

## RANGE VERSUS FARMS

### Comparison of Methods by Man Who Knows by Actual Experience

#### MORE PROFIT IN STOCK ON FARM

Last Week The Times-Herald Asserted That Range Methods of Stock Raising Did Not Produce in Proportion to Cultivated Sections--\$5,000 a Year on a 160-acre Ranch With Sheep.

Last week The Times-Herald published an article condemning the proposed range lease law. It stated that the range method of raising stock was not as profitable as the farm method. It showed that there were less than one head of cattle, horses, calves, sheep and swine to every 100 acres of land in Harney county as shown by the assessment while in states where there is not public grazing lands the stock raising industry was much greater in proportion.

The following letter published in a recent issue of the Boise Capital News is from a man who has had actual experience and bears out the opinion of the Times-Herald:

In his first letter to the Capital News, Mr. Mullen contrasted conditions on the range and the farm as follows:

I have read with great interest the letters you published from Mr. Ballantyne and Mr. Grandjean about stock on the forest reserves.

Mr. Ballantyne fears the government is trying to drive the sheepmen out of business in Idaho. If this is true let me put Mr. Ballantyne onto a way to get Uncle Sam. Just buy a ranch and take your sheep there. Get the agricultural yearbook for 1908. Grandjean speaks of and says it. Not only does Ohio raise millions of sheep, but every other Eastern state has sheep, from the little Rhode Island. After raising sheep on the farm right here in Ada county for six years I can assure Mr. Ballantyne he can make from \$3,000 to \$5,000 a year on a 160-ranch stocked with sheep. If that isn't enough income for him, let him double or triple his ranches and income likewise. Uncle Sam will never object, and the people can all see at least that the sheepmen are a benefit to the state. Some people have doubted this heretofore.

It is very disagreeable to go where you are not wanted, so let me quit forest reserves. My experience is that sheep will eat trees from six inches in diameter down, and I believe every word Mr. Grandjean says about destroying trees four or five years old, and it is a dead end thing they will kill out the underbrush and therefore destroy the main object of the forest reserves, to hold snow and flood waters. I have found a simple way of getting them from trees on the ranch, but it would not be practical in forest reserves.

The range sheepmen have looked with contempt on the small sheepmen on the farm, but I can show them from my account books that every sheep in Idaho can be put on the farms in the Twin Falls tract when completed on the lands of the Boise-Payette project. Southern Idaho farms can just as well as not have 10,000,000 sheep and not a single one on the public domain forest reserve. They not only can be but will be if the newspapers that have the real interest in Idaho at heart will agitate and discuss this question. It must be looked up like any good thing.

Idaho farmers would only get their hands a little rest and tend and work their heads a little, you couldn't find a "hooker" farmer in the state. It would not hurt some of the range sheepmen to rest their heads a little and give their brains a show. They tell us we have only tried sheep on a small scale, and could not make good on a quarter section. That the farmer starts with pasture though but keeps adding sheep without enlarging his pasture until some of them can do well, and

promises Portland business men forgot a lot of mean things they had been thinking and saying about the man who has milked the state to succor starving roads in other parts and to fatten plethoric purses in Wall street. They figured it out that these promises, given under the circumstances which they were, ought to assay about 99.9 per cent of reliability. They bade Mr. Harriman good-bye and wished him luck.

Then they waited, and waited some more. The end of the year came, and the same thing happened that has happened a dozen times before. Nothing was done, and not a syllable of public utterance has Mr. Harriman made on the subject since. It is presumed that Mr. Harriman is too busy building a throne for the New York Central, which will just about fit him (with crown and scepter thrown in); or it may be that he is planning counter moves against Hill's invasion of the South, or some new stroke to tap the Flat Head River Valley in the valuable coal and timber belts of the Kootenays, to give poor, long-suffering Oregon even a thought.

That Mr. Harriman has changed front regarding Oregon's immediate chances of getting additional Harriman railroad mileage has come to light through an interesting story that is now going the rounds in local railroad circles. When General Manager J. P. O'Brien went to Chicago and New York in his private car just before the holidays, Fred Stanley accompanied him. While in the East Stanley also had the pleasure of another talk with the head of the Harriman system, and much to his surprise, he was informed by Harriman that the Central Oregon proposition would have to wait a while, that the time was not yet ripe to build into that arid waste of unproductivity.

Just when Pharaoh Harriman experienced this "hardening of heart" toward the children of Oregon, who are crying to be led out of the wilderness, is not known, but that he is personally opposed to go ahead with the plans that he announced a few months ago is clear from the talk he made to Mr. Stanley less than three weeks ago, and it gives additional color to the item printed in The Telegram a couple of days since to the effect that Julius Kruttschnitt, director of maintenance and operation, had found some reason, at least satisfactory to himself, why the Harriman promises of last summer could not be kept.

The hints that "unforeseen obstacles" to the carrying out of these intentions have arisen to cause delay cannot be taken seriously, for Harriman is too much of a genius of railroading to make unqualified public announcements on such important matters without knowing just about where he is going to "get off at." If he had had any serious intention of getting actual construction of a road into Central Oregon under way "before the end of the year," he would have known it when he called Mr. Stanley and Governor Chamberlain to Pelican Bay, and when he was shaking hands with the business men and citizens of Portland at the subsequent reception here. It would not have taken him until the mid-

Continued on page four.

## TO COME HERE IN JULY

### Oregon-Idaho Development Congress Considers Needs of Section

#### BOISE-COOS RAILROAD IS URGED

Effort Will be Made to Make Convention in Burns a Particular Boost For The Great Harney Country, The Resources of Which Are Just Becoming Known--A Very Rich Country.

The Portland Journal says: In closing its fourth convention at Salem today, the Oregon-Idaho Development Congress adopted concise resolutions stating its demands and the foundation upon which are based those demands. The resources of the territory to be tapped by a railroad through central Oregon are great, but the fact that the output of southern Idaho would pass into or through Oregon by means of such a railroad was an additional feature very little considered formerly.

The following figures presented in a resolution adopted by the congress, introduced by Riley Atkinson, secretary of the Boise, Idaho, chamber of commerce, portray this feature well:

"Whereas, the territory in southern Idaho which would be tributary to a railroad from Boise to Coos Bay has 14,000,000 acres of standing timber, 1,549,606 sheep, cattle and swine, produces annually 20,000,000 pounds of wool, has 16,000 acres of orchard half of it now bearing, and in 1908 shipped 1,323 carloads of fruit, produced 46,574 tons of timothy, 655,641 tons of alfalfa, 155,367 tons of clover and grain hay, 5,579,441 bushels of wheat, 4,425,388 bushels of oats, 5,092,315 bushels of barley, 62,805 bushels of rye, 23,674 bushels of corn, 1,809,522 bushels of potatoes and 527,520 pounds of seed; and, whereas, the county tributary to Coos Bay, Or., has 400 square miles of coal, and 70,000,000 cubic feet of standing timber and is rich in creamery and other magnificent products, therefore,

"Resolved, That we believe a railroad from Boise to Coos Bay would be a paying investment and enjoy more than sufficient traffic to make it a commercial success."

The following resolutions relative to the mining industry and conservation of natural resources were also adopted:

"Resolved, That for the proper development of the mineral output of the state, this congress favors exempting corporations formed for the purpose of mining only, from the payment of more than a nominal fee for filing articles of incorporation; and that we favor the enactment of such laws as will promote, develop and encourage the mining industry throughout Oregon.

"Resolved that this congress approves the efforts of Governor Chamberlain of Oregon and Governor Good of Idaho, in cooperation with the federal government to conserve the natural resources. We endorse the fight for the utilization of our water powers and streams for the irrigation and reclamation of our lands for purposes of agriculture,

ion of congress in behalf of each of these harbors. We especially commend to our delegation in congress to impress upon the war department the duty of assisting the people of the Columbia river basin, the Willamette valley, and the ports of Portland, Coos Bay and other ports which are taking the initiative to secure the opening and improvement of their harbors and waterways.

The continued diversion of the great sums of surplus earnings taken from the producers of this state in freights and passenger fares to develop railroad properties in other states where stronger competition prevails makes it necessary for the people of this state to resort to all the powers vested in them under the constitution to secure railroad construction, and we recommend that the next session of this congress be held at Boise, Idaho, before the adjournment of the legislature of that state, and that a similar commission be authorized to be appointed by the governor of that state to work in co-operation with a citizens' commission in Oregon that joint action of the two states be secured to bring about railroad construction by the aid heretofore outlined.

This congress again emphasizes the supreme importance of placing the whole political and executive and legislative power of the two states of Oregon and Idaho back of the proposition to secure the construction of main line of railway from Boise through central Oregon to Coos Bay, by use of the taxing power of the people, by granting state rights of way over public lands, or any other lawful means of proceeding in issuing bonds or hypothecation of the properties benefited and the communities and lands to be enhanced in value. We also favor the creating of districts needing other trunk or branch lines for the same purpose, backed by the resources of the people and the lands to be benefited, to the end that their credit shall become available to secure needed transportation facilities without awaiting the pleasure of any railway magnate or the exploitation of any financial syndicate. We endorse the principle that the people of these commonwealths are far more capable of helping themselves and will get far greater results in development of their country than by giving enormous subsidies which in the end must be paid by the producers themselves for still further financial exploitation.

Concerning the accomplishments and aims of the Oregon-Idaho Development congress the fourth convention of which closed today at Salem, the following statement has been issued, which is a retrospective view of what has been done, with a look into the future; also to what the congress expects to do. An effort will be made to make the next convention, to be held during July at Burns, in eastern Oregon, a more particular boost for the great Harney valley, the resources of which are just becoming known.

The Oregon and Idaho development congress in convention assembled in Salem, wishes to thank the Oregon legislature for its prompt action in promoting the protection and improvement of our waterways and harbors, by extending the terms of the bill for free locks and canal at the falls of the Willamette, for passing the general port commission act, under which each of the harbors on the west coast of the state can organize a taxing district to raise revenues and issue bonds for its own improvement and within its own resources. We favor the further extension of improvements of the Columbia river and would respectfully petition this legislature to make provision for extending the state portage railway to the beginning of navigation at the big eddy, to the end that the inland reached by the upper Columbia may be given the fullest benefits of water transportation.

We commend the splendid work done by the general port commission asked for by this congress at its session held in Marshfield in August, 1908, and appointed by Governor Chamberlain, which resulted in the passage of the bill by this legislature by which the people can go forward and improve their harbors and inside navigable channels without waiting for the act-

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