

# The Times-Herald.

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## TO HAVE A PACKING PLANT

### STOCKMEN OF PACIFIC NORTHWEST TO BE INDEPENDENT.

Plans are formed for \$500,000 Establishment to be Located in Portland-- Will Fight the Trust.

Work that has for the last six months been quietly progressing with the object of establishing an independent packing plant in Portland is now showing from and, if certain requirements are complied with by the stockmen of the Pacific northwest and the city of Portland, a \$500,000 plant independent of the meat trust is assured for this city. The Portland men who are most intimately connected with the promotion of the enterprise say that these requirements can and will be met.

The conditions are, briefly: A subscription of \$250,000 of the stock of the proposed institution, the securing of a desirable location and the building of railroads to it. The Independent Packing House association, with headquarters at Denver, agrees to subscribe the other half of the \$500,000.

A meeting will be held in this city on July 9, to be attended by the officers of the Independent Packing House association, the representatives of livestock interests of the states of Idaho, Utah, Colorado, Montana, Washington and Oregon, and Portland men. This city is represented in the movement by a committee appointed by the city's commercial bodies, composed of R. Livingstone, Henry Hahn, Jay Smith, I. N. Fleischer, J. C. Ainsworth, Col. R. C. Judson and others whom the committee may call in to assist. At this meeting plans for carrying the campaign to a successful conclusion will be formulated and agreed upon by all the interested parties. The Denver people will present a definite proposition and this will, it is expected, be accepted by the meeting, as its provisions are already well understood among the active workers.

The advent of the Independent Packing company into the cattle and sheep industry of the far northwestern states dates back to last summer. At the Kansas City convention of the National Livestock association an agitation was begun for relief from oppressive conditions that had grown out of a combination between the packers of Chicago, Kansas City and Omaha and the railroads. With the country in a prosperous condition and prices of packing house products high the men who were raising the cattle and hogs and sheep on the western ranges were being ground down to prices that threatened ruin for them.

Freight rates seemed to operate in every instance in favor of the eastern packers and against the western stock growers, although the latter class represented a combine capital of three and a half billions while the packing trust represented but one hundred millions. The stock growers concluded that they had been permitting the tail to wag the dog, and then and there they resolved to secure relief from these conditions, even if it became necessary for them to go into the packing house business. The Independent Packing company was the result. Backed by the real livestock interests of the country it was organized under the laws of Arizona, with a capital of \$5,000,000.

### TO BUILD STATE OF OREGON UP SOLID

An important movement is on foot, started in Portland by some of the live, up to date business men to concentrate the efforts of the people of all sections of the state to get our advantages before the world concise, logical and clear order. The foundation has been laid for a state society called the Oregon Development League. The prime mover of the enterprise is Mr. Tom Richardson and at a banquet recently given in Portland he explained the objects of the association and that banquet Col. W. F. Butcher, W. E. Grace, E. P. McDaniel and

others of Baker City were present, says the Democrat.

Mr. Richardson proposes to accomplish the objects in view through a state convention soon to be called to meet in Portland and delegates will be invited on a certain ratio of representation from every city and section of the state; it is desired that a full attendance be had and that a hearty co-operation in the aims and objects of the meeting.

In an interview yesterday afternoon Col. Butcher expressed the opinion of the other Baker City gentlemen concerning this enterprise when he said:

"Yes, I attended the banquet in the Commercial Club Rooms in Portland a few days ago and listened with considerable interest to what Mr. Richardson had to say on this subject of the formation of this Oregon Development League. If everybody would work along the lines that he proposes and all work and pull together Oregon would be the best known state in the Union in a short time. That is what we want. We want to be alive, up to date and progressive in every respect. If each one of us and all our cousins, uncles and aunts, for instance, would make a habit of writing intelligent letters and sending pamphlets and data newspapers and reliable reports to all our cousins, uncles and aunts living in the east, how long would it take for a large portion of the United States to know that Oregon was on the map?"

The O. R. & N. Co. under the recent efficient management of President A. H. Mohler, his associates General Passenger Agent A. L. Craig, and under the present management of Mr. Calvin and the same traffic department, has done and is doing much to make Oregon and the northwest generally known throughout the country and the world. But these efforts must have the co-operation of the people of the state and that co-operation must be hearty, spontaneous, continuous and directed in right channels. This, as I understand it, is the object of the proposed development league to unite the live people of all sections of the state in one common plan of promoting the industries of every part of Oregon.

"There is no doubt but what the railroads will do their part. They have already done their part. But the people at large have been slow and inactive; have been cold and irresponsive even when train loads of visitors came here seeking information. I can see how a league of this kind properly conducted and its members pledged to work can be made to be of inestimable value to the entire state every county of which is larger than some of the eastern states.

"Let us go to Portland to this convention, pledge ourselves to work for Oregon, and then do the work in harmony with each other and with a common purpose."

### Automobile Line.

Before the first of July, automobiles will be making daily trips over the sixty odd miles of country between Shaniko, the present terminus of the Columbia railroad, and Prineville, according to B. F. Allen, president of the First National Bank of Prineville, who is in Portland for a few days.

"We have long waited patiently in anticipation of the railroad to a point nearer Prineville than the present, even if the route selected did not bring the track to our thriving city," said Mr. Allen, "but now we have decided that our best interest justifies the establishment of an automobile line that will afford rapid transit for passengers, mail and express, and perhaps some freight; and as the railroad is constructed, the distance will be shortened over which the machines are to be operated.

"To successfully operate the machines, it is desirable to have roads in the best possible condition, and to that end the work of rebuilding the roads was undertaken a short time ago."—Review.

Job printing—The Times-Herald

## CATTLE PRICES COMING UP

### THE BOTTOM HAS BEEN TOUCHED SAYS A WRITER.

Farming Communities of the East Have Quit Raising Cattle on High Priced Land on Large Scale.

It now looks as if the bottom has been reached in cattle values and that prices, which have already begun to strengthen perceptibly, will continue in the upward tendency for some time to come, writes Solomon Sagebrush in the Sioux Stock Journal.

It took a couple of years after the slide began before the bottom was reached and as prices generally go down considerably faster than they go up, we must not look for any more than a steady, healthy strengthening of values, and looking at the matter in the light of good reason, we have good grounds for predicting this.

As a natural consequence, the congestion in the markets has been almost entirely relieved and everything sent to market within the last two weeks has found a ready outlet at fair prices. The top price of the year for beef cattle has been raised twice within that time on the Chicago market.

The farming section is now calling for the very class of cattle which they have been nearly giving away to get rid of for the past two years, which is evidence enough to prove that the tide has turned.

During the period of high prices, especially high on stockers, for a few years preceding the big slump, the farmers could well afford to breed cattle and every calf was saved, until the shortage which raised the prices in the first place was more than made up.

As soon as the demand for stock and feeding cattle was filled, values fell until it was a losing proposition to raise cattle on high priced land. The farmers then decided to get what they could out of their young cattle and not get stuck any further.

Their idea was to let the people of the West and South raise the cattle and they would fit them for the market. It was this action on the part of the farmers and stockmen that forced prices down until cattle were a drug on the market. For the past two years breeding has not been stimulated anywhere but on the ranges and even there thousands of head of heifers have been spayed and all dry cows and heifers turned into beef.

"But a little study of livestock statistics shows that the entire production of the ranges does not have much weight when compared with the total output of cattle in the United States.

The ranges have a better show in raising cattle, however, than the farming section, where the cost can not be reduced to suit the prices. All the ranchmen who owned their cattle clear have been able to make a profit, though small during the depressions, and can hold their cattle, when necessary, until they can sell to advantage, without it costing them more than the cattle are worth.

Those who have raised their own cattle have not felt the depression very much, but the men who got hurt are those who bought young cattle at fancy prices. There is too much of an element of speculation in this to make it a safe proposition. It may prove a good investment and may not, but the progressive ranchman can raise his own stock and know he has a sure source of income.

When the farming states begin to depend on the range country to do the breeding that means higher prices all around.

### Price Of Tracts Has Been Fixed.

A special meeting of the state land board has apportioned the Deschutes Irrigation and Power company's lien for irrigation of the 84,600 acres of land lying under its ditches in Crook county, Ore. This amounts practically to appraising the land. The rush of seekers has

begun. About 12,000 applications for the land have been made through the company this week, by actual settlers, and they are as a rule taking 160 acres. A good class of citizens are making application, and the tendency is to select the best land in the tract, says the Journal.

The manner in which these lands are thrown open to the public is controlled by the state law. This tract of 84,700 acres lying between the Deschutes and Crooked rivers which has been placed under Irrigation and power company, was arid government land and regarded as practically of no value. According to law the state may place a lien upon it in favor of a company that will establish an effective irrigation system. The settler may then acquire the land from the state by paying to the irrigation company the amount specified as the proportionate cost of the irrigation plant. Thereafter the land owner pays to the irrigation company a dollar a year per acre for water supplied through the company's ditches, which are so placed as to supply water to the land in any desirable quantity.

The method of determining the price or cost of the land to the settler is shown by the state land board:

No. Acres Irrigable in 40 Acre Tract	Price per Acre for 40 acres
40	\$14.75
38	14.50
35	13.75
30	10.75
25	9.00
20	7.55
15	6.10
10	4.75
5	3.00
3	2.50

### The Burns Druggists

ask the readers of this paper who are suffering with indigestion or dyspepsia to call on them at once and get a bottle of Kodol Dyspepsia Cure. If you know the value of this remedy as we know it, you would not suffer another day Kodol Dyspepsia Cure is a thorough digestant and tissue building tonic as well. It is endorsed personally by hundreds of people whom it has cured of indigestion, dyspepsia and stomach troubles generally. Kodol Dyspepsia Cure digests what you eat. It is pleasant, palatable and strengthening.

A convention will be held in Portland Tuesday and Wednesday, August 2 and 3, under the auspices of the Portland Commercial Club, for the purpose of organizing an Oregon Development League. Every editor in Oregon will be a delegate at large. The mayor of every city and town, the County commissioners, president of every commercial, industrial mining, horticultural, agricultural, stockgrowing, irrigation, dairy and other associations in Oregon, which have for their purpose the upbuilding and betterment of this state, will have the right to name delegates and upon the floor the smallest locality will have the same vote as the city of Portland.

The official call for this convention will be issued just as soon as a few important details, now under consideration, are consummated.

THE MONUMENTAL BRONZE COMPANY, of Bridgeport, Conn., has appointed M. L. Lewis, their agent for Harney County. This old reliable company makes all kinds of Monuments, Grave Covers, Corner posts Vases and Urns, out of pure refined Zinc, which is one of the elementary or virgin metals, the same as gold and silver, and is indestructible and cannot be affected by the climatic conditions. These monuments are cheaper by half than any kind of stone, more beautiful in design and cannot be broken. Mr. Lewis desires all who are contemplating the purchase of anything in this line to call on him at the office of Biggs & Biggs, and see designs sample of material and get prices.

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## A SECTION TO EACH ONE

### HOMESTEADERS IN NEBRASKA GET 640 ACRES OF LAND.

Special Law in Fifth and Sixth Congressional Districts to Enable Settlers To Make a Living on Range.

Seven million acres of land in central and western Nebraska are to be given away in homesteads of 640 acres each on June 28, when the Kinkead law, named after its author, Congressman Kinkead, of Nebraska, will become effective.

Under the size of a homestead in any county of the Fifth and Sixth Congressional districts of Nebraska will be increased from 160 to 640 acres.

Whether the land will go to settlers or will be turned over to the great cattle raisers who for many years have grazed their herds on it, and even fenced it off, is the interesting question out in Nebraska.

Three years ago it was discovered that the big cattlemen had fenced in areas as large as some states in these particular lands. When the effort was first made to drive them out they defied all opposition; but in the end, under stress of indictments and menace of the federal penitentiary, they surrendered.

Federal marshals and deputies tore down many miles of fences though there are still great areas under fence concerning which legal questions remain unsettled.

Following the fencing scandal, an agitation started in favor of the 640 acre homestead act. It was urged that 160 acre tracts could be of no use. The land cannot be farmed and not enough stock can be kept on 160 acres to pay for the time of a herder.

Congressman Kinkead of O'Neill, representing the Sixth district, including 33 counties and more than a third of the entire area of the state, took the lead in the passage of a bill to provide this.

Under it, for fees of less than \$20, one who has not previously used his homestead right, may pre-empt, after June 28, 640 acres of these grazing lands.

The bill applies only to lands within two congressional districts, but of these there are more than 7,000,000 acres belonging to Uncle Sam. Massachusetts and Rhode Island would not equal this tract in area.

Once taking a square mile of land, the homesteader, under the law, must live on it for five years. He cannot commute—that is, relinquish his rights to another. If he abandons his right the land reverts to the state.

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