

Irrigation Projects Under Way.

The annual report of the Reclamation Service for the past fiscal year describes briefly work in Oregon up to June 30, 1909.

From the report it appears that the Umatilla project, as a whole, was 85 per cent completed at the close of the fiscal year; the Hermiston unit completed in its entirety. The Klamath project on that date was 38 per cent completed. During the past season 1700 acres were under irrigation on the Umatilla project while 21,000 acres of Klamath land, practically all in private ownership, was opened to irrigation.

The irrigable area of the Umatilla project, when fully completed according to present plans, will be 20,440 acres, of which 6823 acres is embodied in the completed Hermiston unit. Out of the entire project, 9852 acres is public land, 1800 acres are held by the railroad company, and 8788 acres are in private ownership. The Government agrees to furnish 2.8-acre feet of water per annum to all landowners, the water right costing \$60 per acre, with an additional charge of \$1.30 per acre per annum maintenance charge.

Over the greater portion of the Hermiston unit water service was regularly maintained during the season of 1908 except for a day or two during and just after violent dust storms. Thirty miles of main laterals were in use, and 13,000-acre feet of water had been turned into the distributing system when service of water was discontinued September 17.

For the season of 1909 water was first delivered the latter part of March, and has since been maintained with regularity. During the season just closed 35 miles of main laterals were in use.

"Settlement on the Umatilla project is somewhat delayed," says the report. "On account of the comparatively large area held by desert land-entrants who, under the present ruling, cannot obtain patent to their lands until after full payment of the building charges. Under these conditions the subdivision and sale of land is difficult, and the difficulty is greatly increased because of the high price at which unimproved land is held."

"Homesteads are in great demand and are promptly filed upon. The common price for a relinquishment seems to be from \$25 to \$30 an acre for new land. Excluding town lots and acre tracts near Hermiston, water right applications have been made for 165 holdings, aggregating 7600 acres."

"Hermiston, located in the midst of the irrigable lands, is a well-built town of 800 or 900 inhabitants. Between 1100 and 1200 people are living on the project."

The report shows that the total cost of the Umatilla project, to June 30 last, was \$1,045,085. Of this total, \$38,550 was spent on storage works, \$268,226 on the storage feed canal, \$193,333 for the distributing system and the balance for minor purposes.

The Klamath project, when completed, will irrigate a total of 173,000 acres, 135,000 acres in the lower project, 37,000 in the upper. Of the lands under this project, 42,000 acres are in the hands of the Government and 800,00 acres in private ownership. It is intended to furnish 1.8-acre feet per acre to the lands of this project. Although only 21,000 acres were under irrigation last season, 30,000 acres were ready for water, practically all in private ownership. The building charge of this project is now fixed at \$30 per acre, with an additional 75 cents per acre per annum for maintenance charge.

Better Harbors for West.

Washington, Dec. 10.—Joint delegations, representing Oregon and Washington, had an hour and one-half hearing this afternoon before the House rivers and harbors committee in order to present arguments in favor of liberal appropriations for Northwestern waterways.

J. N. Teal, of Portland, made the opening statement, in which he asked the committee to appropriate all the amounts recommended by the Army Engineers, particularly for the mouth of the Columbia and Celilo canal, both of which projects, he said, should be placed under the continuing contract system to insure early completion. Mr. Teal also urged the adoption of the 30-foot project from Portland to the mouth of the Columbia. He showed by figures how river improvement in the Northwest has forced the reduction of rail rates, and predicted that Celilo canal, when completed, would very soon save its entire cost.

Teal also urged Congress to appropriate \$300,000 to be added to a like appropriation by the State of Oregon to purchase the canal and locks at Oregon City.

Representative Hawley, who followed, strongly urged liberal appropriations for the rivers and

harbors of Western Oregon. He pointed out the manner in which local interests by bond issues and otherwise had raised large amounts to assist in improving their waterways, and argued that people showing this spirit of co-operation should receive financial assistance from the general Government.

The people of Coos Bay, he said, were raising \$500,000 to improve their harbor, and asked Congress to give them a 40-foot channel across the bar at entrance to the bay. He favored the adoption of the new project for Siuslaw River which had been recommended by the engineers.

At Tillamook, he said, the engineers, notwithstanding the direction of Congress, had made no survey, but had submitted an adverse report. This, he maintained, was unjust, and he strongly recommended that the committee adopt the new project for this locality on which Government and local interests can co-operate. Dredging should be done in Yaquina Bay, he said, to remove bars recently formed in the channel.

As to the situation in Oregon City, he differed with Teal, and suggested that the committee make an appropriation for building a new canal on the east side of the river, rather than purchase the existing canal and locks on the west side. The new canal on the east side, he said, would be shorter than the existing canal, and could be built cheaper than the old canal could be bought and repaired, and when completed would be more satisfactory for navigation purposes.

Money appropriated by the state, he said, could be used for this purpose. Senator Jones and Dr. Blalock, of Walla Walla, spoke briefly in support of the Columbia River improvement from its mouth to Kettle Falls, and also for the improvement of Snake River.

Secretary Norblad, of the Astoria Chamber of Commerce, stirred the committee in a brief talk in which he pleaded for the immediate completion of the improvement of the Columbia River, particularly at its mouth. He said the Columbia is the only port of the Pacific having a down grade haul from the Inland Empire to deep water on the Columbia, for 130 freight cars, whereas, to all other Coast ports two engines together can haul only 40 cars over the mountain grades.

The committee made no comments following the hearing.

Stockholders' Meeting.

Notice is hereby given to the stockholders of the Galloway Telephone Company that there will be a meeting held of said company at the office of C. E. Woodson, Heppner, Oregon, on Saturday, December 28, 1909, at the hour of 2 o'clock p. m., for the purpose of electing three directors for the ensuing year and to transact such other business as may properly come before the meeting.

GEO. J. CURRIN, Sec. etary.

Notice For Publication.

Isolated Tract—Public Land Sale. Department of the Interior, U. S. Land Office, LaGrande, Oregon, November 8th, 1909. Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Act of Congress approved June 27, 1908, (34 Stat., 517), we will offer at public sale, to the highest bidder, at 10 o'clock a. m., on the 30th day of December, 1909, at this office, the following described land: The NE 1/4 section 18, T 1 N, R 27 E W. M. Serial No. 06342.

Nov 18 Dec 18 F. C. BRAMWELL, Register. COLON R. EBERHARD, Receiver.

NOTICE FOR PUBLICATION. Isolated Tract.

Public Land Sale. Department of the Interior, U. S. Land Office at LaGrande, Oregon, November 8th, 1909.

Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Act of Congress approved June 27, 1908 (34 Stat., 517), we will offer at public sale, to the highest bidder, at 10 o'clock a. m., on the 23rd day of December, 1909, at this office, the following described land: The W 1/4 SW 1/4 section 33, and SW 1/4 NE 1/4 section 34, T 2 S, R 29 E, W. M., serial No. 05948.

Nov 18 Dec 18 F. C. BRAMWELL, Register. COLON R. EBERHARD, Receiver.

NOTICE FOR PUBLICATION. (Public Land Sale.)

(Isolated Tract.) Serial No. 04675.

United States Land Office, The Dalles, Oregon, November 9, 1909. Notice is hereby given that, as directed by the Commissioner of the General Land Office, under provisions of Act of Congress approved June 27, 1908, Public—No. 203, we will offer at public sale, to the highest bidder, at 10 o'clock a. m., on the 20th day of December, 1909 next, at this office the following tract of land, to wit: E 1/4 SE 1/4 sec 34 and W 1/4 SW 1/4 sec 35 T 2 S R 25 E W. M.

Nov 18 Dec 18 C. W. MOORE, Register.

More Power for Commission.

Washington, Dec. 10.—A controversy over railroad legislation will be precipitated in Congress this Winter which in importance promises to surpass the legislative conflict over railroad rates four years ago. The first gun was fired today by Senator Cummings, of Iowa, when he introduced a bill proposing radical changes in the Interstate Commerce act. In a large sense the Cummings measure is a substitute for the present Interstate Commerce act.

It is expected that measures proposing amendments to the law will be introduced early in January by Senator Elkins which will differ from the Cummings bill in many important details.

In brief the Cummings bill requires the Interstate Commerce Commission to promulgate a uniform classification of freight and to prepare a plan for the statement of freight rates which shall hereafter be made in a uniform way. The carriers are required to adopt this classification.

The Commission is authorized to consider rates on its own motion with a view to determining their reasonableness, and is empowered to fix maximum and minimum rates.

In any action instituted in court to set aside an order of the Commission respecting rates the courts are prevented from inquiring into the reasonableness or sufficiency of any rate fixed by the Commission.

The bill provides that changes in rates shall not become effective until they are approved by the Commission. It prohibits the acquisition or control by any common carriers of any parallel competing line or from acquiring the capital stock or bonds of any other carrier that is a competitor.

By the terms of the bill a carrier is prohibited from issuing any capital stock without payment at par either in money or in property and, in effect, the Commission shall have supervision of the issues of stocks and bonds by any carrier. Specific directions are given for the disposition of the proceeds of any sale of bonds. After January 1, 1911, no carrier doing interstate business shall be permitted to engage in any other business than that of common carrier.

Notice to Patrons.

All accounts due the Heppner Light & Water Co., must be paid by January 10, 1910, or service will be shut off.

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Notice For Publication.

Department of the Interior, U. S. Land Office at The Dalles, Oregon, October 9, 1909.

Notice is hereby given that Archie Z. Barnard, of Hardman, Oregon, who, on April 8th, 1908, made homestead entry No. 10948, for SW 1/4 SE 1/4 E 1/4 SW 1/4 and lot 3, section 19, township 4 south range 25 E W 1/4, has filed notice of intention to make final commutation proof, to establish claim to the land above described, before J. P. Williams, U. S. Commissioner, at his office at Heppner, Oregon, on the 22nd day of November, 1909.

Claimant names as witnesses: Edward Merrill, Fred Knighton, Frank Cramer and Maurice Devore all of Hardman, Oregon.

Oct 21 Nov 18 C. W. MOORE, Register.

PROFESSIONAL CARDS

Sam E. VanVactor.
ATTORNEY AT LAW.

Office on west end of May Street
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C. E. WOODSON,
ATTORNEY-AT-LAW

Office in Palace Hotel Heppner, Oregon

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