

FARMERS' INSTITUTE

President Kerr, Dr. Withycombe and Prof. Lewis to Conduct it

HELD IN BURNS JULY 26 AND 27

Officials of the Oregon Agricultural College Coming to Give Harney County Farmers the Benefit of Their Experience in Scientific Farming--Every Farmer in County Should Attend.

Arrangements have been completed for a farmers' institute to be held in this city on July 26 and 27. President W. J. Kerr, James Withycombe, director of the experiment station and C. I. Lewis, horticulturist, of the Oregon Agricultural College will be here on that date to conduct the institute.

This is one of the most important meetings to be held in the county. It is very necessary that every farmer in the county should be present. They will be immediately referred to the time spent, besides the meeting may have an important bearing upon the establishment of the dry farm experiment station. Every farmer in Harney county realizes what this station means to this section and at temporary sacrifice they attend this institute. Let these men that we are earnest regarding the agricultural future of Harney county and we appreciate the work of Agriculture college.

Dr. Withycombe and Prof. Lewis were here three years ago to hold a most successful institute and one which proved of benefit to all who attended. These men are coming in for our benefit and we should take advantage of it.

The Times-Herald wishes this to be impressed upon the minds of this section. It is important that they attend this institute not only for the benefit derived, but for what may mean for the future. Farming has become a science and the lectures of such prominent men are of incalculable value to all who avail themselves of them. This section needs education along the line of agriculture—we need it more, perhaps, than any other portion of the state. Many of our settlers, but recent arrivals from the districts where, if they are farmers, they worked in an entirely different manner.

President Kerr formerly lived in the brush land. He has evinced an interest in Harney Valley as the soil, climate and altitude are similar to the Salt Lake Valley. No doubt President Kerr has some very valuable information to impart to the new settlers of Harney Valley that will be of much benefit.

Some of the dates named even if you had a ton of wild hay in the field that should be in stack. The knowledge gained in this meeting will likely repay several tons of hay.

Business men of Burns should take an interest in this institute and use their influence to aid the farming class in touching these men of experience. They shall have nothing to conflict with this meeting and no doubt people will assist in making the program a success. We will have the band and a little music by way of diversion, something that will attract one away from the institute.

MRS. M. A. FRY DEAD.

Mrs. M. A. Fry, an old pioneer of California, passed yesterday morning at 10 o'clock at the home of her daughter, Mrs. W. H. Allen on San Salvador street. Mrs. Fry was a native of Illinois, having been born at Rock Island, Ill., 1841. With her family she crossed the plains in '46 with a mule train. Her husband, John Harmon, was the first man to take up a pre-emption claim in California. He located 160 acres of land in

San Francisco in 1846, between Fifteenth street and Hayes Park, and Valencia and Geary streets. The family moved to San Jose later and she and two other girls were the first students to enter the Notre Dame Convent in this city, being matriculated at that institution in the early '50's.

Mrs. Fry is the last of her family, the father, mother, and brothers having been killed at different times over a dispute which arose as to the disposition of the property, which her father Jacob Harmon, had owned in San Francisco.

Deceased was married to Geo. Fry in 1878, after which she lived in Virginia City, Nev. The family moved to Burns, Ore., in 1883, where two daughters, Mrs. William Cummins and Mrs. George Fry and a son, Charles Roussell, now reside. Mrs. K. J. Winters, a sister of the deceased, also lives at Burns.

In 1895 Mrs. Fry returned to Janesville, Cal., where she remained until a year ago, when she came to San Jose for her health.

Her husband died at Janesville in 1897. The near relatives that live in San Jose are Mrs. Fred Fisk and Mrs. W. H. Allen. In Janesville two sons, James Roussell and Earl Fry reside.

The funeral services will be held at St. Joseph's Church on Saturday morning at 10 o'clock. Interment at the Santa Clara Cemetery.—San Jose Daily Mercury.

SOME FINE VEGETABLE.

One may think and say mean things about the Harney country, but it doesn't hold water when brought face to face with actual demonstration. The knocker hasn't a good word for anything and yet people are showing by their work that we can produce even in unfavorable seasons.

Some fine specimens of cauliflower and cabbage grown by Dr. L. E. Hibbard were in display at "The Busy Corner" this week. They had grown to good size and were perfect. The growing season has been short here this season, yet these vegetables show what can be done by persistent and painstaking work. There are several other fine gardens in this city that should be visited by the knocker before he makes an entire ass of himself.

We are informed that many of the young orchards in this county will also produce well this season. A reliable individual has told the writer that almost every tree in the orchard of R. J. McKinnon is loaded this season and that his crop in some varieties will be enormous. Other orchards are the same. The strawberry crop this season has been abundant and other berries seem just as plentiful.

What is needed is less croaking and more proper handling of the soil—nature will do the rest.

RAILROAD FOR SOUTH END.

The following letter from the Caldwell News to Messrs. Thomas and Walter, of Chicago, is of more or less interest to the residents of this county, especially those south and east of Steens Mountain.

"Gentlemen:—Your favor of June 23rd is received. Regarding the Golden Gate Railroad, it has just been sold to the Oregon Short Line. Their contract calls for work to begin within 60 days. It is graded for twelve miles; depot is built. It will run from Caldwell to Winnemucca. We shall from time to time publish what we learn about it."

This route runs through the

southern portion of Harney county near the Trout Creek Valley ranch of Thomas & Walter. This is the big tract recently referred to in these columns as being placed on the market. The gentlemen named above have succeeded the American Land & Live Stock Co. to this magnificent tract of land and are going to dispose of it in small tracts.

The road mentioned has been projected through that territory for some time, but according to the letter from the Caldwell paper it will be under actual construction within a short time.

NOTES FROM SUNSET.

—ANANIAS—

(Intended for last week)

N. Henney has been helping to put the pumping plant of Mr. Howell in working order on his place near Mud Lake.

At the school election last Monday Geo. Hodder was elected director, H. Harmer retiring, Van Embree was re-elected clerk.

Mrs. Harmer is expecting her daughter and family from John Day to spend the summer.

W. R. Dawson and son Lyle are having with the P. L. S. Co. crew at Harney.

Mr. McKee played ball with the Narrows team Sunday.

Clyde Embree was a Narrows caller Sunday.

Bert Porter was a caller at Burns Tuesday.

Mr. and Mrs. W. R. Dawson were at Burns Monday.

There were not enough present for Sunday School last Sunday, but then there was a ball game at the Narrows.

Mr. Porter is expected here the last of July to visit his son and family A. R. Porter.

Messrs. Nash & Black were home over Sunday.

Another week and there will be very few people left in the valley as the haying season has commenced in earnest.

NATIONAL INTEREST IN OREGON.

A Portland paper says: Interest in Oregon is not abating in the East and elsewhere, but, on the contrary, seems to increase with the advent of the vacation season. Yesterday's mail delivery at the Commercial Club included letters of inquiry from every state in the Union, as well as from Canada, Mexico and Honolulu, and it has taken the better portion of the day for the clerical force in the office to answer them specifically.

The inquiries are mostly from people of means, who desire to invest in the Northwest, and make their future home here, if the conditions warrant. There are farmers, tired of the uncertainty of climate where they are, who have heard in a general way of the never-failing crops of Oregon, and there are business men who are thinking of changing to a country where the future holds out something more than a mere living.

"A living I can make anywhere," is the burden of sentiment of these latter, "but I desire to save up a little something to guard against the helplessness of old age."

Each letter is answered in detail, so that the inquirer can have a good idea of what to expect when he or she gets here. In cases where laboring people or clerks desire to come, with the hope of stepping into profitable employment, the answer is given that the labor market here is a good deal as it is elsewhere, and that the party coming out without means must take whatever he can get in the shape of work, until the newcomer's proficiency has been manifested.

But where the party is armed with a little capital, coupled with a desire to work, the way is pointed out, by following which he can hardly go astray. He is given to understand that there is plenty of chance for profitable investment on a large or small scale, with the chances all in favor of the investor.

The Patterson Cottage, Canyon City, Oregon, is open for the traveling public. All stages will stop if request is made.

HARRIMAN IS AT WORK

Buying Right of Way up Deschutes And Locating Bridges

LOOKS LIKE SURE GO SAYS PAPER

Prineville Journal Gives Interviews From People in Deschutes Country, But Says People Have Been Fooled Too Often To Believe Until They See Actual Work--Agent in Field.

While newspaper stories about the early building of the Deschutes railroad have a pessimistic trend, stating that there are many obstacles yet in the way of Harriman before he can go ahead and build the road, the fact that Harriman right of way agents are in Crook county at present paying spot cash for right of way and buying town lots in the points along the survey, would indicate that there will soon be some railroad building done in the direction of Central Oregon. "I left a number of ranchers around Madras busy counting up their wealth," said an Agency Plains farmer, who arrived in Prineville last Sunday evening. "The Harriman agent has been there the past few days buying right of way, paying cash for what he got and not wasting any time dickering with the land holders, either. When the rancher would name a reasonable price for the land the agent would do a stunt with a fountain pen on a check book, and the deal was closed then and there."

"I sold the Harriman right of way man \$800 worth of town lots in Redmond in about ten minutes the other day," said Howard F. Jones, of the capital of the desert last Monday, while in Prineville. "He came into our office and wanted to see the plats, then we went out to look at the lots and he forked over the \$800 without asking any questions. I heard he bought some lots in Madras, too, but I can't vouch for the truth of that. But I know he bought the lots in Redmond and can swear to it for I sold them to him myself."

From what can be learned the agent is buying right of way for the survey which passes over the south end of Agency Plains on the bluffs just west of Madras townsite, crosses Willow Creek gorge on a high bridge and runs south around Juniper Butte, to the Crooked river canyon where the line crosses that stream about a mile below Trail Crossing.

Pete Marnach, who owns a ranch in the Methodist Hill country, is one of those who sold land to the right of way agent. The roadway will clip off an acre of Pete's ranch, but it is said the agent paid him \$100 for the right of way.

Maybe Harriman isn't going to build at once as the Portland papers continue to say. However, there has been a number of mighty suspicious actions reported about railroad men in this county during the past few weeks. For that matter everything that pertains to the building of a railroad is getting to be looked upon with suspicion by the people of Central Oregon.—Prineville Journal.

THE RIGHT TALK.

As fast as men and teams can do the work the railroad is now building into Grant county. The completion of the extension means that there will be established in this county, and probably in the John Day valley, a town which will be a shipping point for practically all of the county and will in addition be a distributing point for Harney county and for a portion of Crook county. It is going to be of the utmost importance that the roads of the county be put in the best shape possible. The trade of Harney county will naturally come this way, provided the roads are in good condition. The road up Canyon creek is a very good summer road, but this is not enough. It must be a good road all of the year. During the winter season and in the spring

this road is in places almost impassable and teams experience great difficulty in wallowing through it. Harney county teams would never freight over the road while it is in such condition. To draw the travel this way this road will have to have considerable money spent on it. Besides taking down some of the unnecessary grades and widening the road, in a number of places, a foundation will have to be built for the road. This is self-evident, and the question is, has the county the means, and will it pay? The road fund is in better shape than it has been in the past quarter of a century. Financially the county is better off than it has been for years, the debt contracted by a former generation has been paid, and money in the treasury is now the condition, so that for the purpose of building roads the county is in good shape. Will it pay, is the only question to be answered. Harney county will ship as much, possibly more than Grant county, this road is the logical route for their freight teams to come.

With the building of the railroad and the construction of a first class wagon road to Harney county nearly all of the Harney county travel and trade will come to the John Day valley and it is important to Prairie City, John Day and Canyon City, and in fact the entire county that this road be put and maintained in as good shape as it is possible.—Blue Mt. Eagle.

NEW STATE.

The Klamath Falls Evening Herald prints the following: There is a growing sentiment in Eastern Oregon in favor of seceding from the western portion of the State and forming a new State. The seed was sown some time ago and well sprouted. It is being industriously cultivated in this and other portions of the dissatisfied portion of the state.

The cause of the discontent is the feeling, that, beyond the collection of taxes, there is too little interest taken by the better developed half in the other section. It is a frequently repeated remark that Portland, the big city of the state, takes too little interest in Eastern Oregon, and gives its attention chiefly to boosting sections that are already well advanced.

Some of us had never thought of it before. Nothing the matter with it after all. The physical conditions of this part of the state are so at variance with "down in Oregon," that it will appeal to the thinking residents of our portion of the world.

Our legislatures have become a standing joke. If it ever becomes necessary to prove it we can show some of the session laws. Even the recent interpretation of the branding law, in the case of Brown vs. Moss, is almost laughable were it not serious.

BOISE DELEGATES HOME.

The four delegates from Boise to the Oregon-Idaho development congress, Will H. Gibson, secretary of the Intermountain Fair association; Reilly Atkinson, secretary of the Commercial club; George H. Shellenberger and William Davis, arrived home yesterday from Burns, Ore., where the convention was held last Friday and Saturday. They report a very lively meeting participated in by 80 delegates outside of Harney County. The Boise delegation made the trip in an automobile, covering the 210 miles in 11 hours and 10 minutes

of actual running, an unusually good record.

The most important subject discussed at the congress, according to Mr. Gibson, was the need of better transportation facilities for the northwest. The reports of the two delegates from Coos Bay, who traveled 1100 miles to attend the congress, fired all the delegates with enthusiasm. That enterprising city on the coast has raised a fund for a railroad survey and has employed one of the most competent engineers of the northwest who has had a force of surveyors run a preliminary line over the Cascade range where a grade of 96 per cent was obtained and the delegates stated that they had now started on their line toward Boise.

Three of the Boise's delegates were on the program of the congress, Reilly Atkinson responding to the address of welcome; Mr. Gibson speaking on "Pumping for Irrigation" and Mr. Shellenberger on the recent district law passed by the Idaho legislature.

The next meeting of the congress is to be held at Coos Bay August 21 and 22, and the eleventh session at Boise, October 15 and 16.—Statesman.

WILL MEET AT COOS BAY.

Col. E. Hofer, president of the Oregon-Idaho development congress, his son Laurence, John R. Smith of North Bend and Hon. Bill Grimes, formerly of Oklahoma, but now of Marshfield, passed through Pendleton last evening on their way to Burns, Harney county, to attend the meeting of the Development Congress which is to be held at that place July 1, 2 and 3.

While here Grimes asked the East Oregonian to issue a special invitation on behalf of the Chamber of Commerce of North Bend and Marshfield, to the Commercial club and business men of Pendleton, to attend the next meeting of the Oregon-Idaho development congress which is to be held on Coos Bay next August. Grimes declared it is the intention of the people of Coos Bay to make this a big event and to make it so attractive that the business men of the state will want to go and take their wives.

The meeting has been arranged at a time of the year when it will make a delightful summer outing. August is the month of all months on the coast and especially on Coos Bay. To add to the pleasure of the visitors it is proposed to charter a steamer to take the delegates and visitors from Portland to Coos Bay.

Grimes has only been a resident of Oregon a short time but he is one of the live wires in the state at the present writing. He was formerly United States marshal of Oklahoma and it was he and his deputies who finally cleaned up the Dalton gang after the desperados had terrorized that section of the west for a number of years.—East Oregonian.

TREED ON WINDMILL TOWER.

One often hears of dogs treed by a bear, from where the animal is generally shot, but it is not often that bruin takes refuge at the top of a windmill tower. The Silver Lake Leader, however, tells about such an instance.

One night recently while R. E. Lackey, who lives near Cougar mountain, was away from home, the dogs began a furious barking, and Mrs. Lackey went to the door and urged them on. The night being dark the lady could not see what the cause of the commotion was, but knew the dogs had something up the windmill tower. Next morning as soon as the lady could see, she went out with her trusty rifle and at the top of the tower she spied a large brown bear. Bringing the gun to her shoulder she soon had a bullet speeding on its way to find lodgement in bruin's brain, which tumbled him down from his lofty perch a dead bear. Mrs. Lackey has to her credit this year the killing of two coyotes in addition to the bear.

Four car loads consisting of buggies, wagons, plows, harrows farm machinery, barb wire and nails now en route. See C. H. Voegtly for prices.

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After doctoring for about twelve years for a bad stomach trouble, and spending nearly five hundred dollars for medicine and doctors' fees, I purchased my wife one box of Chamberlain's Stomach and Liver Tablets, which did her so much good that she continued to use them and they have done her more good than all of the medicine I bought before.—SABUEL BOYER, Folsom, Iowa. This medicine is for sale by all good dealers.

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