

Wallowa County Chieftain

County Pioneer Paper

Established in 1884. Published every Thursday by The Enterprise Press. Office East side Court House Square.

Entered in the postoffice at Enterprise, Ore., as second-class matter.

SUBSCRIPTION RATES
One year \$1.50 Three months 50c Invariably in Advance.

THURSDAY, JUNE 17, 1909.

CUSTOMERS PAY THIS EXCESS FREIGHT.

At the present time all freight shipped into this county must pay a high rate added to the continuous distance tariff rate to Elgin.

For instance, the first class rate from Portland to Elgin is \$1.35 a hundred. A merchant in Joseph must pay that and in addition 45 cents a hundred for the 42 miles hauled from Elgin to his town. The merchant in Wallowa must pay 34 cents additional to the Elgin rate for the 45 miles haul from Elgin to Wallowa. These extras, mind you, are for merchandise shipped through from Portland (or elsewhere) and that is not unloaded or even delayed at Elgin.

So at present, under this unjust and unfair system of rates, the customers of the Wallowa and Joseph merchants must pay the following rates on articles brought from Portland:

Wallowa, \$1.89 per hundred.

Joseph, \$1.81 per hundred.

Now the rate per mile from Portland to Elgin is three and five-tenths mills per hundred pounds. In the continuous distance tariff the rate per mile decreases with the increase of distance. Therefore the rate from Portland to Wallowa per mile should be less than the rate per mile from Portland to Elgin, and the Portland-Joseph rate per mile should be still less. But under the present unfair system both rates per mile are more than the Elgin rate, the Wallowa people must pay one mill more per mile and the Joseph people one and two-tenths mills more per mile. The farther you go the higher the rate per mile!

As we don't know the exact ratio of decrease of rate to increase of distance in the continuous distance tariff, we will apply the Portland Elgin rate per mile to the above two points in this county. Bear in mind this is more than an absolutely fair rate would be. Applying the Elgin rate, three and five-tenths mills per hundred pounds per mile, we find the customers would pay as follows on goods from Portland:

Wallowa, \$1.51 per hundred.

Joseph, \$1.57 per hundred.

A saving to the customer of 38 cents on every hundred pounds shipped into Wallowa, and 24 cents of every hundred pounds of first class freight shipped into Joseph!

The foregoing comparison is based on first class rates. Second, third, fourth and fifth classes, and car load lots, show proportionate differences.

We can understand why the railroad company opposes the correction of this injustice, but are Joseph, Lostine and Wallowa correctly represented as being lined up against the reduction?

ENTERPRISE FOUGHT ALONE.

Just why the representatives from Joseph, Lostine and Wallowa should oppose the asked for reductions in freight rates is not clear. True there were side issues brought up, and an attempt made by the railroad attorney to pit the three towns against Enterprise, but those were no reasons for long-headed business men to fall into the astute attorney's trap. Even if some of the complainant's witnesses should nurse grievances of alleged discrimination in the wool schedule and other matters of town rivalry, those matters were secondary. The main point affects Joseph, Lostine and Wallowa equally with Enterprise, and it was a splendid opportunity for the representatives of those towns to have risen above petty jealousy and joined in the good work for the benefit of the people who buy their goods in those towns.

As it is, the whole blame for the hearing and the punishment to be meted out by the railroad will fall on Enterprise. On the other hand, if the rates are reduced, the credit must be given to Enterprise, that put up the fight singlehanded and alone, but

the whole county benefitting. Let's make this clearer. Enterprise should not be given undue credit. The matter that moved the citizens here to action is a minor thing—a small discrimination against this city in the wool rate. If it hadn't been for that, this town would probably have continued to bear meekly and without protest, as did the other towns, the grosser wrong, all afraid to open their mouths. It is the pin pricks that make us light. Bully for pin pricks! Enterprise fought and without assistance; whether for good or ill we shall see.

WHAT THE RATE HEARING DISCLOSED.

In spite of the nagging efforts of the railroad attorney to turn attention from the merits of the case, and make it appear a town fight, the rate hearing in this city Monday brought out the truth, thanks to the commissioners themselves.

The real point and meat of the matter is the O. R. & N. is charging the people of this county local rates from Elgin on through shipments, whether from Portland or the East. Something it does to no other community on its entire line and what it never had the nerve to attempt on any other branch line, whether newly completed or not, or whether it was easily or cheap to build.

On long distance or through shipments there applies what is known as a continuous distance tariff, which diminishes in rate per mile as the distance increases. It is on the principle that it costs more per mile to move one ton 10 miles than it does to move the same shipment 100 miles. This is partly because the loading, unloading and discharging charges would be same on the short and long distance haul, and also for other reasons pertaining to the carriage and the record of the same, in which it is needless to go into more detail. It is simply the difference between selling at wholesale and retail, in this case the article sold being transportation.

Now this continuous distance tariff in operation all over the whole O. R. & N. road, main line and branches, over mountains and through canyons, over the Pilot Rock branch completed only last year, everywhere a iron horse goes this tariff exists—except on the Elgin extension.

The O. R. & N. treats everybody and all bodies alike—except the people of Wallowa county.

It was for the purpose of putting an end to that discrimination that the Enterprise Commercial club appealed to the state railroad commission, after vainly trying to get a hearing from the railroad officials, only to be answered flippantly by under-trappers or specifiers who were running the office in the absence of Freight Agent Miller.

The hearing was held, the facts brought out and as the cause is just it will win. If the continuous distance tariff is extended to this county the people will save thousands of dollars yearly.

BAND DESERVES SUPPORT.

This paper believes some arrangement should be made for more general and public support of the band, of which we are all so proud and to which we are so neglectful of our duty.

Today the band is one of the best in Eastern Oregon, due to the splendid work of Conductor Pratt and the unselfish work of every member. In the last year and a half the band has not only paid all its running expenses which are no inconsiderable amount, but has paid off a big share of the original indebtedness incurred for instruments, which certain business men had gone surety. And during all this time the band has responded willingly and without price on public occasions.

It is time a steady income was guaranteed. It need not be large but should be enough to hold the organization together. Uniforms and new music are needed. In exchange for this support, outdoor concerts at regular times could be given in the summer and less frequent indoor concerts in the winter, that would provide free entertainment for the people both in town and country, and repay the money given many times over.

Japalac, varnish stains, linseed oil at Burnaugh & Mayfield's.

Home Course In Modern Agriculture

XIV.—Some Points on Stock Feeding

By C. V. GREGORY, Agricultural Division, Iowa State College

Copyright, 1908, by American Press Association

IN order that the feeds fed to stock may be used to the best possible advantage it is necessary that they should be of the proper kinds and fed in the proper amounts.

One of the important things to take into account in determining the value of a feeding stuff is its digestibility. Some feeds, such as oat straw, are not more than 50 per cent digestible, while in the case of the corn grain over 90 per cent is used by the animal. Feeds with a high percentage of digestibility, like the grains, are called concentrates, while those with a large amount of indigestible crude fiber are called rough feeds.

Every animal must have a certain amount of roughage; otherwise the grain would lie in the stomach in a heavy, sodden mass, which could hardly be penetrated by the digestive juices, and indigestion would be sure to result. The crude fiber, while indigestible in itself, dilutes the more concentrated feeds and greatly hastens the process of digestion. The ruminants are able to obtain a large share of their feed from roughage. Horses use considerable, though owing to their smaller stomach they cannot use as large quantities as cattle do. Swine are usually regarded as grain eating animals, yet they, too, do better for having some roughage. Mature hogs will maintain themselves on a good ration of clover pasture without any grain at all, and fattening swine will make greater gain if fed on pasture.



FIG. XVII.—THERE IS NO FOOD BETTER THAN MILK FOR YOUNG ANIMALS.

In winter, when pasture is not available, hogs will eat considerable amounts of clover or alfalfa hay if they can get it and will be healthier and make better gains for having it.

Another important quality in a feed-stuff is its palatability. Stock will make greater gains on feeds that they like, even though they contain no more nutritive material than those that are not so palatable. Closely related to palatability is succulence or juiciness. Cows give a large flow of milk on pasture not so much because of its high feeding value, but because of its succulence and palatability. Stock of any kind will not make the best use of their feed if given nothing but dry hay and grain.

The most satisfactory means of providing succulent and palatable feed during the winter is by the use of the silo. Silage has a high feeding value and is cheap, since from eight to twelve tons can be raised on an acre. It finds its greatest use as a feed for dairy cows, but also makes a profitable addition to the ration of nearly all classes of stock.

The most important point to consider in preparing a ration is the relative proportion of the different constituents. Fats and carbohydrates are interchangeable and can be considered together, since they both go to furnish heat and energy or to build up animal fat. Neither of these substances, however, can take the place of protein, since neither of them contains nitrogen. To build up the muscles, organs and other parts of the body which require this element considerable protein must be fed. The ordinary feeds found on the farm contain too little protein in proportion to the other substances. To secure the best results a balanced ration—that is, one in which the amount of protein is in the proper proportion to the amounts of fats and carbohydrates—must be fed.

It can readily be seen that what is a balanced ration for one class of stock may not be for another. Young calves, colts and pigs require more protein and ash in their food than do mature animals. A work horse needs large amounts of fat and carbohydrates to supply him with energy, but he also needs considerable protein to repair his muscles, which wear out very rapidly. A fattening steer needs only a minimum amount of protein, since he is neither growing nor using his muscles. A milk cow needs a great deal of protein and ash to use in making milk, together with a liberal amount of the other constituents, to supply energy and to make into butter fat. A pregnant animal is in especial need of protein and ash to use in building up the bones and flesh of its offspring. All animals need larger quantities of the heat forming elements in the winter in order to keep the body warm.

Another important point, one that must not be lost sight of in preparing rations for any class of stock, is the cost. It makes no difference how digestible, palatable or well balanced a

ration may be nor how rapid gains it will produce, if those gains are put on at too great an expense the feeding operations will result in a loss. For the last two years, for instance, bran and shorts have been so high in price that it is doubtful if they could be fed at a profit. Bran produces a large milk flow when fed to cows, but silage and clover hay are just as good and cost only a fraction as much.

The question of how much a farmer can afford to spend for concentrated byproducts is always a perplexing one. Something is needed to balance the corn, which is the principal feed on most farms. If nothing else is fed with corn it will not be thoroughly digested and much of the nutriment which it contains will be wasted. When corn is cheap this does not matter so much, but when the price goes up to 50 or 60 cents a bushel it becomes an important consideration. This applies not only to corn, but to other grains as well, since all contain an excess of carbohydrates and fat. Oats come the nearest to being a balanced ration of any farm grain, but they are usually too expensive to be fed exclusively. Mixing oats with corn does not make a balanced ration, since the oats have scarcely enough protein to balance their own carbohydrates and fats. Another factor which must be taken into consideration is the health of the animals. This will surely suffer if they are compelled to live long on a single kind of feed, especially one that is as low in protein as corn is.

When grain is high in price the saving effected by the purchase of some supplementary feed rich in protein will usually much more than pay the cost. In buying feed to balance corn or other grain the chief consideration should be the amount of digestible protein which it contains. Ash is also important, especially if it is to be fed with corn, which is low in ash. By dividing the price per ton of a feed by the number of pounds of digestible protein in a ton the price per pound of protein is easily determined. Thus the comparative cost of protein in the different byproducts can be figured out and the one used which will furnish it in the cheapest form.

For hogs there is probably no better or cheaper source of protein than tankage or meat meal. A ration of one part of this to ten parts of corn is an ideal one for fattening hogs. For growing pigs the amount of tankage should be doubled and some skim milk added if it can be obtained. Milk is an almost perfect food for all young stock, and the farmer who has a large supply of it has a big part of his feeding problem solved.

Another feed that is invaluable for young pigs and calves is dried blood or blood flour. Nothing else will stop scours so quickly nor do so much toward starting along an unthrifty pig or calf. A heaping teaspoonful to a feed is enough for a young calf, with proportionate amounts for the pigs. The reason that these packing house byproducts are especially valuable for young animals is because of the large amount of ash which they contain. The use of such feeds insures strong bones and healthy, vigorous animals.



FIG. XVIII.—CLOVER PASTURE IS AN EXCELLENT FOOD FOR SHEEP.

A lack of ash is the chief fault that can be found with the corn byproducts, such as germ oil meal and gluten feed. For this reason these feeds are not so valuable for milk cows and young stock, although they are all right for fattening animals. Oil and cottonseed meals contain more ash than the corn products, but not so much as tankage. They are usually a cheap source of protein. Oilmeal is especially valuable for keeping the system in tone, the bowels loose and the coat sleek and glossy. Cottonseed meal should never be fed to hogs, as they often die from eating it.

There is nothing better than clover pasture to balance the ration of fattening swine. Clover pasture, with perhaps a small allowance of grain, is an ideal feed for milk cows, calves and colts. The little pigs will learn to eat it also, but will need considerable grain or skim milk in addition if they are to make rapid gains. Clover hay and corn is a ration for fattening cattle and sheep that cannot be beaten. Clover hay and silage with a little corn and oilmeal added is a first class winter feed for dairy cattle. Even for horses clover hay, if not dusty, is the best of roughage. Its liberal use for all classes of stock will reduce the cost of feeding and add to the profits. So it is evident that the wise farmer will not neglect to provide a clover pasture that is ample.

NOTICE FOR PUBLICATION—UNLATERED TRACT.

Public Land Sale. Department of the Interior, U. S. Land Office at La Grande, Oregon, May 19th, 1909.

Notice is hereby given that an directed by the Commissioner of the General Land Office, under provisions of Congress approved June 27, 1896 (34 Stats, 517), we will offer at public sale, to the highest bidder, at 10 o'clock a.m., on the 8th day of July, 1909, at this office, the following-described land: S 1/2 NW 1/4 Section 1, and Lot 1 and SE 1/4 NE 1/4 Section 2, T. 18. N. 44 E. W. M. Serial No. 02134.

Any persons claiming adversely the above-described land are advised to file their claims, or objections, on or before the time designated for sale.

F. C. Bramwell, Register.

40c5 Colon R. Eberhard, Receiver.

Fresh Fish every Friday and Saturday at Cray & Willett's City Market.

Elgin Flour at W. J. Fuлк & Co's. Patent \$1.50 a sack, straight grade, \$1.40 a sack.

W. B. APPLIGATE, Notary Public.

Collections made, Real Estate bought and sold and all business matters attended to. Call on or write me. PARADISE, OREGON.

ALL THE DAILY PAPERS, MAGAZINES AND THE National Weeklies at **Coleman Brothers** The Best Cigars, Confectionery and Fruit. Stationery Supplies of all kinds. First door east of Postoffice.

LODGE DIRECTORY

I. O. O. F. ENTERPRISE LODGE, No. 153. EMERALD REBEKAH LODGE, No. 119. **K. of P.** ENTERPRISE LODGE, No. 1. JUANITA TEMPLE, No. 1. Pythian Sisters.

MASONIC ENTERPRISE CHAPTER No. 30, Royal Arch Masons, meets first and third Tuesdays of each month in Masonic Hall, 4th Walling Royal Arch Masons welcomed. J. B. OLMSTED, High Priest. D. W. SHEAHAN, Secretary.

WALLOWA LODGE, No. 82, A. F. & A. M., meets second and fourth Saturdays of each month in Masonic Hall. Visiting Masons welcomed. J. A. BURLHIGH, W. M. W. C. BOATMAN, Secretary.

WALLOWA VALLEY CHAPTER, No. 50, O. E. S. meets first and third Thursdays of each month, in Masonic Hall. Visiting Stars are always welcomed. MRS. ELVA L. FRENCH, W. M. MRS. MARY E. STEEL, Sec.

EAGLE CAMP, No. 1940, M. W. A. W. A. meets first and third Thursdays in each month, in new fraternal hall. Visiting Neighbors always welcome. J. W. RODGERS, Comd. T. M. DILL, Clerk. ANEROID CAMP, No. 3542, R. N. of A.

W. O. W. ENTERPRISE CAMP, No. 535, W. of W. ALMOTA CIRCLE, No. 278, W. of W.

S. K. Clark Plumber & Steam Fitter. Full line of plumbing material. Satisfaction Guaranteed. Shop at Keltner's Hardware Store. Leave Orders.

WESLEY DUNCAN, Stock Inspector for Wallowa County. **JOSEPH, OREGON**

L. Berland, Dealer in Harness, Saddles, Chaps, Spurs, and Leather Goods of all descriptions. I will fit you out with the best goods for the least money. When in need of anything in my line, call and inspect my stock before purchasing. **ENTERPRISE, OREGON**

If a Telephone is a good thing for over ONE THOUSAND others **WHY NOT YOU?** Now is the time to get your name in our New Directory soon to be issued. **Home Independent Telephone Co.**

Summer Rates East During the Season 1909 via the **Oregon Railroad & Navigation Co.** OREGON SHORT LINE AND UNION PACIFIC RAILROAD from Portland, Seattle, Spokane, Tacoma, Walla Walla and all points on The O. R. & N. line **To OMAHA and Return - \$60.00** **To KANSAS City and Return - \$60.00** **To ST. LOUIS and Return - \$67.50** **To CHICAGO and Return - \$72.50** and to other principal cities in the East, Middle West and South. Correspondingly low fares. On Sale June 2, 3; July 2, 3; August 11, 12 **To DENVER and Return - \$55.00** On Sale May 17, July 1, August 11 Going transit limit 10 days from date of sale, final return limit October 31st. These tickets present some very attractive features in the way of stopover privileges, and choice of routes; thereby enabling passengers to make side trips to many interesting points enroute. Routing on the return trip through California may be had at a slight advance over the rates quoted. Full particulars, sleeping car reservations and tickets will be furnished by any O. R. & N. local agent, or **WM. McMURRAY**, General Passenger Agent, Portland, Oregon. **J. G. HARMAN**, Agent, Enterprise, Oregon.

"Careful Banking Insures the Safety of Deposits." Depositors Have That Guarantee at **WALLOWA NATIONAL BANK** OF ENTERPRISE, OREGON CAPITAL \$50,000 SURPLUS \$50,000 We Do a General Banking Business. Exchange Bought and Sold on All Principal Cities. Geo. W. Hyatt, President W. R. Holmes, Cashier Geo. S. Craig, Vice President Frank A. Izavia, Asst. Cashier DIRECTORS: GEO. S. CRAIG, GEO. W. HYATT, MATTIE A. HOLMES, J. H. DOBBIN, W. R. HOLMES