

RELATING TO SCHOOLS

Some New Laws Governing System Passed by Last Legislature

BILLS AFFECTING HIGH SCHOOLS

Most Important Act of Late Session in This Class Was The Six Months Rural Limit Which Benefits Outlying Districts—Acts Affecting Higher Institutions Most Commendable.

Though the state superintendent of public instruction did not ask much from the last legislature, a number of measures of considerable importance educationally were enacted. What is considered the most important is the Hawley act, which requires that every district in the state must maintain at least six months' school in every twelve. The county court in each county must levy a tax for school purposes that will produce an amount equal to at least \$7 for each child in the county of school age—4 to 20 years. If a district's share of this amount does not amount to \$300—six months at \$50 a month for teachers' salaries—then the county court must levy in that district a special tax sufficient to produce the difference between such district's apportionment of the county fund and \$300. But such special levy shall not exceed 5 mills. If the district's share of the county school fund and the amount raised by the special levy do not together amount to \$300, then the county court must transfer from the general county fund to the special fund of such district an amount that will equal the difference.

As the law now stands, the county superintendent apportions county and state funds by first giving to each district \$50 and then distributing the balance according to the number of pupils in each district. The Philpott act provides that in the future the county superintendent shall first give to each district \$100 and then distribute the balance according to the number of children in each district and the number of teachers employed.

A bill introduced by Dodd of Hood River and Wasco, enacted gives the county superintendent authority to make a partial apportionment of the money to any district on the request of the board of directors of such district.

Farrell's bill provides that all doors of public buildings, including school buildings, shall open outward. Within six months after the act goes into effect the changes must be made.

Senator Cole's bill abolishes secret societies in all public schools, including high schools. In fact, it effects high schools only, as no secret societies exist in the common schools. The University of Oregon and the Oregon Agricultural college are especially exempted.

A bill introduced in the house by the Lane county delegation, was enacted providing that the county at any general election may vote on the question of creating a county high school fund. When such fund has been created it is to be placed under the control of a county high school board, consisting of members of the county court, the county treasurer and the county school superintendent. Every high school in such county that maintains a school up to the standards prescribed by the state board of education is entitled to receive tuition from this fund for all pupils attending such high schools. The basis of distribution is the average daily attendance during the school year. A high school shall receive not less than \$40 per pupil for the first 20 pupils, \$30 per pupil for the second 20 and \$12 per pupil for all remaining pupils, providing the total paid any district shall not exceed the amount paid by the district to the high school teachers.

A bill introduced by Representative Libby provided for placing the agricultural college, the university and the normal schools, there should be any, under the

control of a single board of regents, but it failed to pass. Instead, Speaker McArthur introduced a bill, which passed, establishing a board of higher curricula, the duties of which shall be to determine what courses of studies shall be pursued in the institutions of higher learning, and which shall admit only necessary duplications in the study courses of the schools and colleges. The secretary of the board shall keep a record of the orders of the board and shall notify the governor and the secretaries of the several boards of regents of the higher educational institutions of such orders.

Any changes that are made shall become effective at the beginning of the school year following the order of a change. The board shall visit each of the institutions, and the board of each separate institution shall have a hearing before the board of higher curricula relative to any change contemplated.

The board is to be appointed by the governor before the first Monday in July, when its duties are to begin. The members must serve without pay, being allowed only traveling expenses.

The speaker of the house also introduced and got through the legislature a bill which provides that when a member of the board of regents of either the agricultural college or the university shall have been absent from a board meeting twice in succession he shall have forfeited his position, and the governor must appoint another. This law was enacted, according to McArthur, to eliminate aged members of the board that were a detriment to a progressive and growing institution.

Representative Abbott's bill was passed providing that all funds for the maintenance of university and agricultural college shall hereafter be paid out regularly through the office of state treasurer, as all other funds are, and shall be audited by the secretary of state.

MAKES PLEA FOR CENTRAL OREGON

A large crowd heard Colonel C. E. S. Wood's address at the People's Forum last night on "State Aided Railroads" with evident approval. Colonel Wood quoted a high Harriman official as saying: "We have to put our money into competitive territory." The same authority admitted that nothing could be raised in central Oregon, in an area as large as the state of Maine, which could not walk out on its own hoofs. In the meantime, said Colonel Wood, this large empire lies prostrate and helpless. He asked the audience if they were willing to wait indefinitely for Mr. Harriman to develop a section which he has so long neglected.

The speaker scored a point by his allusion to the fact that Mr. Harriman virtually forced the public to take over and run the tug service—a losing proposition, while he objects only to the state taking over a paying proposition. Railroads will only do their duty when forced to—as the interstate commerce law and rate regulation legislation amply attest. The speaker claimed that eastern Washington was no better than the part of Oregon which the people wish to develop for he had seen 60 bushels of wheat and 85 bushels of barley grown in Harney county.

In concluding Colonel Wood stated his belief that if the proposed amendment abolishing the constitutional provision which limits the amount of bonds the state can issue for the purpose

of building railroads to \$50,000 is adopted that Mr. Harriman would in fact soon put a road through central Oregon, but he would do it till then. Private capitalists could not compete with the Harriman-Rockefeller-Stillman group which could knock their bonds in Wall street, but if the state built the road it could not only fix its rates but fix also the rates on the Harriman lines and therein lies the only hope of commercial interests.

Colonel Wood deprecated the tendency to permit this campaign to degenerate into a discussion of personalities; he pleaded for a discussion of principles. "I may be a long-haired crank and an attorney for a land grant company. Will you permit those trivial details to tie up a large part of your state in perpetual isolation, millions of acres that ought to be supporting millions of people and whose produce would as certainly pass your port as the water in the tributary streams of the Columbia found in that vast empire pass under your bridges?" he asked.

The Forum which meets in the Selling-Hirsch hall every Sunday night will devote several other evenings to this subject. H. D. Wagon is the speaker for next Sunday night and the following Sunday it is hoped to arrange a debate between Col. Wood and some opponent of the proposed amendment.—Portland Journal.

IDAHO PLANS STATE RAILWAY.

A Portland paper says: The first state built railroad in the west will be from Boise, Idaho, to Ontario, Or., according to delegates who have returned from the session of the Oregon-Idaho Development congress, which met in Boise last week. The congress was enthusiastically in favor of state built roads and, as the first section of the badly needed line from Boise across Oregon to Coos Bay, it is believed that the state of Idaho will build the Boise-Ontario line.

Colonel E. Hofer of Salem, who with Addison Bennett, was an Oregon representative at the congress, returned today from Boise enthusiastic over the attitude of the Idaho delegates.

"The Oregon amendment to the constitution allowing the construction of state built roads examined by three of the most able lawyers in Idaho," said Colonel Hofer, "and found to be practicable and constitutional. The plan is to build the railroads by districts, just as irrigation projects are constructed under the Idaho law. In that way the districts to be benefited by such roads are taxed for their construction and the people of the whole state do not have to share the burden. It is what is known as 'cooperative collectivism' and not Socialism."

Colonel Hofer said there was great enthusiasm expressed for Oregon's part in leading the fight to secure badly needed transportation privileges, and that it was hoped Oregon and Idaho would work together for such railroads as are most needed.

Sheriff Collier, who returned from a trip to the Izee country, last Monday, states that the people in that district have plenty of hay in the stack and that stock are all wintering well. There has been quite a number of horses sold from that district this winter and it is claimed that a good price was realized. Last week there was a bunch of range horses taken out that averaged about \$35. During the early part of the week Mr. Gray, of Prineville was in the locality buying horses and was looking for a pretty good class of horses. It is claimed that he paid as high as \$150.—Blue Mt. Eagle.

Everybody's Magazine
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GARFIELD GIVES CHANCE

Right of Way For Deschutes Route Open for Central Oregon Line

ALL OBSTACLES SOON REMOVED

Mr. Harriman Given Every Chance for Construction of Road up Deschutes to Connect With the Line From California at Klamath—Approval of Maps Promised by Secretary Garfield.

The Oregonian's Washington correspondent says:

The Harriman railroad will be built up the Deschutes River to a connection at Klamath Falls with a road now building northward to that point and the right of way will be approved by Secretary Garfield before next Thursday. These facts were brought out at a hearing before the Secretary of the Interior. It was started by a representative of E. H. Harriman that out of the \$82,000,000 raised by bonds recently floated by the Harriman system for new railroad construction, \$40,000,000 had been set aside for construction of a railroad up the Deschutes river into central Oregon, terminating at Bend and for an extension of the new Shasta division, now nearing Klamath Falls, northward to meet the Deschutes road at Bend, thus completing a new route from San Francisco to the Columbia River.

The construction of the Deschutes road will be commenced, it was said, as soon as the Secretary of the Interior approves the right-of-way application, and Secretary Garfield said he expected to do this before he leaves office next Thursday. He is waiting only the adjustment of a few minor details, as outlined yesterday, and knows of nothing that will likely delay his action.

All material obstacles that have heretofore delayed the approval of maps of location of the Deschutes road have been removed.

With the announcement from Washington by Secretary Garfield that he will approve the maps for the Harriman railroad up the Deschutes comes definite announcement from officials of the system in Portland that no time will be lost in beginning the preliminaries necessary before taking up actual construction. With the maps approved the greatest obstacle will be out of the way and it is evidently a question of only a few weeks when the Central Oregon project will be under way.

Both General Manager O'Brien and General Counsel Cotton, of the Harriman lines in the Northwest, gave assurance last night that when word comes from Washington that the maps have been approved, there will be no additional delay. With the work authorized, as announced in the Oregonian of February 16, the officials are in a position to bend every energy toward expediting the line.

"We are prepared to send out

right-of-way agents just as soon as we are advised that the maps have been accepted," said Mr. O'Brien last night. "The approval of these maps, of course, gives us right-of-way over all Government land affected, and nothing will remain but to secure concessions from other owners, and this will not take long we believe, although it is impossible to say just how much time this work will require.

"Already we have secured the records of ownership to all land over which the road will be laid, and after checking up these records, which will take but one or two days, our agents will take the field. When they complete their task the last preliminary steps will have been taken.

"At the time our men are busy getting rights-of-way we shall advertise for bids on the construction work. This will eliminate the delay that would be necessary for advertising and estimating if we waited until all rights-of-way were granted.

"Our representatives have been very busy at Washington for the past month and have been protesting against further delay of the project by the government. We asked that our maps either be approved or disapproved, and in reply to this request we were assured that a decision would soon be reached. In fact we had telegraphic advices from Washington today which led us to believe that Secretary Garfield was ready to approve the maps."

Neither Mr. O'Brien nor Mr. Cotton had anything to say about the extension of the Shasta line from Klamath Falls on to Bend, to a connection with the Deschutes road, as outlined by the above dispatch. The Portland general office is concerned only with getting the line built from the Columbia to Bend, they say.

The Deschutes line will be 130 miles in length. It is expected that its construction will occupy from one year to a year and a half.

CATTLE BRING GOOD PRICE.

This week several sales of cattle have been made bringing the owners a very good price. J. A. Laycock, Sr., is reported to have sold 130 head of beef steers bringing him, four cents a pound weighed at the ranch. W. O. Cummins will leave the last of the week with another shipment of cattle for the Portland market. He expects to have about 75 head and has been offering four cents for prime steers and three cents for cows, weighed at ranch.—Blue Mt. Eagle.

STILL TALKING HARNEY COUNTY

Excerpts from address delivered before the Oregon-Idaho Development Congress at Boise Feb. 27th:

Addison Bennett, of Irrigon Ore., in his address figuratively took Mr. Harriman to the summit of Stein's mountains, in Harney county, saying he would allow the railway magnate to pose either as the tempter or the tempted as he saw fit. Then, paraphrasing Richelieu, he proceeded to show that Mr. Harriman had drawn his "awful circle" of steel around an immense area, and within those sacred lines no other railway might enter. From Portland to Sacramento, thence east to Ogden, thence north to Pocatello, and westward again to Portland he pointed out the steel girdle, encircling an area of 150,000 square miles. Comparing this territory with a like amount of territory in the east, the speaker showed that it was as large as the states of Delaware, New Jersey, Maryland, Massachusetts, Rhode Island, Connecticut, Maine, New Hampshire, Vermont, New York and Virginia, said states having a population of 12,357,991 by the census of 1900, or almost one-fifth of the entire population of the United States.

"In this sacred circle," said Mr. Bennett, "there are less than a half million of people, and nine-tenths of them reside within 10 miles of your steel girdle, into which you say in effect no man may enter without your consent. Down yonder lies Crane creek gap, the only practical entrance from the east, and that you and your predecessors have owned for a quarter of a century; and yet you refuse to build through it, although once when the attempts of others became acute work was begun on that road. That was 20 years ago, and the situation then seemed nearer a solution than it does now. We have been fed on promises, Mr. Harriman, nothing but promises, and we do not believe you intend to enter, or allow others to enter, your sacred girdle of steel until there are people enough within it to make a road at once as profitable as your present roads are; and we know that day will never come. So we are going to try to do something for ourselves, Mr. Harriman.

"Down yonder lies the road-house once belonging to Aunt Kate. She had to pay \$20 a ton for her hay, and it made her very sore. She said to Mr. Hanley one day, 'Mr. Hanley, I like see everybody do well; I like see everybody have prosperities; I see everybody have da mon; but godda damma da man what hava da hay.' So we can say to you today that we like to see everybody do well, everybody make money, everybody have prosperity—but we leave you to guess what some of our people say about you and your awful girdle of steel."

Good Cough Medicine for Children.

The season for coughs and colds is now at hand and too much care cannot be used to protect the children. A child is much more likely to contract diphtheria or scarlet fever when he has a cold. The quicker you cure his cold the less the risk. Chamberlain's Cough Remedy is the sole reliance of many mothers, and few of those who have tried it are willing to use any other. Mrs. F. F. Starcher, of Ripley, W. Va., says: "I have never used anything other than Chamberlain's Cough Remedy for my children, and it has always given good satisfaction." This remedy contains no opium or other narcotic and may be given as confidently to a child as to an adult. For sale by all good dealers.

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