work on the Panama Canal and before he made his appearance in Oregon as the right hand man of John F. Stevens, who built the Ore-

gon Trunk. Even while Mr. Stevens was masquerading in Oregon as the mysterious "John F. Sampson," Mr. Budd, with a crew of men in the employ of the Hill roads, was running lines southward from Bend into California.

He proved that construction of a road such as suggested by this survey was possible on astonishingly easy grades. At a point about 50 miles south of Bend the survey reaches its greatest altitude.

From that point the grade descends gradually into the Sacramento Valley at a maximum of six-tenths of 1 per cent.

Theoretically, it would be possible to start a box car at this point of highest elevation and it would roll down hill all the way either into Portland or into San Francisco.

While the route that the Hill engineers surveyed did not provide for connection with the Nevada, California & Oregon, nothing would be lost by including its property in the proposed road. By pooling interests with the Gould lines, both in the acquisition of this property and in the lease of terminals, the Hill forces will save millions of dollars in reaching the Golden Gate.

Likewise, the Gould interests will save a lot of money in their much-desired invasion of Portland. Since the Harriman lines have ceased to interchange business with the Gould roads at Ogden and at Denver, it has become necessary for the Goulds to see other means of competing for the business in Portland territory. To build into Portland from their present properties would involve an expense that would be prohibitive.

An agreement with the Hill roads, therefore, would be helpful to both systems and would prevent millions in unnecessary expenditures.

Especially since the railroads have adopted the policy of leasing tracks one to another and of entering into operating agreements, it is probable that such a plan as this will be adopted. It no longer is considered desirable for a city to have a great number of separate rail lines radiating from it, if the same number of roads can operate over a limited set of tracks. The money that would have to be spent in building parallel lines can be used in throwing out branch roads and developing the country.

President Young returned to Portland a few weeks ago from St. Paul, where he conferred with other Hill officials. Soon after he came home he

N.-C.-O. ACCIDENT

Continued from first page
colored porter Wm. Cherry, were in the buffet car when the crash came and both were hurt in jumping. Crisler was painfully bruised. The porter's injuries are believed to be serious.

After the train was stopped attention was directed to the fires in the stoves on the train, which threatened to add to the damage but the fires were quickly extinguished.

The following passengers were on the train, in addition to those named: Mr. L. Walker, Alturas; Mr. and Mrs. C. Smith; Mr. and Mrs. W. R. Hamilton, Los Angeles; H. W. Drenkel and wife, Lakeview; Mr. and Mrs. F. Stewart, Alturas; Frank B. Strickler, Lodi.

The railway officials minimized the damage from the accident, stating that \$50 or \$60 would cover the loss.

High School Notes

Last Friday evening the Freshman and Sophomore girls of the Domestic Science Department under the able supervision of Mrs. Gardner, served a dainty banquet to the teachers and Supt. Oliver. According to the report of those who partook of this delicious repast, everything was nicely served and in first class style. Miss Fletcher acted as hostess.

For language one day last week the third grade wrote letters to little Bernice Beall of Central Point, Oregon, in answer to a letter received some time ago.

There will be a sewing exhibit of the work done in the first semester, held in the sewing room of the High School Friday, Jan. 10, 1913. Everybody come.

Friday evening at 7:30 at the Literary society of the High School will hold its first meeting. All High School students are expected to be present.

left for California. It is understood here that he is arranging there for joint acquisition with the Western Pacific of the Nevada, California & Oregon.

LAKEVIEW IN ON FRISCO ROMANCE

Newly Wedded Couple Includes Lake County In Bridal Tour

Ellis Mallory, of Los Angeles and his bride of one week arrived in Lakeview on Saturday evening's train. Mr. Mallory is the Consulting Geologist for the Summer and Abert Lake Salt Works and was enroute to the former place to complete a report on the property.

Mr. and Mrs. Mallory's marriage was coupled with many experiences, of which the San Francisco Examiner of January 2, together with a picture of the bride, gives in part:

Ellis Mallory, a young geologist whose home is in Los Angeles, registered at the Palace Hotel on Christmas eve. Miss Laura Clark, a tall, strikingly beautiful brunette, and his sister, Mrs. Frank Schnell, arrived from the Southern city on the same train. For a week the three names have stood up on the hotel register with only three persons in San Francisco a bit wiser that Miss Clark had been Mrs. Mallory since Christmas morning. Those in the secret were J. Hammerstrom, keeper of the windmill in the Golden Gate Park; the bride's sister and the Rev. Frank W. Emerson, pastor of the First Christian Church and a cousin of the Sage of Concord.

Mallory and his bride met socially two years ago in Los Angeles. Both are well connected and popular. But Mallory, who had his fortune yet to make in the world, could only whisper marriage.

Two weeks ago he returned to Los Angeles from New York, jubilant over a potash and soda ash deal he had swung which had netted him a fortune.

Miss Clark is a student of Emerson. So fond is she of the writings of the Concord philosopher that, when an elopement was decided upon, into her suit case went a volume of his essays. She made Mallory read them on the train.

Mrs. L. J. Thornburg, the aunt and guardian of the bride, knew nothing of the wedding plans. Miss Clark and her sister pretended that they were coming to San Francisco for a little pleasure trip, and they made various excuses.

Christmas eve they reached San Francisco, and the next morning Mallory and the girl took a taxi-cab ride. They had been reading an Emerson essay upon nature and determined to have an al fresco marriage.

"We drove through Golden Gate Park in the clear morning air. It was beautiful!" Mrs. Mallory said last night. "Every little nook and glen looked so inviting. But suddenly we came upon Mr. Hammerstrom's dear little brick cottage under the trees, and we knew he could help us. It was just the sort of a cottage Emerson lived in, I know."

Hammerstrom could help them. "Why not get married in the windmill?" he asked, pointing to the famous landmark with its great revolving arms.

With a cry of glee Miss Clark picked up the telephone book and fluttered through its pages for a clergyman. The first name that came to her eye was that of Dr. Emerson, and by a trick of chance he turned out to be related to the great American philosopher.

Then, while the taxi was sent back post haste for Mrs. Schnell, up into the balcony climbed the young couple.

It was a glorious day when all California was out of doors, and the children of San Francisco were having their Christmas trees in the park. The blue sea, the champagne-like air, made their blood dance.

Hammerstrom, who had accepted with alacrity the invitation to be best man hunted up the clergyman. Shortly before 11 o'clock Mrs. Schnell and Dr. Emerson arrived at the base of the Dutch windmill and climbed up into the balcony. Then, standing bareheaded with the blue Pacific and the green stretches of lawn and forest below them Mallory and Miss Clark were united.

Don't forget the Reduction Sale now going on at Lakeview Mercantile Co.

EDUCATE FARMERS, SAYS WM. HANLEY

Urges Law to Provide Experimental Farms for Each County

Evening Telegram: Believing that the back-to-the-farm movement can be advanced through the establishment of more demonstration farms, "Bill" Hanley, the land and cattle baron of Harney County is planning to work for legislation to that effect. "Bill" has been in town a few days and will remain a while and see how the political warriors and state lawmakers feel about the subject.

Hanley's desire is that such a demonstration or experimental farm should be established in every county in the state and he feels confident that the coming session of the Legislature will realize the value of such a plan.

"Oregon, particularly Central Oregon, is going to shoot ahead farther along the lines of scientific farming in the next 10 years than any of the older states in country," said Hanley.

"The majority of new settlers who will locate in the interior will start out right. By that I mean will educate themselves as to the very best scientific methods of developing their land so that it will produce the largest and best crops."

"We have been making long strides forward in the matter of educating the farmers in the latest approved methods and at the same time there is room for a great deal more missionary work of this kind. That is why I believe we should have demonstration farms in every county in the state. I am going to do everything I can to persuade the Legislature that I am right."

OREGON'S POSSIBILITIES

Continued from page 4.

dence on it is not required. Payments may be made in five annual installments of \$150 an acre. The character of the land however, can be determined only by personal inspection, and this should be the rule in every case. The intending settler in Oregon, as well as elsewhere, should not listen to the attractive lure of land companies, which promise to select a fertile piece of land for him; too often these benevolent land companies are rank swindlers.

Under irrigation it produces enormous crops of grain, alfalfa and other grasses, fruits and vegetables, without irrigation it is cultivated largely by dry farming methods, grain being the principal crop. From 15 to 45 bushels of wheat an acre is raised in this way. If brought within the scope of an irrigation project, this land immediately becomes an exceedingly valuable, and \$200 an acre is not considered an excessive price. Without water it is worth possibly \$10 to \$25 an acre. The greatest railroad development of the West is now going on in Central Oregon, and the completion of this work will bring transportation facilities to a territory heretofore largely neglected and will attract a great many settlers.

Throughout Oregon the golden wealth to be secured by the agriculturist is immense. The chief inducements for the settler are a favorable climate, good soil and good prices for almost every product of the farm, prices being much higher in the East or Middle West. This is due to the fact that production falls short of the demand, and great quantities of butter and eggs, poultry and livestock come here from the Middle West farms, while vegetables are still shipped from California. There is not the slightest excuse for this except that the people have turned their activities to other lines than tilling the soil.

When the opportunities are understood by settlers there is every reason to believe that Oregon will produce its own food supplies as well as consign quantities to other markets for all conditions here are extremely favorable to agriculture in all its branches.

THE RESULT OF INVESTIGATION

PURITY

GUARANTEED

to be equal to any Beer brewed. Bottled and on draught at all leading saloons

Reno Brewing Co. Inc.

FOR CARRIAGE PAIR OR TRUCK TEAM

for saddle or any other horse we are prepared to supply the very best harness the money will buy and far better than the common run of harness at the price. Put us on the test and you'll be glad you did.

E. F. CHENEY
LAKEVIEW OREGON