

The Times-Herald.

BURNS, HARNEY COUNTY, OREGON, JULY 24, 1909

The Great Harney County
Covers an area of 6,428,000 acres of
land, 4,634,000 acres yet vacant subject
to entry under the public land laws of
the United States.

CL. XXII

NO. 36

W TO SAVE MOISTURE

Dry Farming Principle Makes Crops Grow in Crook

OF HARROW A BIG BENEFIT

ence of Crook County Farmer Shows What Proper Method Will Produce on High Unirrigated Lands--With Work and Results May be Obtained--Local Crop Conditions.

armers of Harney county more or less interested in farming and anything that will make the method simple and the easy manner of application is a benefit. The following from the Prineville Journal therefore appeal to them: "Cobs Flat" is no longer a word with the old timer when speaking of its agricultural possibilities. A few years ago it was said there were four or five stockmen had up there and found it an easy place to run cattle and but the homesteads is by cutting up the range now there is very little land left.

T. Morris was one of the men who convinced people that could be made to grow on cobs and a few others followed. Mr. Morris raised wheat, barley, rye and all kinds of cereals and some of the best in the county.

Gee has a homestead adjoins the Morris place and its worth a visit. Mr. Gee is a man and the thrifty appearance of his homestead shows that he knows how to farm a dry

He has oats that will grow from 40 to 50 bushels to the acre, rye that is waist high, wheat that will make a good crop of the stools counted from 40 to 65 heads each. Oats is a good one, especially potatoes. He has been getting the local market with bushels for two or three.

He is going after some premiums offered by the County Fair this fall. Not as he a fine crop potatoes, peas, beans, squashes, beans, melons, corn, etc. Asked how he could get growth without irrigation, he pointed to a harrow and secret was in its use. He did not explain scientific reason why--the only he was sure of was the fact that when moisture was supplied it was by breaking up soil barriers he prevented surface evaporation; instead the water was left in the ground, not an inch or two of fine on the surface and with protection the soil was kept in growing condition.

THE TRIP TO CENTRAL OREGON.

We do not know just how the rumors originated, but a lot of people in Oregon believe that to make a trip to the heart of the great central Oregon country, say to Burns, the metropolis, one is lucky to get through alive, and that the cost is excessive.

The Editor has recently made the trip several times, and in addition driven some twelve hundred miles over the Central Oregon road; so he feels that he knows something about the country and about getting there and back.

horses, a careful driver, and by noon we were at the Metchan ranch, in Silvies valley, across the first mountain range.

That Mrs. Metchan gave us a good dinner goes without saying. It was a veritable feast. We had an hour there to rest and eat, and then with a fresh team we left for Canyon. In Bear valley we again changed teams, and by 7 o'clock we were at Canyon City and snugly ensconced at the Patterson Cottage, across from the postoffice. I do not believe there is a nicer place to stop in Oregon than with Mrs. Patterson. The fare is abundant and yet dainty, and the service superb. And then the rooms and beds! Nothing finer could be wished, nothing nicer found in any of our cities!

An early breakfast next morning, away with six fine horses at 5 o'clock and down the John Day to Prairie City. Then six fresh horses and over Dixie mountain to Austin, where we arrived at noon. Did we fare well at Mrs. Austin's? If you know that lady or have ever stopped at her hotel you would not ask the question, for both are famed all over the central portion of the state.

We had an hour there, then took the train for Baker City, where we arrived at 5:30 and were soon at the Giese, another hotel to brag about. But then all of our readers know about the Giese Grand, know it to be one of the best of the first class hotels of Oregon.

Farmers should study such conditions and take advantage of them. The coming institute next Monday and Tuesday to be conducted by Agricultural College men should be a great help to local farmers. Dr. Kerr, Dr. Withycombe and Prof. Lewis will no doubt visit some of the farms in this vicinity and will be able to make suggestions as to methods used and thus be a great help to our people. We should all take a greater interest in this matter and not remain forever in an experimental stage. We should make thorough tests and be convinced of the merits of any experiment in this line. Then by comparing notes with our neighbor better and quicker results may be obtained.

Attend the institute next Monday and Tuesday. Discuss experiences with the visiting gentlemen; this fall come to the county fair and see what products have been raised, inquire under what conditions certain results were obtained, then go home and profit by the experience of others.

We must anticipate dry seasons in this country and put in our crops accordingly. Should we receive a generous supply then, so much the better. We are paid for the work by a bountiful yield. There is no danger of our raising too much during the next season or two and then should there be an over production ways and means will be provided to dispose of it and the farmer get a profit just the same.

FOR SALE.

(Man or Woman)

A 320-ACRE SOUTH AFRICAN VETERAN BOUNTY LAND CERTIFICATE. Issued by the Department of the Interior, Government of Canada. Ottawa, under the Volunteer Bounty Act, 1908. Good for 310 acres of any Dominion Land open for entry in Alberta, Saskatchewan, or Manitoba. Any person over the age of 18 years, MAN OR WOMAN, can acquire this land with this Certificate without further charge. For immediate sale \$800. Write or wire, L. E. Telford, 181 Shuter Street, Toronto, Canada.

FOR SALE.

(Man or Woman)

It may be well to admit that during the months from say December to April the roads are not of the best. Nor are they of the worst. They are good dirt roads and of course get muddy. But we went in and out last January, and aver that there are worse roads in the older settled portions of the Willamette valley than the roads between Burns and Austin or Burns and Vale.

But between say May and November the trip is a delight full one, as stage trips go.

A few days ago we came out with a party of three ladies and two gentlemen, besides the editor, by the way of Austin. We left Burns at 5 o'clock in the morning after a good breakfast at the French Hotel. We had a good Concord stage, four good

Mrs. C. E. Kenyon and son left for Eugene on Monday on a visit to relatives and friends. Charley is doing the "batching" act at the Carter House. Ontario Argus.

MR. HILL MAY COME IN

Said to be About to Build 1500 Miles of Railroad in Oregon

BUY ROADS ALREADY PROJECTED

Information Comes From Man Who Has Been With Stevens, Alleged Hill Engineer, Thought to be Authentic--Hinton Hill Will Purchase Oregon Trunk and Pacific & Eastern.

The Times-Herald has a reputation for railroad building of long standing and it proposes to live up to that reputation until Mr. Harriman, Mr. Hill or some other railroad man takes the job off its hands. The railroads so far built by the great religious have been of very little actual benefit to the people of this section but they have kept up the spirit and each week has kept alive the hope and enthusiasm that tends to make conditions more tolerable. The following clipping from the Oregonian has some encouraging news and should it prove true that Hill is going to enter the field we may feel assured of not one railroad into the Harney country, but two. Mr. Harriman will not give up the field exclusively to Hill and the latter will certainly not be bluffed out when he has once made up his mind to get into any territory. To be sure Harriman seemingly has an advantage of controlling certain natural passes into this country but it will be found possible to overcome even these obstacles should occasion demand. The article below would indicate that Mr. Hill intends to do something. It says:

The building by the Hill interests of from 1500 to 2000 miles of railroad in Oregon, the acquisition of the Oregon Trunk, the purchase of the Pacific & Eastern, a Medford road, were forecasts made in Portland yesterdays of impending railway development. The story of Hill's intentions comes with a fair degree of authenticity from a man possessing minor railroad interests in Oregon who asserts that he spent several days with John F. Stevens, the railroad engineer and locator, who has been in Oregon for six weeks supposedly in the employ of Hill.

The acquisition of the Oregon trunk implies the building by Hill from a point on the North Bank road across the Columbia and up the Deschutes River in the lower canyon of which Harriman is now rushing construction gangs as fast as camps can be established and supply roads built.

Hill's reported desire to purchase the Pacific & Eastern implies an intention to proceed still further south with his system, entering perhaps the California railway field.

As to the expense, it was as follows: Stage fare \$11; meals en route, \$1 bill at Canyon City, \$1.50, fare from Austin to Baker City \$2.50, total \$16.00.

We go thus into details that those contemplating the trip may know the cost and may understand that the journey is a very pleasant one.

The distance from Burns to Austin is 107 miles from Austin to Baker City 62 miles.

We might add that work is now going forward on the Supter valley extension and the stage journey will probably end at Prairie City before winter sets in. That will shorten the stage ride to 92 miles. Addison Bennett in the Irrigator.

PINCHOT AND BALLINGER SCRAP.

A recent Washington dispatch says: Prospects of a modus vivendi between Secretary of the Interior Ballinger and Gifford Pinchot, chief of the Forestry Bureau, are not bright. From out of the West, Secretary Ballinger has hurled the defiance that Pinchot, a subordinate in the Department of Agriculture, "shall not run the Department of the interior." The emphasis on the "not" reverberated among the tall timber out Seattle-way.

The Pacific & Eastern is the old Medford & Crater Lake railroad, which went into the hands of a receiver last year. Dr. J. F. Reddy, of Medford, was appointed receiver and has reorganized the company under the name of the Pacific & Eastern, and acquired the property. This railroad represents, in a way, part of the assets of the defunct Oregon Trust & Savings Bank. It is understood in Portland that the receiver of the Oregon Trust has not yet realized on the bank's investment in the railway, but that from a source closely connected with the bank a partial confirmation of the Hill purchase comes in the form of a positive statement that negotiations are now under way for the sale of the property through which the depositors of the bank will benefit.

JOE IS "BLOWING" HIMSELF.

J. Sturtevant, who has been operating a flouring mill plant at Burns, in Harney County, for the past 27 years, and has acquired a good competency, has been investing heavily in real estate in Western Oregon and along the north bank of the Columbia River within the past few weeks. He has bought himself and wife a comfortable home in East Irvington and will make this city his base of operations for further investments, as he considers prices in the vicinity of Portland by no means high, and that they will advance materially as population grows in the immediate future.

Among Mr. Sturtevant's investments was that of a 170-acre farm near Independence for \$18,000; 72 acres of river front along the north bank of the Columbia River a mile and a half above Vancouver for \$28,800, and 11 lots in East Irvington for \$8800. This list does not include his house and lot at 888 Broadway, for which he paid \$3400.

He is now engaged in building himself an automobile shed at his new home, and is doing the brickwork himself, even mixing his mortar and acting as his own hodcarrier. He glories in physical labor, and seems capable of lots of it, as well as of the mental acumen necessary as a successful speculator in real estate.

"Do I look for an increase in values? I certainly do, or I would not be buying real estate in all directions. I consider Oregon and Portland as merely in the infancy of the growth that has now begun to show itself, and that the average Oregonian does not even dream of the future greatness that belongs to his state. As for the lots I have purchased out here, remote from car lines, I can afford to wait until we get rapid transit to the business section of the city, as I have my own machine and do not have to watch for the cars. The trolley lines will be here as soon as it will pay the company to extend its tracks, never fear."

Mrs. Sturtevant is at present visiting friends in Oklahoma, and will join her husband later on. --Telegraph.

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be prepared to assume the aggressive. The Forester is authoritatively said to be ready to charge that Secretary Ballinger has been waging war on every policy as regards the Forestry service that was established by ex-President Roosevelt, and likewise that the Secretary is, to say the least, lukewarm in support of the conservation policies of the Roosevelt Administration.

Secretary Wilson of the Agricultural Department has disclaimed any difficulty with Secretary Ballinger so far as is concerned, and it looks very much as if Pinchot must bear the brunt of the struggle himself.

Mr. Pinchot's friends claim that a most vigorous warfare has been directed against the Chief Forester by certain water power companies, the most active representatives in Washington--the man whom Pinchot himself has declared to be his most dangerous antagonist--is said to be an attorney from the Pacific Coast, who has spent the past two winters in Washington, carrying on a persistent crusade among Congressmen and wherever an opportunity was afforded him, harrassing the Forestry service.

The fight between Ballinger and Pinchot takes on a very strong political aspect in the West.

THE ACTUAL BEGINNINGS.

It may be supposed that now it will begin to be understood and believed that a railroad is to enter and to penetrate Middle Oregon from the Columbia River, near the Dalles, through the Deschutes Canyon. It is the easy way, with lowest grades. Experience has taught railroad men that lines which afford least gradient, though initial construction may cost more, are on the whole cheapest, cheapest not only for the railroads, but in the long run for the country they serve. To build a road through the Deschutes Canyon, and to enter middle Oregon by this route, is as great an undertaking as the North Bank road from the mouth of Snake River to Portland. But active work is begun on this road, and it will be pushed to completion as rapidly as possible. But, as construction of the North Bank road required two years, so may construction of this Deschutes Canyon road, to a point where it emerges fully into Middle Oregon, require an equal time. These are among the difficult problems of railway construction.

Whether the route by way of The Dalles and the Deschutes River may or may not, in time, become the more general route between Portland and San Francisco, is as yet uncertain. It may be a little longer. But it will have the advantage of lower grades, and may be found shortest in point of time.

But should this prove to be the result, the local routes will remain, and present roads. New ones also will be developed. The road from the Upper Willamette into Middle Oregon, with connection to Klamath, is assured; and the road known as the Corvallis & Eastern surely also will be pushed into connection with the middle and Eastern Oregon.

These things will not all be done in a year. But they will be done; and the purpose now is to call attention to the actual beginnings. All Western Oregon has set its heart also on a railroad to Coos Bay, which was begun a while ago, but was discontinued. All eagerly await the indication that this purpose will be resumed. Work is in progress on the Tillamook coast road. We must renew our insistence on the Coos Bay road, too. We shall reach all these results, in time, of course, and can't expect everything at once. But we must keep them in view, all the same.

Mrs. Sturtevant is at present visiting friends in Oklahoma, and will join her husband later on. --Telegraph.

Joe Lamb of Drewsey is renewing acquaintances in Ontario. He delivered 75 head of cows to J. H. Landers the first of the week. --Argus.

H. J. Hansen of the Burns Meat Market is prepared to furnish bacon, hams and lard to sheepmen and ranchers in any quantity. Special prices for big orders.

Great Carnival of Bargains

This is the semi-annual cleaning up time, when we dispose of all short and surplus lines of stock in order to make room for our new fall merchandise shortly to arrive.

Bargains in all summer dress goods, white goods, embroideries corsets, laces, novelties, etc.

Everything we have for sale is as bright and fresh as the day we received them, and reduced prices will prevail until all our summer lines are sold.

N. BROWN & SONS

BROWN'S SATISFACTORY STORE SINCE 1866

Patrons will receive Trading Stamps, during this sale.

The Harney Valley Brewing Co.

Manufacturers of PURE BEER and Pure Soda Water

Family Trade Solicited--Free Delivery

T. E. JENKINS, Manager

THE CAPITAL SALOON,

CHAS. BEDELL, Proprietor.

Burns, Oregon.

Make This Headquarters.
Wines, Liquors and Cigars.
Billiard and Pool Tables.
Club Rooms in Connection.



Over 500 Beautiful Designs.

Send for Price List & Circulars.

See his Handsome DESIGNS.

MONUMENTAL BRONZE COMPANY,
MEDFORD, OREGON.

STEVENSON & CO.,

Manufacturers of
MONUMENTAL BRONZE,

MONUMENTS, SCULPTURES,

AND OTHER ARTICLES OF BRONZE.

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