

# Drift Fence Eliminates Range Quarrels

Stockmen no Longer Have to Guard "Dead Line" With Winchesters; New Forestry Policy Ends Bitterness

Reports on file in the Portland office of the forest service show that there are in existence on the national forests of Washington and Oregon approximately 275 miles of drift fence, all built by the stockmen under special use permit and in cooperation with the government.

A drift fence is one that is built to keep cattle from drifting on to the sheep range or sheep from drifting onto the cattle range, or to keep any kind of stock from straying where it should not go. In the old days, before these fences were in existence, the dividing line between the sheep and cattle range was patrolled by cowboys with Winchesters, and so stirring were the events along this line that it came to be known as the "gun line" or the "dead line," and woe to the stock or the herders who attempted to cross it. This continual chasing of the cattle whenever they approached the boundary, led them to scent danger in every horseman they saw, and kept them wild-eyed and afraid. This state of things was not conducive to the production of good beef. Then somebody conceived the idea of a fence to take the place of the "gun line," and for the past ten years the fence has grown many miles in extent. When the national forests were created, the government favored the idea and legalized many of the existing fences by placing them under special use permit, and also cooperated in the building of still more fences. In most cases within the national forests the government has furnished the posts and in exceptional cases the wire. The latter exception, however, is only when a fence is needed to protect the forest from damage from grazing. The fences are built for the most part by the stockmen or their associations, each member of the association or user of the range within the fence paying his pro rata share for the building and upkeep of the fence. As the expense of keeping up the fence is great, the forest service took up the question of extending assistance, with the result that a recent regulation provides a plan whereby at the end of ten years the stockmen are supposed to have received in benefit full returns for the money expended, and the fence may be then turned over to the government for future maintenance.

The stockmen are quite pronounced in their expressions of satisfaction at this method of handling their cattle. The animals need no herders and browse undisturbed and unafraid. For example, ride over the Mill Creek range on the Ochoco forest in central Oregon—there are over 100 miles of drift fence on the Ochoco alone—and you will pass group after group of cattle, fat and sleek, and so tame that they will pay no more attention to you than if you were a part of the landscape. There is no more running at the sight of every stranger, but the quiet grazing that adds pounds of beef to every animal, and means prices at the stock show and high prices in the stockyard.

The Tamarack drift fence, 20 miles in length, on the Umatilla forest in northeastern Oregon, has more than proved its worth to the stockmen using that range, and a report from the supervisor of that forest states that users of other ranges on the forest have petitioned the government to build fences and expressed their willingness to pay a higher grazing fee for fenced ranges. Among other reasons they stated that the fence keeps the stock from straying, prevents loss by theft, and also keeps purchased stock from returning to the old ranges.

On the Wallawa forest 36 miles of drift fence is maintained. The situation is such in this region that they are many short fences, some built to keep the stock from sliding down the steep slopes or breaks of the Snake river when the ground is frozen in winter, others to keep the stock from drifting to the winter range too early in the fall or to the summer range too early in the spring.

The service has recently experimented to determine the best kind of fence to build. They have been built of barbed wire and also smooth twisted wire, with posts far apart and posts near together, with a top pole and without. Thus far it has been demonstrated that the smooth twisted

wire fence is the best. In the first place, it can be constructed at half the cost of barbed wire; it can be strung through the brush much easier, can be handled more comfortably and in regions where the snow crusts heavily, the smooth wire does not offer the same opportunity to hold the cross, sink with it, and break as the snow settles. It has been found also that posts placed 10 feet apart with a pole on top resting parallel with the wire and nailed securely, serves to protect the wire and keep it from breaking.

## PROMOTING TRADE WITH SOUTH AMERICA IS AIM OF THE UNITED STATES

### "REMOVING THE BARRIERS" IS IMPORTANT TASK TO BE ACCOMPLISHED.

Shipping Documents Presents a Very Troublesome Question to Those Who Are Trying to Open Up the Avenues of Commerce With Our Southern Neighbors.

"Removing the barriers" is the important task set before those who are acting in behalf of the United States in the effort to increase the volume of trade between North and Central and South America, and one barrier to which it has been found necessary to give a vast amount of attention in proportion to its actual magnitude is that of the insignificant but extremely troublesome question of the form of the shipping documents.

As required by many of the Latin American countries, these offer a complicated problem to the exporters in the United States, who have not been fully and accurately instructed on the subject. The bureau of foreign and domestic commerce has undertaken the responsibility of removing this barrier by making it possible for American shippers to obtain information regarding these requirements which has not been easily available in the past.

The difficulties encountered are fully appreciated by American exporters who have attempted to ship their goods without the assistance of a commission house or customs broker. They have found an embarrassing obstacle in the fines provided for every possible deviation from the prescribed customs regulations, which are very detailed as to the information to be included in the documents.

Numerous instances have been reported where fines were imposed for such slight irregularities as the failure to state the nationality of the vessel in the invoice, the use of ditto marks, or incorrect translation of the description of the goods included in the shipment. As a result American exporters have had the unpleasant experience of refunding fines to the consignees of their goods, with incidental delay of proceedings which has tended to impede the extension of trade that is strongly desired at the present time.

The bureau of foreign and domestic commerce has just issued a 66-page pamphlet, "Consular Regulations of Foreign Countries (Canada and Latin America)" Tariff Series No. 24, which contains a complete description of the shipping documents required in each of the countries where difficulties have been encountered, and copies of this publication may be obtained from the superintendent of documents, Washington, D. C., at 10 cents each. This "guide book" for American exporters, as it may be called, gives facsimiles of the consular invoices used in each of the countries, and points to such peculiar features as may be overlooked by the average shipper.

The material has been compiled with great care, the chapter for each country having been submitted for revision to a consular representative of that country. Some American banking institutions and commission houses have also been consulted, and all possible efforts made to meet the situation disclosed by the numerous complaints that have reached the offices of the bureau at Washington. It is believed that by using the publication, the average exporter in this country will be able to prepare his shipping documents with suffi-

cient knowledge of the requirements to avoid the fines and delays of the past.

## COMMUNITY CIVICS IS HELPFUL TO CHILD IN TEACHING CITIZENSHIP

### HELPS YOUTH OF LAND TO UNDERSTAND HIS IMMEDIATE SURROUNDINGS.

National Education Association Prepares Bulletin Upon the Subject Which Has Many Valuable Suggestions—Subject Should be Taught in Lower School Grades.

"Community civics helps the child to know the meaning of his community life, not merely a lot of facts about it," says a bulletin just issued by the U. S. bureau of education at Washington. This bulletin was prepared by four members of the committee on social studies of the National Education Association, Dr. J. Lynn Barnard, School of Pedagogy, Philadelphia; F. W. Carrier, principal of Wilmington, Mass., high school; Arthur W. Dunn, specialist in civic education, U. S. bureau of education; and Clarence D. Kingsley, of the Massachusetts board of education.

"The significance of the term 'community civics' does not lie in its geographical implications," says the bulletin, "but applies this point of view to the national community as well. Emphasis is laid upon the local community because it is the one with which every child-citizen has most intimate relations, and for that reason it is easier for him to enter into actual cooperation with it."

The authors of the bulletin make clear that the term "citizenship" is used broadly. The "good citizen," they say, "is a person who habitually conducts himself with proper regard for the welfare of the community of which he is a member and is active and intelligent in his cooperation with his fellow members to that end."

Community civics, according to the bulletin, should be taught in the elementary grades of the public schools and should be continued in a more comprehensive course in the first year of the high school. "Many pupils do not enter high school at all; and those who do should already have begun to acquire habits of civic thought and action. The greater maturity of the high school pupil makes possible the development of phases of the subject that are impracticable in the elementary school."

"Many courses in civics fail," the authors think, "because they fix attention upon the machinery of government rather than upon the elements of community welfare for which the government exists. They familiarize the pupil with the manipulation of the social machinery without showing him the importance of the social ends for which this machinery exists. A lesson in community civics is not complete unless it leaves with the pupil a sense of his responsibility, and results in right action. To attain these ends is perhaps the most difficult and delicate task of the teacher."

"Much civic instruction," declares the bulletin, has been ineffective because it has left the pupil to work out for himself the application of general principles. The translation of principles into conduct is more difficult than the comprehension of the principles themselves. While we urge that the citizen should engage in these activities as far as opportunity offers, it is necessary to cultivate a motive sufficiently strong to lead him actually to do so. This motive is to be found in the common interest which includes his interest, at least until such time as an ideal altruism may lead to the placing of the interest of others and of the community above the interest of self."

## HIGH COST OF LIVING IS BEGINNING TO LOWER

NEW YORK—The cost of living, which in September, 1914, reached the highest point it had touched for years, now shows an appreciable decline according to statistics which have just been collected here. Figures covering twenty-five commodities of ordinary consumption arranged to represent the purchases of an average family show a collective decline of approximately 15 per cent as compared with one year ago, and are very close to the level they occupied before the outbreak of the European war. The heavy crops of fruits and cereals raised in the United States this year have proved the chief factor in bringing about a more reasonable scale of prices. The greatest declines have taken place in the cost of flour and sugar, the former having declined one and one half cents and the latter two cents a pound. At the beginning of the war last year there was a veritable flour panic among the housewives of the country who rushed to lay in heavy supplies for fear of a shortage, but the harvesting of the greatest wheat crop in the history of the country has dissipated all alarm on this score. In the case of sugar it is explained that the large crop of home-grown sugar which is just now coming to market has forced the refiners of imported sugar to reduce their prices, which have been held at a high level since the beginning of the war. It is declared by those familiar with the industry that the present is an opportune time for American sugar growers to expand their business and that if the free sugar law is repealed as now seems to be likely they will be able to produce enough sugar to furnish keep competition with the refiners at all seasons, and to keep the price of sugar low throughout the year.



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