The Times-Herald.

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GOVERNMENT TURNS DOWN

[illegible] TAKE UP SILVIES [illegible] PROJECT.

Given as Reason That Flow of Water is too Small—Harney Valley Improvement Co. Will Take up Matter.

Oregonian News Bureau, Washington, Aug. 8.—There is to be no Government irrigation in Harney Valley in Eastern Oregon. This fact was brought to light today by a ruling of the Acting Secretary of the Interior, dismissing the protest of the Pacific Livestock Company against the application of the State of Oregon for segregation, under the Carey act, of 38,345 acres of land along the Silvies River, near Burns. Some time ago the state asked for segregation of this land in order that the Harney Valley Improvement Company might irrigate it under a contract with the state. Immediately after the filing of this request, the company rushed in with a protest, first on the representation that the land is not arid, and second, on the ground that the Harney Valley Company proposed to use the water right which is already vested in the Pacific Livestock Company.

The matter was referred to the Geological Survey, and after due examination a report was sent back to the Interior Department, in which it was explained that the carrying out of this project by the Harney Valley Company would seriously interfere with the then-proposed plan of the Government to [illegible] lands in Harney Valley. The Geological Survey went further and [illegible] the opinion that the [illegible] of Oregon, under [illegible] the Harney Valley [illegible]pany, was not a [illegible] this report the [illegible] Office recommended [illegible] application be rejected.

[illegible] of the Interior, how[illegible] light should be [illegible]tter, and sent all [illegible] to the Geological Survey, which in the meantime had [illegible]stigations in Harney [illegible] determine its irrigation [illegible]. The Geological Survey [illegible] expressed the opinion [illegible] was unfeasible, [illegible] of water, but [illegible]sition to the application [illegible] request for the [illegible] lands, as it had [illegible] abandon the Gov[illegible] contemplat[illegible] of Silvies River.

[illegible] Ryan holds that [illegible] the state has ask[illegible] are known to be [illegible] such segregation [illegible] has directed [illegible] Land Office deter[illegible] of the lands and [illegible]. If the Harney Valley [illegible] Company [illegible]ching upon [illegible] of the Pacific [illegible] that dispute [illegible] courts. The Interior [illegible] holds it has no jurisdiction [illegible] this matter.

The Interior Department is satisfied [illegible] water in Harney Valley to justify the govern[illegible] the construction of [illegible] enterprise there, but if [illegible] capital is willing to go [illegible] contract with the [illegible] will interpose [illegible]. Whether the vested [illegible] Pacific Livestock [illegible] interfere with the [illegible] the irrigation company [illegible] be determined in the [illegible]

[illegible] ASK FOR ORGANIZATION.

[illegible] the Oregon Development [illegible] Will Advertise.

[illegible] branches all over [illegible] be the first step tak[illegible] Oregon Development [illegible] the central body [illegible] for business. [illegible] Telegram. First mea[illegible] to induce one com[illegible] organization [illegible] community to become affiliated with the league, and in such communities as have no organization of this kind measures will be taken to organize at once.

Most encouraging progress has been made in this direction already. Memberships have been taken in the league by the following commercial bodies and the price of admission paid: Chamber of Commerce of Astoria, Irrigon Commercial Club, Marshfield Chamber of Commerce, Hood River Commercial Club, Hillsboro Board of Trade, Oregon City Board of Trade and the Portland Commercial Club. A meeting of the executive board of the Oregon Development League has already been held, and at this meeting it was decided that each vice-president become an organizer of branches, the territory to be allotted and work commenced at once. The executive board consists of the president and the five vice-presidents.

When once the country is thoroughly organized the process of advertising will begin in earnest. One of the strong points in this campaign of advertising will be the personal effort part. Each branch will make a specialty of inducing Oregon's new citizens to write letters to their friends and acquaintances in the East, telling them about Oregon, and thus increase immigration. Manager Tom Richardson of the Portland Commercial Club, who is thoroughly familiar with the efficiency of this method of advertising, says that the amount accomplished within a short time if it is systematically conducted will be as surprising as it is simple.

Dredger Company Enlarging Plant.

The Times Herald is informed by a prominent resident of the John Day country that there is every indication of a boom in that valley in a short time.

The company which has been working a big gold dredger in the John Day for the past two years is now arranging to increase the capacity of the plant about six times that of the present. From appearances they have done well in securing gold from the river bottom in the vicinity of John Day and are now buying and contracting for more of the land along the John Day river for a distance of several miles.

This company has prospected the river bed down to almost Mt. Vernon and found gold in paying quantities all that distance. The company is paying $100 an acre for land along this stream, taking a strip of 500 feet bordering on the river. We understand that most of this land can be successfully farmed after the work of dredging has been completed. Some of it contains too much gravel for cultivating purposes, but after a year or two that soil that is overflowed will fill in and be good for agricultural purposes.

The company proposes to put in a water power with which to generate eletric power to run six dredgers of the same capacity of the one now in operation. Our informant says they will have an ideal power as by taking out a ditch near the Hall ranch they can get a fall of about 230 feet giving them unlimited power. This will allow the operation of dredgers on a larger scale.

Dewitt is the Name.

When you go to buy Witch Hazel Salve look for the name DeWitt on every box. The pure, unadulterated Which Hazel Salve is used in making DeWitt's Witch Hazel Salve, which is the best salve in the world for cuts, burns, bruses, boils, eczema and piles. The popularity of DeWitt's Which Hazel Salve, due to its many cures, has caused numerous worthless counterfeits to be placed on the market. The genuine bears the name E. C. DeWitt & Co., Chicago. Sold by Burns Drug Stores.

THE TIME IS NEARLY RIPE

RUMOR OF COLUMBIA SOUTHEN EXTENSOION REVIVED.

Building of O. R. & N. Road From Arington To Condon May Hasten Construction Of Parallel Line.

Since the O. R. & N. has made a start toward the heart of the state by announcing its intention to build the Arlington-Condon branch in Gilliam County, railroads and rumors of railroads have sprung up on every side, says the Oregonian. The latest of these and still not a young rumor either, is the story of the extention of the Columbia Southern from its present terminus at Shaniko on into the Prineville and Bend country.

This proposed extention has been now and then before the people of the country for the past two years, but owing to the scarcity of competition the management of the road has not yet decided to build farther than the present terminus.

Now, however, the conditions are changed to a certain extent, and the rumor of the extention has become presistent. The sentiment of the people throughout Wasco, Grant, Gilliam and Crook counties is naturally unanimously in favor of the extention of the present roads or the building of new ones. It is this sentiment. joined with the fact that there is trade to be built up in the country, that has been responsible for the decision of the O. R. & N. to build from Arlington to Condon and perhaps on farther south. And it is this latter extension that will in time force the Columbia Southern toward the bottom of the state in order to hold its territory and protect itself from the parallel road which promises to stretch out into the Canyon City district and tap the timber and cattle region there.

What makes the rumors, which haye been repeatedly denied by the railroad people, so hard to down is the fact that the Columbia Southern has run surveys from Shaniko into Prineville, and on from that city into Bend, near the southwest part of Crook county. The Columbia Southern people have, of course, done this with a view to the future wishing to know what kind of a country lies to the south and west of their terminus in case anything should happen in the years to come, but those who are familiar with railroad conditions are of the opinion that the particular cycle for which the company has been waiting for the past two years has just about arrived, and that it is up to the management of the Shaniko branch to streatch its track a little to the southward.

It is even asserted, so confident have those become who make a study of railroads and their growth, that all that is delaying the commencement of operations on the extension is the return of the President Harriman from Europe, when to him will be delegated the task of floating the bonds for the new enterprise and raising the funds for the new track. Mr. Harriman will return shortly, and when he does come the matter of the new road will be taken up with him, and some more country may be brought into connection with the outside world.

In support of this the general condition of the country to be opened, its resources and products and the opportunities for improvement are being brought into evidence. Prineville is the center of a large area of productive country, and yet it takes a 60-mile stage ride to get from that place to the nearest railroad station. All of the products of the country, which are many and varied, have to be driven out on foot in order to get them to market, and it is for this reason that this country is known almost solely as a cattle country. The people have to feed their grain to the cattle in order to get it to a place where it can be sold to the consumer.

The Arlington-Condon road is said to be looking toward this country, rich in grain and cattle and timber, but the Columbia Southern is not at all alarmed, so they say. E. E. Lytle, the president of the road, does not think that it is practicable for the Arlington road to get into the territory of the old line.

"The John Day Canyon is a hard thing to cross," said Mr. Lytle when asked about the prospects for his road-building and whether or not it would be forced to do so to retain its territory, "and besides that the Arlington road would have to go over a 10 per cent grade to get across the mountains, which it would be impossible for them to avoid. This would make the building of the road impracticable for the company, and I do not think that the territory of the Columbia Southern will be invaded by the Arlington road for some time."

Mr. Lytle states that his road will in time build into the interior, but that at present there is no definite plan for the immediate commencement of operations. He realizes the richness of the country, but does not know that the time for a road is ripe.

In spite of these denials, however, it is believed that all that retards the commencement of the work on the extension of the Columbia Southern to the south is the return of Mr. Harriman, to whom the matter of raising funds for the work has been left.

If this supposition is true, another year will see a new name listed as the terminus of the Columbia Southern, and the rich country between Shaniko and Bend will enjoy transportation and development. Such a road would open thousands of acres to cultivation that are now idle because the grain raised can find no outlet. It would cease to be simply a cattle country and would develop as did Umatilla and Sherman Counties when the railroads made it possible for their interior districts to join with the outside world in trade and commerce.

SUMPTER VALLEY INTO TIPTON.

An engine and a baggage car composed the first train to pass over extension of the Sumpter Valley railway from Whitney to Tipton. The trail trip was successfully made Friday afternoon. Yesterday the regular train made the run.

Mr. Barton, General Passenger Agent states that regular service over the extension line will begin in a few days. The officers are now arranging the train schedule and for the forwarding business from Tipton to the John Day country. The schedules will be published shortly. In the meantime the engineers are making the surveys for the further extension of the road from Tipton to John Day.

All shippers will be glad to have the line in active operations to Tipton because the last heavy mountains are overcome, the grades from Tipton on not being so steep.—Baker City Democrat.

Up-to-date job printing at reasonable prices.

A Perfect Painless Pill

is the one that will cleanse the system, set the liver to action, remove the bile, clear the complexion, cure headache and leave a good taste in the mouth. The famous little pills for doing such work pleasantly and effectually are DeWitt's Little Early Risers Bob Moore, of Lafayette, Ind. says: "All other pills I have used gripe and sicken, while DeWitt's Little Early Risers are simply perfect." Sold by Burns Drug Stores.

DATE SET FOR RACE MEET

THE WEEK BEGINNING SEPTEMBER 26 TO OCTOBER 1.

The Burns Jockey Club Will Hang Purses to The Amount of $1,300--Will Follow Prairie City.

The date of the fall race meet has been set as predicted by The Times-Herald in its last issue, Sept. 26 to Oct. 1 and the Burns Jockey Club will hang some liberal purses for the various numbers. The race program is one of the best in the Eastern Oregon circuit and will no doubt attract horse men from all over the state as well as Idaho

The date was fixed in order not to interfere with similar events at other places and in fact arranged in accordance with other dates in order that horse men may participate at all places. The meeting here will follow that of Prairie City and it is likely the Prineville horse men will follow the date here.

The total amount given in purses is $1300 and is distributed as follows:

First day, Sept 26—Race 1—¼ mile and repeat 2 in 3, free for all, purse $125.

Race 2—¼ mile dash for Harney county saddle horses that never ran for public money, vaqueros to ride with vaquero saddles, purse, $50.

Second day, Sept 27—Race 3—⅜ mile dash, free for all, purse $125.

Race 4—½ mile dash for Harney county maidens, purse, $75

Third day, Sept 28—Race 5—½ mile dash free for all, purse $150.

Race 6—¾ mile heats 2 in 3 pace or trot for horses raised in Harney county that never won a race, purse, $100.

Fourth day, Sept 29—Race 7—⅝ mile dash, free for all, purse $150.

Race 8—⅜ mile dash for Harney county saddle horses that never won first money, purse $50.

Fifth day Sept 30—Race 9—¾ mile dash, free for all, purse $175

Race 10—¼ mile dash, free for all ponies not to weigh more than 850 lbs, boys to ride, purse $25.

Sixth day, Oct 1—Race 11—½ mile and repeat 2 in 3, free for all purse $200.

Race 12—⅜ mile dash for Harney county saddle horses that never won first money, vaquero saddles, purse $50.

Race 13—¾ mile and reverse—Indian race. No entrance fee, purse $15,

Race 14—consolation—distance and purse to be named by the board of directors later.

The races will be governed by the California Jockey Club rules and the usual conditions and entrance fees.

The board also has charge of a grand ball which will be given on Friday evening, Sept 30.

It will be seen that the speed program covers a rather wide scope and is made for many classes of horses, so that all will be able to participate in the various numbers. It is one of the best speed programs ever gotten up at this place.

If the people of Ontario are alive to their best interests they will make strenuous efforts to retain the mail service between this city and Burns. Also, they should act at once, take up the matter of direct telephone connection between the two towns. A direct telephone would connect, we think, Ontario and Burns inseparably.—Argus.

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Accounts of Corporations, Firms and Individuals Solicited.

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HOWARD SEBREE, President B. F. WHITE, Vice-President W. R. SEBREE, Cashier

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