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## RAILROAD MEN VISIT US Several Prominent Harriman Officers Look Over Harney Country

### DO NOT PAY NOTHING FOR PUBLICATION

President O'Brien and General Traffic Agent Miller of O. R. & N. Co. View The Harney Valley for First Time--Tuttle and Stradley Return From Long Trip.

The Harney country has had a delegation of prominent railroad men within her borders during the week and while none of them have expressed themselves as freely and to the point as did Mr. Hill of the Great Northern during his recent visit, nevertheless encouraging to them come, regardless of their evasive talk.

P. O'Brien, president and general manager of the Harriman lines in Oregon, R. B. Miller, general traffic agent and C. W. Tuttle, who helped to run the lines through this district, were in the city this week. They came by way of Condon up the John Day river to Canyon and over to Burns arriving Sunday. The party were met out a few miles by President Leonard of the Commercial Club, and Wm. Farrel, escorted into town. On Monday, in company with Mr. Leonard, they spent the day looking over the valley going out to Waverly and Lawen then returning back around the west part, thus obtaining a good view of the big valley.

An informal reception was held at the Masonic hall on Monday evening at which a large number of local business men met the party. It was a very informal affair as Mr. O'Brien stated he did not wish to be fettered and in fact rather than such a meeting as the party is out in the railroad construction business. President Leonard of the Commercial Club was in charge of ceremonies and called on Hon. Frank Davey who gracefully welcomed the gentlemen to Burns and expressed the hopes of our people in relation to railroad building. Mr. O'Brien responded but said at the meeting he could not give his opinion on the talk they would like to hear since he had no information to give out regarding railroad construction.

Mr. Miller stated the party had come into the interior to see it for themselves and observe conditions but not to make statements. He was quite favorably impressed with the vastness of the valley and sees a bright future for it with the land and water properly developed and transportation lines. He noted of the enormous increase of population in the United States and figured that within a short period of time the Pacific coast would receive a material increase of population. Considering the vastness of this section, the undeveloped condition and the low land values we could expect a great number of people. Mr. Miller further stated that the railroads were built by men who had a return for their investment. That transportation lines were not built for fun, therefore it was necessary to show the men with money that a line would pay.

Mr. Hanley followed with one of his good sound talks about conditions in this state and stated that the biggest part of Oregon was lying idle for lack of transportation and markets. He urged his fellow citizens to assist in bringing the possibilities of this section to the attention of railroad builders in a practical way by every individual getting a farm and developing it along some line.

When Mr. O'Brien was called he expressed his pleasure of the courtesy shown them by the business men of Burns, but also stated he was sure they would be disappointed since he was not in a position to make any promises. The party had some work in the Deschutes country and also at Fossil and had extended their visit to the Harney country merely to acquaint themselves of conditions so that should they be called upon to make recommendations they would have information first hand. Mr. O'Brien said that as a property owner of Harney county he would be glad to see not only one but two railroads into this section, but since the work was not in his hands he could not say just what his company would do. From his talk it was quite plain he had either been asked to make a report on this section or expected it as he said that before lines were built it must be shown by someone that it will make good. The question with him was whether within the next one, two or three years the population and development of this interior section would justify the building of a road or not. He closed his remarks by expressing a hope that we would follow Mr. Hanley's advice and assist in making the country more productive.

Dr. Marsden was called on and responded with a short talk on conditions here and showed the deep interest of our people in railroad condition. He told the visiting gentlemen that we keep posted on railroad building and were fully alive to the situation. He said that the people of Harney county realized the important position this section held in the line of railroad building and that local traffic alone was not the only inducement. Dr. Marsden spoke of the completion of the Isthmian canal and the change it would cause in railroad transportation. A few pleasant and pointed remarks from J. J. Donagan and C. H. Leonard closed the talk and the visitors then mingled with those present and talked in an informal way.

The party left early Tuesday morning for Lakeview going out by the way of Silver Creek. They will go to Klamath and back again to Bend and the Deschutes Canyon.

Chief Engineer Stradley and General Traffic Manager Tuttle of the Oregon Short Line, arrived here again Wednesday evening after making a record trip in their auto. They left the P Ranch Sunday going to Lakeview. On Monday they drove some distance below Lakeview and back to Silver Lake, Tuesday to Prineville and on Wednesday to the Hanley home ranch here. These gentlemen are from the Salt Lake headquarters of the Harriman lines and while they did not give out the object of their long trip through this territory it would indicate something good in the way of railroad construction. Both are enthusiastic boosters of this section and since the construction of the Oregon Eastern under the management of the Salt Lake officers we may look for good results from this visit as both men are particularly pleased with the territory visited.

They left Thursday morning for Ontario with the intention of going immediately to Salt Lake. The visit of these Harriman officers portends something immediate and we expect some announcement within a short time.

### GOOD ROADS PETITIONS OUT.

The campaign to build good roads in Oregon assumed another serious phase in that several hundred men throughout the state are circulating the petition providing for a constitutional amendment to remove the constitutional restriction on the people's power to obtain and pay for good roads.

In Portland Charles Lenon has been put in charge of a force of men who are circulating the petition. Throughout Oregon branches of the Oregon Good Road association, Automobile associations, threshermen, granges, fruit growing associations and county judges have charge of the campaign. Ten thousands are needed. The aim is to obtain 20,000 as an evidence of the proposed constitutional amendment's popularity, says the Journal.

At the present time the bonded indebtedness of any county cannot be more than \$5000. The proposed constitutional amendment giving every county the power, but does not impose the obligation, to issue road building bonds to the amount of \$100,000. Cooperative action between counties is suggested so that trunk highways may be built across the state and penetrating the interior.

The lack of easily traversible highways is said to be Oregon's greatest bar to systematic and rapid development.

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Job printing--The Times-Herald

## AGRICULTURE IN SCHOOL

### Give Farm Boys and Girls Chance as Others Have Been Benefited

### FIELD PEAS TO FATTEN THE HOG

Klamath County Farmer Tries Experiment to Increase Profits of Stockmen With Successful Results--We Should Raise Hogs to Supply The Local Markets.

Great philanthropists have wisely established in large centers of population the technical schools where boys and girls, ambitious but poor, may learn the skilled trades or fit themselves for life by development of some sort of handicraft. There is the Cooper institute, the Armour institute and the Carnegie institute for example--splendid institutions fulfilling missions which originated in the minds of great heart and earnest convictions. For the city boys and girls they are a great blessing.

It remains for someone to devise a way to do for the poor farm boys and girls what men have already done for some of the city boys and girls. How can it be done? The establishment of heavily endowed institutes might not prove successful. Much is already being done through the state agricultural colleges. But a great deal more could be done today and every year by and through the rural schools that are scattered all over the country.

There has been in our conventional form of education, too much of magnifying the importance of things which are big because they are massed in cities. The school book maker has his eye on the big cotton mill, the ships which cross the ocean, the iron foundry, or the art palaces. The artificial things of life are clothed with a certain glamor so that the school child is unconsciously led away from the things surrounding the school. The boys feel that the life of his parents is not worth while. All the fascination is in some other life about which he knows nothing save what he reads.

What must be done to get back to the first principles. The rural schools of our country, especially those of the middle and western states, are the schools for the boys and girls who are to be the future farmers. These boys and girls have a right to know that there is something more in the occupation of their fathers and neighbors than long hours of dull drudgery.

The agriculture of the future must be based on science. Hazard farming will not do. Farming according to grandfather's time tested rules does not necessarily mean success. But if this basis of scientific agriculture is to be of greatest value the children must understand the principles underlying. It may be said, and it is often asserted, that the farm children learn enough of farm life by seeing things done. If they use their eyes well they will learn much. A great deal more will

of the Klamath country tells of an experiment that he is trying on his farm near Dairy.

Some time ago Mr. Sherman was reading the complaint of the meat packers that Oregon did not grow sufficient hogs to nearly supply the local markets. At about the same time he read of an experiment made by a farmer in Colorado who raised field peas and fed them to his hogs with the result that he fattened them for the market at 15 per cent less than the farmers of the middle west did on their corn.

Mr. Sherman concluded that if a Colorado farmer was able to raise peas at an altitude of 9000 feet above the sea, he ought to be able to do it at 4100 feet elevation. Investigation showed that some years ago Klamath county farmers raised 50 bushels of peas to the acre and finally quit because they did not know what to do with their crops.

Consequently Mr. Sherman sent to Denver and secured a quantity of field pea seed, and now has a large field of fine field peas. This fall he will fatten hogs on the peas raised, and will then be able to tell whether his theory is a good one or not. He thinks he will be successful, and if he is it is certain that he will have shown the way for a great increase in the profits of farming. --Portland Journal.

### FEAR WE WON'T GET SQUARE DEAL.

If the House Committee amendment to the reclamation law is enacted as it has been submitted to the lower branch of Congress, legal sanction will be given to the past practice of depriving Oregon of several million dollars that should be used in reclamation work in the state. When voting on the \$30,000,000 special loan proposed to expedite reclamation projects, the House Committee recommended repeal of section 9 of the old law, which specifies that at least a majority of the funds derived from sale of public lands in each state be used for reclamation in that state.

In the past, despite this law, Oregon has not been getting much more than a fourth of her contribution to this fund. Protests were made during the Hitchcock regime but without more avail than promises. In those days the Secretary of the Interior said that when good projects were found the state's legal minimum of 51 per cent of the fund would be appropriated. Since Secretary of the Interior Ballinger has come into office these promises have been renewed, but so far no additional funds have been provided for the state, nor have there been surveys indicating that projects other than Klamath and Umatilla are under serious consideration.

When talk of the \$30,000,000 loan from the Federal treasury to the reclamation fund began, there was hope in Oregon that four or five millions of this would be applied immediately to work here, to bring the state's quota near the same proportion maintained in the reclamation group. But this hope was blasted by the statement that the loan was intended to complete large projects which had been commenced and for which there was not sufficient money. Still Oregon interests hoped that some power would be moved which could compel the reclamation Service to grant at least the legal minimum, as the law provides in the clearest terms. Such observance of the law would bring to Oregon about \$2,000,000 immediately.

Now the state faces the prospect of having the section of the law repealed which was the only guarantee that some time greater appropriations would have to be made. If this repeal clause is carried, Oregon men who have been following reclamation work fear for the state's future share in federal attention. To prevent adoption of the House Committee report, irrigationists hope that every friend of Oregon will exert his supreme energies. --Tele-gram.

You may look and you may listen, but you will eventually call on Irving Miller and take advantage of some of his bargains in real estate. Also the man wishing to sell can not do better than to list with him. Room 6, Odd Fellow building.

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# Business Chat for Business People

Do you want to deal with people who attend to their business? We are too busy to meddle with others. Do you want the very best investments for the least money and upon the best possible terms? Do you want to sell your property and secure a sure return for the same? Do you want the very best 160 or 320-acre homesteads, all locations guaranteed or money refunded. Do you know that we sell more lands than any other in Harney county? Do you know that times were never better to sell or purchase than right now? Do you know that we are proud of our success? Do you know that we attend strictly to our own business, and do the business right.

Do you want to know anything about us? Ask our clients or any reliable business man in Harney county. Our satisfied clients are our best advertisements. Do you know that we are representatives of some of the richest and most reliable real estate firms in America? Do you know we think Harney county the best place in the United States today for investment? Do you know we can give you a free trip to Old Mexico? Come in and see us about it. Do you know we can sell you on easy payments the very finest lands in Old Mexico and Dominion of Canada? Do you know that energy and honesty are the foundation of all business success? Do you know that we delight in pleasing our clients and that your success is our success?

Do you want to sell or invest? We have the buyers with the cash and the largest list of lands for sale in Eastern Oregon. We can sell your property the quickest and have the best investments in the country. We have them to pick from, the cream of the land. Do you know that you are always welcome? Come in and brush the dirt off and rest yourself, whether you have business or not. Free reading and writing room--plenty of comfortable chairs. We can at least be sociable and if you have any business in our line, we feel sure of getting it. Special References: The First National Bank and Harney County National Bank, both of Burns, Oregon. Office: First door south Harney County Nat'l Bank.

# INLAND EMPIRE REALTY COMPANY

First door south of the Harney County National Bank, Burns, Oregon