



Be Completed by June.

The completion of the Deschutes railway into Madras by next June is the present hope of the Harriman construction forces, and the prediction is made in the offices of the company that trains will be running regularly to that point by the middle of the coming Summer.

The promise is not definitely made, as unlooked for obstacles are frequently encountered in railroad work, but progress so far has been so satisfactory that such a time limit for the completion of that portion of the road is now indicated.

The completion of the remaining 30 miles of the railroad to Redmond, as now projected, will come later in the year.

If these hopes are fulfilled, the original time fixed for completion of the railroad through the Deschutes Canyon will have been shortened from eight months to one year. As previously outlined, the work was to require two years.

The company has been rushing construction this Fall, however, and now has a force of 2300 men in the field. In addition, five steam shovels and 800 teams are working.

Preparations are being made to use a steam shovel in the construction of the 800-foot tunnel at Horseshoe Bend. The character of the preliminary work shows that a shovel may be used to advantage, and one is now being taken down Mank's Canyon to begin work at the south portal. When the shovel is in operation the

tunnel will go ahead at the rate of 30 to 40 feet a day.

Beyond Madras there is some heavy viaduct work to be done, and this can be accomplished to best advantage after rail transportation is given to that point.

Near the mouth of the canyon 15 miles of grade have been practically completed. The grade, however, has not all been connected up, owing to the heavy work in getting over the Moody dam. The entire field is covered with construction crews to and beyond Madras, with the exception of one point of conflict with the Oregon Trunk Line.

Woolgrowers Meeting.

The 12th annual convention of the Oregon Woolgrowers Association will be held at Pendleton, November 9th and 10th, 1909.

The O. R. & N. Co. has granted a one and one third fare for the round trip.

The program is the best and most instructive yet arranged and prominent and expert men will address the convention on subjects most vital and important to the sheep and wool industry.

Don't buy a heating stove until you see that Hamord heater at Gilliam & Bisbee's.

THE DEMONSTRATION TRAIN

Interesting and Profitable Meeting in Heppner.

The impression created by the men sent here on the O. R. & N. demonstration train last Tuesday will be lasting and will undoubtedly bring results that will be of benefit to agricultural interests and to the community at large.

While the demonstration train that visited us a year ago was hailed with doubt as to the questions advanced and criticism resulted from hasty conclusions to a certain extent, still the visit planted seed that has grown into general interest among the farmers in the questions of better agricultural methods.

Much interest was shown everywhere and the close attention and eagerness to get personal interviews for an exchange of thought was a noticeable feature.

The experts came without any brass bands and in plain sensible and practical talks convinced the listeners that no vague theories were to be tolerated. That only thoroughly tried and known methods were to be presented.

That the farmer must rely upon his own resources and judgment, but, if desired, the farmer could have at his command the aid of special study in modern methods.

The experts impressed everyone with the fact that we were soon to have an experiment station here in Eastern Oregon where experiments would be conducted among environments and conditions familiar to us.

Here our own methods, methods of other dry sections, in fact every way would be put into actual execution and the farmer would have an opportunity to see with his own eyes the actual results.

The demonstration train pulled into the O. R. & N. depot Tuesday afternoon on schedule time. A fair sized crowd was in wait-

ing. The train was in charge of A. A. Morse, special representative of the freight department.

Dr. Jas Withycombe, director of the Oregon Experiment Station delivered a short introductory address and complimented Heppner and Morrow county upon the wide reputation of our wools and the fact that we could boast of one of the finest herds of cattle in America.

D. O. Lively, manager of the new union stock yards in Portland, was the next speaker. Mr. Lively gave some interesting facts in relation to stockyards and the livestock industry in general.

Prof. Kent followed with interesting data in relation to dairying, showing the great difference in cows in bringing profit and showing figures to prove the superiority of Portland as a market for dairy products.

Prof. Cole spoke on horticulture and presented some good points on the planting and care of orchards.

Prof. Scudder, agronomist, talked on dry farming and improved farm methods. He recommended deep fall plowing, the harrowing of grain after it comes up and the selection of better seed, recommending the use of northern grown Turkey Red wheat.

Byron Hunter, of the U. S. Department of Agriculture talked on hog growing and gave some valuable information in relation to the industry.

In the evening stereopticon views were thrown on the canvas at the Orpheum theatre. The slides consisted of orchard scenes, fruit trees, fine stock and the Agricultural college buildings at Corvallis.

The theatre was entirely too small to accommodate all who desired to attend.

Following the stereopticon scenes a smoker was held at the Commercial Club rooms where the time was enjoyably spent until the departure of the train.

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Thinks \$10 Too Much.

Columbia, S. C., Oct. 23.—Because he was asked to pay \$10 for a plate at the luncheon that will be given to President Taft on the occasion of his visit to the city November 6, Senator Tillman has declined to attend and says that he may not serve on the reception committee.

Mr. Tillman says that, while Columbia is to be the nominal host of Mr. Taft, the city expects the state at large to pay for the President's entertainment. He makes these statements in a letter addressed to the secretary of the Chamber of Commerce, and goes on:

"This may be a new way of conducting entertainments in South Carolina that will find favor in the future, but it is wholly contrary to all the ideas of courtesy and hospitality that I ever heard of in this state, and I do not propose to lend my aid or countenance to it."

Mr. Tillman in concluding his letter, says:

"It seems to be the official scheme to ask men to meet the President and have them pay the expenses. I tell you emphatically no. I will not attend the luncheon."

Governor Ansell and the other members of the committee in charge of the affair have accepted invitations and paid for tickets, as have more than 100 residents of South Carolina outside of Columbia, including United States Senator Smith and Chief Justice Jones.

The ladies aid society of the Methodist church will give an experience social in the church Friday night October 29. Program and refreshments. Admission 10 cents. Everybody invited.

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