

## IS LIKE A GREAT GIANT

### The Opening of Central Oregon Thus Described by a Writer

## CONQUERING OF THE RESOURCES

### When the Day of Transportation Comes the Giant Must Form New Habits, Although He Has Made Some Progress-- Describes Early Conditions and What Stockmen Could Do.

Randall R. Howard writes quite interestingly of early days in central Oregon in last Sunday's Journal. Some of it is more or less fiction, yet it describes conditions and brings back memories of the past. He says in part:

Central Oregon is as a great giant about to be freed from the shackles of the ages. The giant has made some progress, has developed, even while chained, but there are many directions in which he has not gone, many things for which nature has fitted him that he has not done. When that day of freedom comes the giant must form new habits, change his methods of life and listen to the call of new duties.

Thus it is that even Central Oregon does not know its possibilities in this day of assured transportation relief. Much less do the people of the Beaver State know the great resources that suddenly are to be loosed in Central Oregon--the land that heretofore has been celebrated as the largest railroadless area in the United States. We know in round numbers that it has as large an area as Ohio, that it has great plains and valleys, vast wooded tracts, the greatest water resources of the state, and large mineral wealth. However, there have been few attempts to stem the wealth of Central Oregon.

Without a railroad the great empire could produce little for the world besides livestock--something that could carry itself to market. The Central Oregon stockman drove his sheep and his cattle to market, and he brought back the gold of the outside world. Thus the only pay day that Central Oregon had was upon the day of the delivery of the beef or the sheep at the railroad after the hundred or two hundred mile drive. The big events of the spring and fall of the old days in Central Oregon were the cattle roundups. Practically all forms of industry in Central Oregon in its railroadless days were necessarily related in some manner to the livestock industry. Merchants established stores at the most likely livestock centers, and the village and later the town grew up around these stockmen's headquarters.

Likewise all of the land, timber, water and mineral resources of railroadless Central Oregon were related to the stockmen and their value was proportionate to its needs. The value of land depended upon the amount of hay that it could produce, or upon the number of cattle or sheep it could graze per acre. Outside of the few trees needed for the sawmills that supplied lumber for the scattering ranch houses and the still more scattering owners of Central Oregon the lumber of the great empire was just then of no particular value.

In the early days of the sparse settlement of Central Oregon there was no need to worry about stock range. There was more than enough for everybody, with the bunch grass above the knees of the beef cattle and almost over the backs of the sheep. The other creatures to dispute the range in those days were the antelope and the deer and the big eared jack rabbits. Those were the days when the stockmen could go out on the plains almost any place and cut enough alfalfa hay to feed his saddle horses and milch cows during the winter. With the exception of the younger cattle and perhaps a few poor cows, all of the stock were allowed to huddle for themselves during the winter months. Land was valued little in those days and only the most fertile spots were un-

## LAND VALUES GOING UP.

Among the real estate transfers of the week was the sale of Paul Blume to H. B. Mace. Mr. Blume disposed of his mountain ranch of something over 500 acres to Mr. Mace for a consideration of \$8000. This is an excellent stock ranch.

This tract is situated on Silvie river several miles above Burns and commands a large amount of range. A large acreage of the tract is bottom land and considerable has been seeded to timothy. It carries water rights for the entire holding with permanent dams and ample ditches to distribute the water properly. This place added to Mr. Mace's other holdings in that vicinity makes an ideal stock ranch where a vast amount of forage may be put up each year, besides being in the best of range districts.

Another real estate transfer of recent date is the sale of the Frank Williamson place in the Trout creek section in the southern part of the county to Frank Adrian. This ranch consist of 320 acres of finest meadow and farming land in that section with abundance of water for irrigation. We understand the consideration was in the neighborhood of \$15,000. Frank and his family will make their home on this place and expect to erect a nice house in the spring.

A card received from State Land Agent Applegate this week announces that the price of base for indemnity selections has advanced from \$10 per acre to \$13 to take effect Feb. 4. This makes the third raise in scrip in a short time.

## GET RID OF PESTS.

All of the ideas regarding the eradication of the pesky and destructive little ground squirrels are at fault says Dr. O. T. Paine of Fox valley and there is only one true system. Squirrels get fat on strychnine, they will play tag with traps and they will circumvent all attempts on their lives, but there is one thing and only one thing that is dead medicine for the ground squirrel, and that is a little animal that is faster than greased lightning, wiser than an owl and drags its lithe form through the eye of a needle and that is a ferret. Ferrets have a weakness for ground squirrels and they can pick them up like a chicken picking up corn.

Dr. Paine says that there is a company in Missouri that makes it a business of raising these animals for the market and they advertise that they have 40,000 on hand which they sell for \$10 a dozen. The ferret is the only practical way of getting away with the ground squirrels, and when they are turned loose in a field they will cut them down like grass under a scythe. Dr. Paine states that he has placed an order for a dozen, which he expects to have now in a few days and if anybody has any squirrels they want to get rid of all they will have to do is to enlist the service of Dr. Paine and his ferrets. He says his ferrets will be in fine working form when they arrive, because on the brood farm they are fed nothing but cats and they will take in the change of diet with ravenous appetites.--Blue Mt. Eagle.

Last week a group of sheep men were sitting around the stove at Jake's bemoaning their losses. This got on Mr. Lee's nerves and he remarked, "It is all right for you fellows who only lost a dozen or so sheep to grumble; I lost every head of horses I had but you don't hear me hollering." With that he got up and walked over toward the window. One of the sheepmen came over and called him out on the porch. "Say," the sheepman asked, sympathetically, "are you sure your horses are all dead? Isn't there a chance for a few out of the bunch to have gotten away and your finding them in the spring?" "No," Mr. Lee replied, "no chance at all. They are all dead." "How many head did you have?" asked the interlocutor. "One," said Mr. Lee.--Jordan Valley Express.

Save money by reading the Busy Corner Store ad.

## TRANSPORTATION FIRST

### Less Conservation and More Railroad Better for State of Oregon

## SOME BILL HANLEY PHILOSOPHY

### Tells Needs of Oregon as He Sees Them and Predicts Immediate Rush of Settlers for Government Land in Eastern Oregon--Talk Would Indicate Early Railroad Activity.

"If conditions work out as it now appears, there will soon be the biggest rush for free Government land in Eastern Oregon the United States has ever seen."

William Hanley, manager of the Harney Valley Development Company and head of the William Hanley Cattle Company, two concerns that ship 20,000 to 30,000 head of stock out of Eastern Oregon annually, made the foregoing prediction at the Portland Hotel yesterday, says the Oregonian.

"What Eastern Oregon needs is more transportation and less conservation," he continued. "The least common evil that threatens this country today is land monopoly. It is the history of big ranches that they do not pay, for lands cannot be worked to best advantage with hired help. The big rancher, too, is an object for suspicion and high taxation, and in Central Oregon he soon finds that he has a bear by the tail and dares not let go.

"We have sometimes increased our holdings, because small tracts have been virtually thrown into our laps. The lack of transportation facilities has made it impossible for the small farmer, with his little band of cattle, to make a living, and some have come begging to have the land taken off their hands at any price.

"We are now running stock to dispose of the products that we cannot get out of the country in any other way, but we expect to get our principal profits out of the land. The opportunity will come with the railroads, when the large farms can be divided and the country developed.

"The homesteaders who are now going into Central Oregon are locating on lands which they believe will be the earliest to receive railway transportation. They are but on the outer edge of the great county in Eastern Oregon, where it is estimated there are 10,000,000 acres of vacant Government land.

"This is included in a strip from 150 to 175 miles wide and 300 miles long. One side, down in Lake County, has a bunch of timber, and on the other side, in the Blue Mountains, there is more timber. Between the two there is not a stick standing. These forests are needed in the development of that country. Two-thirds of the trees in them are over-aged, and trees are like other things--over-age brings decay. They will benefit no one, if held in the Government reserves for future generations.

"Pinchot is a faddist and is of a one-boy family. When he was fired as Chief Forester it was the first time in his life that any one had ever taken him by the nape of the neck and spanked him. When he told the people back East that the resources of the country belonged to the public, they all shouted 'That's right, and we are the public; there are only a few outlaws out west.'

"Personally, I believe that the resources rightfully belong to the state in which they are located. Oregon should have its timber lands, and it could then sell the stumpage and improve its rivers and harbors with the proceeds, without asking Congress for appropriations. I believe that the people of Oregon as one man should support President Taft and Secretary Ballinger. President Taft said enough to us when he expressed the view that the resources should be developed, and not held back."

Mr. Hanley's theory of the cause of high meat prices is that the consumers too greatly over-balance the producers.

## ROAD BUILDING.

W. F. Baker, who has for years maintained a dirt road between Council Bluffs and Omaha over which a tremendous traffic is hauled daily, gave some valuable suggestions to those assembled at the recent corn exposition at Omaha.

The underlying principle of Mr. Baker's success in road building, so he told his hearers, is the establishing of a good foundation, thoroughly drained. "Roads should be constructed and maintained at least two years before any attempt is made to apply macadam, gravel, sand or cinders," he told them. His reason for that is that without a proper foundation, graded, drained and packed down, any kind of surfacing material will be a failure.

"No amount of earth should be spread upon the surface of the road exceeding two inches in thickness unless thoroughly rolled," he declared. "After this first layer is properly rolled into place, another layer should be placed and rolled and so on until a good, hard compact foundation is secured, and this should then be used for a couple of years by teams and loads still further to pack it down. The custom of dumping a lot of loose earth upon a roadbed is out of date, a waste of time and money and a damage to the traveling public," he said and the reason for it is only too evident when it is remembered that the foundation is the essential thing, in fact, according to his experience, the only thing required in the way of material.

"All earth roads without exception should be dragged after each rain when in proper condition. Roads should be dragged to and from the center so as to maintain the proper slope, and in very dry weather when dust is deep they should be dragged from time to time outward and after a rain plastered back upon the surface," he stated.

## INDUSTRIAL NOTES.

(Portland Correspondence.)

A big industrial fair, representative of all Oregon, is being planned for Portland this fall. As yet plans are tentative but it is practically certain that the exposition will be held and that it will be a big success as assured from the interests that are behind the movement.

It is expected to hold the fair during the first ten days of September. Manufactures of the state will be given a prominent place in the displays and the co-operation of the Portland Manufacturers' Association, a strong organization that has done a great deal to build up manufacturing of all kinds, is probable. The varied products and resources of Oregon will be shown and it is believed the exposition will demonstrate the progress Oregon is making in a striking way.

An event that is of wide interest is a complimentary banquet to be given Judge George H. Williams, Oregon's grand old man, on his 87th birthday, March 27, in Portland. As Attorney General in President Grant's cabinet and prominent in the nation's history throughout his active life, Judge Williams commands the affection and respect of all Oregonians and the most prominent people of the city are proud to show him honor.

Planning to increase the failing lobster supply, the United States Fisheries Department will transplant a carload in the waters of Yaquina Bay. Whether the lobsters will thrive there is not yet known but it is thought conditions are right for them. Lobsters demand a rocky bottom, without silt deposited by nearby rivers, which is the case at Yaquina. This is the reason assigned for the failure of experiments made heretofore in trying to grow Eastern lobsters in Pacific waters. Senator Bourne has been agitating the matter and has secured the promise of Fish Commissioner Bowers to make the experiment at Yaquina.

Special round trip excursion rates have been made from the East to Portland by the railroads for the annual Rose Festival in June and the national convention of the Ancient Order of Kibernians in July. Both of these events will attract large numbers of people and the rates are to be as attractive as those made last year for the Alaska-Yukon-Pacific exposition. These fares should be the means of giving thousands of tourists their first view of Oregon during the coming summer.

It is expected that over 2000 delegates will attend the annual state convention of the Young People's Christian Endeavor Society in Portland February 15-17, which is likely to be the biggest assembly of the organization

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The biggest reduction sale on clothing and gent's furnishing that ever was at Schenk Bros. See ad.

NOTICE.

All parties owing Lewis & Garrett, or Simon Lewis are hereby notified that all these accounts are in the hands of our attorney C. H. Leonard for collection and settlement. Persons indebted to us will please settle the same with Mr. Leonard at once.

SIMON LEWIS  
J. T. GARRETT.

Williams Bros. saw mill at Cold Spring on the Canyon road is prepared to do custom work for those desiring to take advantage of their government permit. Also lumber for sale at \$12 per thousand. See them about custom prices.

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