

ANNUAL COUNTY FAIR

We Take Sufficient Interest and Give it Proper Support?

NEW REMARKS REGARDING IT

Public Affair for the Benefit of Entire County That Should Have Unselfish Support and Active Cooperation of Whole Section to Make it a Success.

The people of Burns and Harney county take sufficient interest in the county fair? A man has been active for five years in doing what would toward holding an annual fair and they have received the unselfish support from people but lots of criticism. The stockholders of the fair are indifferent to the annual business of the Fair Association attended by but few and few are always willing to take responsibility to the old directors with seldom a mention as to improvements in management or a change in the nature of the program to make the fair more attractive, of benefit or more interest to the general public.

There has been a very unfavorable season, but on account of the benefit of securing a fair for our products for the Northern advertising car board desired to put an extra effort to secure a collection under adverse circumstances for this purpose. A representative of the association is now out gathering exhibits and is meeting with engaging results. He came in Sunday with a load containing 150 different samples, of grain and grasses, from Pine Creek, Calamity and other sections. He has again put out and will cover a larger territory by way of Happy Valley, and over to the P Ranch where he has been instructed to get what products he has secured and make a tour around Mountaintop to Andrews, Alvord and neighboring sections and back by way of Crane Creek.

This is an added expense to the Association that is jointly managed by the Burns Commercial Club. That part paid for by the Association must come from the receipts as that is its only source of revenue. With a limited attendance the Association is less handicapped for the necessary funds after legitimate expenses are looked after, to provide attractions aside from the lion and livestock to secure attendance. People want amusement and expect it. This should be provided. The nature of this entertainment is a matter that should have attention of those who take an interest in the

The Times-Herald has nothing to suggest along this line—that we have always had a fair and of course it is a part of our week to have speed contests but is this enough attraction? The Association has provided some exceptional programs in the past with indifferent success. Big purses have failed in instances to attract a sufficient number of horses to make speed contests interesting. The management cannot procure more or less jobbery among men if they see fit to put purses and it is the general impression that all races have not been on the square. There is no reason for such an impression and the management has used every precaution at its command to prevent such.

Some men complain that since racing is prevented by law they cannot make expenses for the purses alone. This is a matter not controlled by the Fair Association and the board will encourage lawlessness. There are a number of well-harnessed horses in this district that could be developed and much to the speed features of the week if they were properly handled. The owners say

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HARNEY COUNTY NEEDS ROAD

RANDALL R. HOWARD WRITES OF US TO PORTLAND JOURNAL

Burns Longs for Advantages of Railroad Transportation to Aid in Development of Natural Resources.

The following interesting descriptive letter was written by Randall R. Howard and published in last Sunday's Portland Journal. Mr. Howard was here a few weeks ago for the purpose of securing data for a descriptive article in the Pacific Monthly and also the Journal. He is somewhat mixed on a few minor matters, but as a whole it is a very good letter. Burns was not yet on the map 27 years ago when the manager of The Times-Herald came to this spot. Mr. Howard writes:

Some 30 years ago a Scotchman built a store on a slight elevation overlooking the great and beautiful Harney valley, the village that followed he called Burns, in honor of one of the great men of his native land. Today Burns is the commercial and educational center of a county as large as Massachusetts. Mark off a square in the southeast corner of Oregon, including nearly one-fourth of the area of the state, and Burns will be the only town of importance in this great expanse into which nearly all the New England states could be placed.

With the completion of the railroads that are building up the Deschutes river, Burns will have another distinction. It will be farther distant from the railroad than any other important town in central Oregon. But Burns has still other and greater distinctions. It is headquarters for the largest stock ranches in the northwest, and possibly in the entire west. Still more important, considering the commercial future of Burns, this inland town is at the northwest edge of what is one of the largest and potentially richest valleys in the entire west.

If you were going to visit Burns and Harney county today you would choose one of four different routes. You could leave the railroad at Prairie City and travel 90 miles south, or Vale and travel 130 miles west, or Shaniko and travel 210 miles southeast, or Winnemucca, Nev., and travel 250 miles northwest. All of these different routes are at present followed by the stage coaches and freight teams that connect Burns with the railroads and the outer world. Telephone lines also follow these general routes, and there is a regular automobile line that carries passengers to and from Prairie City the present nearest point from the railroad.

So it is not strange that the people of Burns and Harney county say in one voice that their greatest need is railroads. More than 20 years ago the citizens of this great isolated southwest celebrated the announced coming of the Corvallis & Eastern railroad from the Willamette valley. They have since that day celebrated the coming of a number of other roads, but Burns is still without a railroad.

And what is Burns and Harney county to induce the coming of a railroad, you ask? The great gem of Harney county is Harney valley. And no one can exactly realize what Harney valley is until he has seen it; and he will not see it entire until he has traveled more than 60 miles north and south and more than

40 miles east and west. Harney valley was formerly a great lake but the water has receded until it is all included in two chief bodies of water, Malheur and Harney lake. One can follow for miles with his eye the uniform rimrock that was at one time the lake bank. From the foot of this rimrock the land stretches out in a great level expanse, much further that one can see.

Between the upper end of Harney valley and the little village of Narrows, 30 miles south, there is less than 30 feet difference in elevation. Long necks of river bottom land and rolling foothills lead to the level valley floor. The valley itself is variegated in color with alfalfa and grain fields and great meadows. Here are hay ranches galore. In taking an automobile ride through the upper end of Harney valley we stopped at an 8000 acre farm. Before surprise could be expressed we were told that this farm was adjoined by a ranch of 40,000 acres, and that there were still larger ranches further down the valley. Because of these great ranches Harney county is today headquarters for the greatest and the last of the cattle kings in the northwest.

Whatever else Harney valley may or may not be, it is at least a great hay country. Great areas of the sod of the former lake bed yield from a half ton to a ton and a half per acre every year and almost without touching the land. And this is today one of the great drawbacks in the intensive development of the valley. Wild hay comes so easily that there is little inducement to try anything else. Intensified farming is still largely in the experimental stage.

Only a comparatively few years ago the first fields of dry land alfalfa were planted. Today there are several such fields in the valley that are yielding from three to five tons per acre in two or three cuttings. This has been an exceptionally bad year for grain in Harney valley, because of late frosts and exceedingly dry summer; yet there are grain fields that will this year yield at least 40 bushels of wheat and barley to the acre simply because they have received scientific cultivation. The fruit growing possibilities of the foothill lands of Harney valley are not known. Some of the trees in the few orchards of the valley have returned good yields of apples, pears, cherries, etc. Many trees were caught by frost this year; yet it is asserted that the use of the smudge pot for three nights would have saved practically all of the fruit. While Harney valley has an elevation of 4100 feet, it is still no higher than the Salt Lake valley of Utah and some of the noted fruit growing sections of Colorado.

Like many other sections of the west the great promise of Harney valley is its irrigation possibilities. It has a rich soil of volcanic ash and lake deposited silt. It should be stated that there are spots of alkali in the valley, but in general the soil is deep and rich. Best of all there is water to irrigate the soil. One of the first reclamation sites withdrawn in Oregon by the reclamation service was on Silvies river, where a reservoir can be constructed that will reclaim at least 200,000 acres of land. Due to complicity in water rights, under the old Oregon law, and later shortage of funds this project was abandoned by the government. But the site and the water and the land are still here and some day the project will be constructed.

Harney valley does not need to depend upon reservoir irrigation, however. Government experts have pronounced the valley an artesian water district. Already in the southern part of the valley several artesian wells have been developed and are now flowing. Even if flowing artesian water is not found water may still be pumped for irrigation. Water can be had at depths of from eight to 20 feet all over the valley, and at greater depth the supply seems inexhaustible. But here is the hitch. There is no cheap fuel in Harney valley—and no railroad to bring it in. Likewise there would be no market

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FAMOUS EDITOR CALLED

Harvey W. Scott, Active Head of the Oregonian is Summoned

DEATH RESULT OF OPERATION

Demise Occurs at Baltimore a Few Hours After The Operation—Heart Failure Given as Direct Cause—One of The Foremost Journalists of The West.

A dispatch from Portland dated August 7 says: Harvey W. Scott, editor of the Oregonian, died in Baltimore, Md., this afternoon, according to a private telegram received here. Heart failure is given as the direct cause of death.

Mr. Scott underwent an operation at Johns Hopkins hospital yesterday, he left Portland July 28 to have the operation performed.

Mr. Scott's last illness dated back several months, but that the malady was likely to be fatal was not fully realized until about three months ago, or shortly after his return from the meeting of the Associated Press in New York in April.

At this time he was seized with a fainting spell while talking in the lobby of a local hotel. The family physician advocated an operation, which would possibly permit of his complete recovery. Mr. Scott was taken to Baltimore, where on Saturday the operation took place.

Harvey Winfield Scott, editor-in-chief of the morning Oregonian, a member of the board of directors of the Associated Press, was one of the foremost journalists of the west. He was born near Peoria Ill., in 1838, and his father, a farmer by pursuit, migrated to Oregon territory in 1852.

Mr. Scott's youth was spent as a laborer on his father's farms, except two years that he served as a militiaman when during 1855-56 a relentless campaign was waged against the Indians who by frequent outbreaks had previously kept the settlers in a state of terror.

After working his way through the Pacific college, Oregon, Mr. Scott secured a position on the Oregonian in 1867, a place he held until 1873, when he was appointed collector of customs of this port. He was removed from this office in 1877 because of a refusal to pay a large assessment levied by a local newspaper, owned by an influential political figure. The same year Mr. Scott entered into partnership with Henry Pitcock, owner of the Oregonian, a business association which endured until Mr. Scott's death.

INDUSTRIAL NOTES.

(Portland Correspondence.)

Never before in the history of the Pacific Coast has there been such close feeling of co-operation as there is at present. A recent trip to San Francisco and through the Northwest cities has convinced Manager Chapman of the Commercial Club. Promotion Committee that a concerted movement for the good of the whole Coast is opportune and will be supported. He has evolved the slogan: "All the coast for all the coast all the time," and will use it in the work of the new Convention Bureau that will strive just as hard to bring conventions to any coast point that wants them as to Portland.

"This helpful spirit was manifested wherever I went," said Manager Chapman. "Tacoma, San Francisco, Spokane, Seattle, Victoria, Vancouver and New Westminster all realize that the strength of the Coast is in concerted effort. They are organizing along the same lines to capture conventions and for mutual work. This is a splendid prospect and will be productive of great good in future. A united Coast will be a mighty factor in development work."

Coos Bay cities will have a week of festivities beginning August 15. Mayors of Oregon cities have been invited to at-

tend the Coos Bay Carnival and it is expected a Mayor's association will be formed. There will be all kinds of water sports, races, music, clam bakes, dances and many varied forms of entertainment for all who attend. Many are expected from Willamette Valley points and Southern Oregon, while Portland will send down a large delegation to participate.

Commercial bodies of this state are being invited by the Twice-a-Week Spokesman-Review, Spokane, to express an opinion on the most promising agricultural development in their own sections and the means used to further the advancement. An interchange of ideas along these lines will be helpful. This paper has taken an active interest in the intensive development of the Northwest and is doing much to further it.

Premiums for livestock exhibited at the Harvest Festival in Portland September 5-10, have just been authorized aggregating \$10,000. In addition there will be a purse hung up for the races totaling \$30,000. A large part of this figure, however, is paid by the entry fees, whereas the livestock premiums are a straight outlay by the Fair Association. This gives the Harvest Festival a premium list equal to the State Fair, which has the most liberal premiums of any fair on the Coast. A pony and cart will be given away by the Fair management on Children's Day, each child entering the grounds having an equal opportunity to secure it free.

FOREST FIRES.

That the forest fires of the past month are but an earnest of worse to come unless people give more active heed to warnings, is the tenor of a review of the fire situation by the Western Forestry & Conservation Association based upon advices from private and official fire fighting agencies throughout the Pacific northwest. August has commenced with conditions infinitely more dangerous, for besides increased dryness of the forests due to prolonged absence of rain, almost continuous fire fighting has only kept in check innumerable fires which still smoulder to be fanned by beyond control should strong wind prevail.

Throughout most of Oregon and Washington, up to the present time, more extensive organizations by timber owners and the Forest Service than ever existed before has fairly well counterbalanced the unusually great number of fires. Most of them have been controlled promptly. Nevertheless, the aggregate of small outbreaks in valuable timber represents heavy loss. The Santiam, Klamath, Willamette and Hood River districts in Oregon, and the Grays Harbor and Colville districts in Washington have suffered seriously. Three men and four women have been burned to death in these two states already and the season is not half over.

Since all forces are fighting day and night, with no time to make reports, it is impossible to estimate the damage done in Idaho and Montana, though doubtless there has been much exaggeration. In Idaho, especially, where timber owners' fire associations are highly efficient, what seemed an almost hopeless situation has been gotten pretty well in check. In the Coeur d'Alene district but three fires remain not reported under control, these being on Pine and Graham Creek, near Wallace,

and on the west side of Lake Coeur d'Alene. In Western Montana the situation is about as bad as it can be, all available help being enlisted without any certainty of the outcome if rain does not soon intervene.

The Association emphasizes that the most dangerous portion of the season is still to come. There are fires everywhere that are barely being held in leash. New ones will overtax all existing organization. Since conditions threaten under which fire may travel long distances, timber owners are urged to extend patrol beyond their own tracts to all danger points. Establishment of citizens fire brigades is advised, organizing in advance for having help, leadership and equipment available without loss of time. Cities and towns are asked to take similar steps to supply men when called upon, with arrangements for transportation. Every citizen is urged to spend neither friend nor foe in reporting violations of the fire laws, especially by campers, land-clearers and spark-emitting locomotives. It is pointed out by the Association that if the warnings widely circulated earlier in the season had resulted in such steps, loss of life and property would have been largely avoided. They still apply with even greater force.

Excursion to The Seashore.

On Tuesday, August 23, the O. R. & N. Co. will operate a special train to Portland in connection with their steamers to the Seashore, (North Beach, Wash.) Special train consisting of chair cars, Tourists and Standard Sleeping cars will leave Baker City at 6:15 p.m. arriving in Portland at 7:15 a.m. following morning. The fare for the round trip ticket Baker City is \$12.50. Tickets will permit of stop-over at Portland on the return trip good until Sept. 7th.

DR. GORAY COMING.

Dr. Goray of Portland is a licensed physician and surgeon of Oregon, but limits his practice for the past ten years to the specialty of the Eye, Ear, Nose and Throat and the fitting of glasses. Dr. Goray graduated 19 years ago from Harvard University Medical School, and in 1898 from the Massachusetts Charitable Eye and Ear Infirmary of Boston, and settled in Portland January 1904. This is a real opportunity to receive the service of a specialist on the Eye, Ear, Nose and Throat, of one who is a graduate in medicine.

You can be examined and treated here just as thoroughly and scientifically as in Portland. Eye:—Poor sight, headaches, tumors of eye, inflamed eyes, crossed eyes. Ear:—Deafness, noises, catarrh. Nose:—Catarrh, obstruction to breathing, adenoids, polypus. Throat:—Diseased tonsils, inflammation, catarrh.

An Indian woman named Aggie Wilson was killed at Likely by a stroke of lightning. Several head of cattle in her immediate vicinity suffered a like fate.—Lakeview Examiner.

The Edison Phonograph is gaining in popularity and should be in every home—Lunenburg & Dalton are resident agents.

A Handsome Woman

Every woman may not be handsome, but every woman should keep with care the good points nature has given her. No woman need have yellow skin, dull eyes, bilious complexion, who pays proper attention to her health. Wire constipation, liver derangement, blood impurities and other irregularities exist, good complexion, light eyes and sprightly movements cannot exist. Internal derangements reveal themselves sooner or later on the surface. Headache, dark rings around the eyes, yellow skin, a constant bad feeling—mean that the liver and digestive organs are needing help and correction. Chamberlain's Stomach and Liver Tablets give this necessary help. They work nature's own way. They do not merely force the bowels but tone up the liver and stomach to fill their proper functions. So mild and gentle, they act that one hardly realizes that they are taking medicine. Chamberlain's Tablets can be relied upon to relieve biliousness, indigestion, constipation and dizziness. Sold everywhere, 25 cents.

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