

FARMERS' INSTITUTE

Considerable interest Shown by Local Farmers--Good Results

COUNTRY IMPRESSES VISITORS

Dr. Kerr, Dr. Withycombe and Prof. Lewis of Oregon Agricultural College Give Harney County Farmers Good Advice and Encouragement--Sure We Can Make Success.

Those who attended the farmers' institute the first of this week were more of scientific farming before. In point of number of attendance, so far as farmers are concerned, it has been better, but the standpoint of real and beneficial discussion it is a failure.

Dr. Withycombe and Prof. Lewis left Wednesday morning for Vale where an institute was held yesterday and another one today at Ontario. President Kerr left Thursday afternoon in the auto expecting to be present and take part in the program at Ontario today.

WAR OF RAILROADS ON FOR INTERIOR.

Work Begins on Rival to the Harriman Road up Deschutes Canyon.

Railroad grading equipment, consigned to Porter Bros., contractors, was unloaded here today, says a dispatch from The Dalles to the Oregonian, and preparations have been made to begin in the morning transferring the material to Sherar's bridge, on the Deschutes River.

Work on a railroad through the Deschutes canyon into Central Oregon will begin immediately--by Monday at latest--and this road will not be Harriman's, according to the contractors.

This is regarded here as the first move in a titanic struggle between Harriman and Hill for control of the Deschutes grade into interior Oregon, and a repetition of the tactics carried on four years ago when Hill bested Harriman for control of the only route down the north bank of the Columbia River.

Johnson Porter, member of the firm of Porter Bros., contractors, is in the city and superintended the unloading of the grading equipment. Mr. Porter will not admit that his company is working for Mr. Hill, but insists he is not in the employ of Mr. Harriman.

Mr. Porter is the contractor militant who built the North Bank for Hill in the face of Harriman's active and sometimes forcible opposition.

"Do you expect to beat Mr. Harriman in this race as you did when working for Mr. Hill in constructing the North Bank road?" Mr. Porter was asked.

"We are not here to make our boasts; we are here to build a railroad up the Deschutes Canyon, and if there is any race we expect to win, of course," was Mr. Porter's reply.

"There is plenty of room up the Deschutes canyon for two roads," continued the railroad contractor. "There is plenty of room for us and Mr. Harriman, too. Our surveys have found it is possible to parallel the O. R. & N. between The Dalles and the mouth of the Deschutes River, and the grade up the canyon will not be difficult.

"Our surveys have all been made, everything is in readiness for actual construction. If possible, we hope to get the men to work within a week. Work will be rushed as fast as men and teams can be supplied. I shall start for Sherar's bridge in the morning, where we expect to do our first work. The first camp will be established a little this side of Sherar's bridge. Another camp will be established on the Charley U'Ren ranch, above White Horse rapids, opposite the mouth of Warm Spring River, about 75 miles from The Dalles.

to provide supplies for the men and teams. They can't live on sage brush you know, and it will take some little time to get all in readiness for the active construction campaign."

Mr. Porter smiled when the question was asked if this were not another Hill coup directed against Harriman's evident intention of building at once into Central Oregon.

"I don't want Mr. Hill's name mentioned in connection with this matter," said Mr. Porter. "This may be any one of many other roads besides Mr. Harriman's. It may be the Milwaukee or the Chicago Northwestern or one of a score of others.

No, we do not represent the Oregon Trunk line. We represent ourselves, you may say. We have surveys for construction work completed as far as Madras, and intend to rush construction work up the Deschutes canyon.

"We don't care to say just which side of the Deschutes Canyon we shall occupy. For a portion of the way the road will be on one side of the river and for other portions on the other side."

In this city the supposition is that Porter Bros. are the construction agents of Mr. Hill. The North Bank road, considered by engineers to be one of the marvels of railroad building in the Pacific Northwest, was constructed by Porter Bros.

MANUAL FOR DRY FARMING.

A most important addition to the agricultural literature of the world has just been issued by the Dry Farming congress in the form of a "Handbook of Information" which contains the official report of the proceedings of the third sessions of the organization which was known as the Trans-Missouri Dry Farming congress prior to the convention at Cheyenne, Wyo., last February says an exchange. This report is a comprehensive review of the work of the congress and contains, in addition to the addresses and papers delivered before the convention at Cheyenne, the complete report of Statistician W. H. Olin, in which a review of the actual results of dry farming throughout the world is given, together with suggestions and recommendations to dry farmers that will be found available to those hardy settlers who are invading the public lands of the west and transforming the former so-called deserts into productive farms.

The contents of the book are conveniently classified and indexed so that any reference to any subject relating to dry farming may be found without delay. The book, issued as a handbook of information for farmers, is sent without extra charge to the members of the congress in good standing and may be purchased for \$1 a copy by others interested in the subject. It is published by the Dry Farming congress which will hold its fourth sessions and the Second International Exposition of Dry Farm Products at Billings, Mont., Oct. 25-29, 1909. Those who desire the handbook may send \$1 to Secretary John T. Burns of the congress for membership.

R. B. Post of the United States Geological Survey has just returned from a trip through Harney, Malheur, Grant and Baker counties, where he has been engaged in gathering data regarding the hydrography of those sections. Mr. Post reports a great rush of people into Harney Valley for the purpose of taking homesteads in the 59,000 acre tract recently thrown open to entry. Added impulse was given to the desire to obtain lands in this tract, by the fact that a great deposit of light gravity petroleum is known to exist in that vicinity. Mr. Post believes that production of oil in Central Oregon will quickly solve the question of railroads for this long neglected district.--Prineville Review.

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.

TALKS FRUIT GROWING

Prof. Lewis Gives Excellent Pointers to Local Horticulturists

SUGGESTS BEST VARIETY TO USE

Would Recommend Planting of One-Year-Old Trees on Well Drained, Frost Protected Soil--Very Generous Pruning and Good, Thorough Cultivation Necessary to Best Success.

One of the most interesting talks during the farmers' institute was that of Prof. Lewis on horticulture. Prof. Lewis went into detail in the matter of growing fruit and recommended some varieties that would do well. His discussion of the ideal orchard spot where proper drainage may be had as well as protection from frosts were to the point and showed his thorough knowledge of his subject.

Prof. Lewis insists that trees will not do well unless properly cultivated. One can not depend upon irrigation alone, but must stir the soil frequently and thoroughly. Water alone will not make an orchard thrive. He recommends a mulch of decomposed stable manure and straw over it to assist in holding the moisture. This will also hold trees back and prevent danger from early frosts.

Prof. Lewis further recommends setting out one-year-old trees as they will adapt themselves more quickly to climatic conditions and a larger per cent of the trees may be saved. He cautioned those present regarding the importance of healthy roots--if roots are broken cut them off--then set the tree 2 or 3 inches deeper than it was in the nursery and see that the dirt is well packed around the roots. He further says that it is almost impossible to prune trees too much for the first three years, or until they become bearing. He suggests cutting back at least one-half of the season's growth during the early life of the tree and start the limbs out as low as the knee, keeping the inside limbs cut out, as thus the tree may be made to spread with less danger of breaking from high winds.

Should the soil lack nitrogen the stable manure will supply such needs.

Among the varieties of apples he would recommend for this altitude are the Yellow Transparent, Wolf River, Wealthy, Ben Davis, Yellow Newtowns, Red Astracan, Dutchess of Oldenburg, Alexander, Gravenstein. The first three named in this list have been successfully tried here. Others named have been planted and are doing well, but have not been out long enough to ascertain how they will bear. A second list was also suggested among them being McIntosh, Red, Wagner and Rome Beauty. The gentleman said the Russian apples were best adapted for this altitude and climate and those named are from Russian blood.

Among the crabapples he suggested Russian, Whitney, Florence and Martha. The latter has not been as successful here as the others named, however. His first choice of pears is the Bartlett, Clapp's Favorite, Seckel and White Dian.

Almost any variety of the Japanese plums he considered would do well here and the same might be said of the French and Italian plums.

Prof. Lewis considered the Olivette sour cherry the best adapted to this section, although the Lambert would do very well as would also the Richmond and Late Duke. He would not recommend the Royal Ann at all. He considered certain varieties of grapes would be a success and the best would be the Worden or Early Moors.

Clark Seedling strawberries, Cuthbert and Blackcap raspberries, Lucretia Dewberries are all good varieties. The latter is particularly hardy.

Prof. Lewis made some good suggestions to overcome frost. If proper location is made not much danger of difficulty will be

experienced. With the air currents right small fires with straw, sage brush or dry manure may be used effectively at small cost. The greatest danger of frost, according to Prof. Lewis, is at blooming time. After the fruit is once set frost will not hurt so much.

In reply to the best method of destroying aphids Prof. Lewis said that ordinary sheep dip was good, 75 percent water. He did not consider aphid a very serious pest. For cut worms he recommended a strip of cotton batten around the trunk of the tree or sticky fly paper.

URGES PORTLAND TO WAKE UP.

Portland business interests are planning to send a big delegation to Coos Bay. The occasion is to be the convention of the Oregon-Idaho Development league, which meets at Marshfield in August. The plans have not yet been worked out, but will be comprehensive. There is agitation in favor of chartering a steamer and loading it to the guards with prominent business men. It is argued for the plan that the sea trip will afford a convenient outing at small cost and that development of the straits can be furthered while the delegation is on pleasure bent.

No move that Portland business men can make will be more fruitful of benefit to both visitors and visited. Coos Bay is a part of Oregon and is struggling against adverse conditions. The district is without transportation to the interior. It is a region rich with stored resources and virile men. It has aspirations that call for sympathy and encouragement, and Portland is in position to extend them. To reach out a helping hand is to build up Oregon, and the building of Oregon in its every part is promotion to Portland.

The country admires broad gauge men. People applaud broad gauge cities. The man who is absorbed wholly in his own affairs and takes no interest in public concerns is a dead weight. The land hog who sits on his city lots and waits for a buyer at inflated values, is another. The miser chuckling over his interest tolls and rent fees in his dingy office is still another. None of them is of value as a factor in working out the common destiny. Somebody must promote the public interest, but no help will come from the land hog or the miser. They are the dollar scavengers of society and a load that the social body must carry. One live business man who can see to the interior of the state and wish for its growth is worth them all and more. It is the men whose mental horizon is wider than their offices or their store buildings that count. It is from such that the delegation that is to go to Coos Bay will be recruited. It is by such men that the future achievements of Oregon and the northwest will be written. It is such men that can see that to go out and help make Coos Bay, Eugene, Salem and all other towns and districts in Oregon is to help Portland.

The Chinaman washes the dirty linen of his patrons, plays fan tan and lets Portland survive or perish as may happen. The saloonist in the tenderloin takes his fee for the drinks and lets the town wag on. It is not in the unconcern of these that Portland can mount to the heights. The way is through brains that take note of whither we are drifting, how we are to get there and who is to do it. The Portland business men who

go to Coos Bay in August will be builders whose hands are not idle, but are ready to garner the sheaf when it is ripe.--Journal.

FAULKNER-McCONAHEY.

A beautiful wedding occurred at the home of Mr. and Mrs. Charles A. McConahy, of Park Place, at five o'clock, last evening, in which their second daughter, Miss Carolyn, was wedded to Aden Orson Faulkner, of Burns, Oregon, with a most elaborately executed ceremony. The service, which was conducted by Rev. Jesse Swank, pastor of the First M. E. church, was preceded by bridal music consisting of the solo, "All for You," sang by Miss Ruth McConahy, a cousin of the bride; "Oh Promise Me," rendered by Mrs. Harriet Hall Crouse, of Mansfield, and the "Lohengrin" wedding march, played by Miss Ethel Clark, who continued to play "Traumerel" during the nuptial. At the close Miss Elizabeth Stein, of Elyria, sang Toski's "Could I." Misses Edna Humphreys, Florence Vorpe, Frances Manship and Ethel Humphreys serving as ribbon bearers, formed the path for the bridal party, which was led by Rev. Swank, Master Frank Crouse, of Mansfield, as ring bearer, carrying the golden band concealed in a pure white callow lily, next appeared and was immediately followed by little Miss Marcelle Leeson, the flower girl, the groom and his best man, Richard Williams, of Indianapolis, the bride and maid of honor, her sister, Miss Grace McConahy, double ring ceremony was most impressively used in the troth. The bride was handsomely gowned in a creation of white silk and lace and carried a bouquet of bride's roses, her maid appearing in pink with roses of the same shade. The decorations were particularly pretty, the bridal bower being a canopy of palms, ferns and daisies from which a dainty floral bell was appended. A dinner was nicely served in three courses later, all of the tables with the exception of that reserved for the bridal party were arranged on the lawn. The place cards, heart shaped, hand-painted in pink, to which was attached miniature silver shoes and sacks of rice. Mr. and Mrs. Faulkner left at seven-thirty o'clock, for a bridal trip to South Whitley, LaFayette and Indianapolis, at the close of which they will return to this city to prepare for the journey to their new home at Burns, Oregon.--Van Wert Daily Bulletin.

On Monday a band of 1700 head of two-year-old heifers passed through town on their way to the Klamath Indian Reservation. This is the first of 5,000 head purchased of Wm. Hanley of Burns, by the government for the Indians of that reservation. Another bunch of 2500 is expected to go through in a few days, the remainder to be delivered some time in September. The price paid to Mr. Hanley for the heifers delivered is \$26.75 per head. It is the intention of the government to start the red men in the cattle business with expectations that they will become cattle barons.--Silver Lake Leader.

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, 131 Shuter Street, Toronto, Canada.

ESTRAYED--One old brown mare, four yearling colts and one yearling mule. Branded with a heart on left or right stifle. \$25 reward to any one who will hold them for me and let me know. Last seen on Emigrant creek near J. H. Garrett's. B. W. PARKER, Burns, Ore.

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.

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