

## SHOWS BOOSTER SPIRIT

### Portland Commercial Club Dinner Brings Out Past Results

### TO RAISE \$200,000 FOR PUBLICITY

### Commercial Bodies, The State and The Railroads Will Join Forces in Exploiting Resources of Oregon-- Harney County Grain and Grasses Reach Portland.

(Portland Correspondence.)

Booster spirit ran high at the biennial dinner of the Portland Commercial Club the past week when the continuation of the promotion committee work was discussed. The accomplishments of the past two years were recounted and new enthusiasm gained for the future. The dinner brought together 370 prominent business men of Portland and a Greater Oregon and a United Pacific Northwest were addressed by the speakers.

Telegrams were read from James J. Hill, Judge Robert S. Lovett, Louis W. Hill, Theodore Wilcox, Howard Elliott and others in which encouragement was given for the work accomplished. Speeches were full of optimism. C. C. Chapman, Geo. Johnson and others told of the progress of the work. President Stevens of the Hill lines in Oregon urged further promotion work and it was decided to raise \$200,000.00 for publicity during the coming two years.

Manager Chapman of the Promotion committee laid special stress upon the Oregon Development League work and told of the splendid spirit shown throughout the state. The sentiment of all was that this co-operation should be maintained and all Oregon should be boosted, rather than anyone section. Portland must grow with the Northwest instead ahead of it.

Driving of last spikes on new railroads is a favorite festivity for Oregonians this year. The latest road to hold a celebration is the Grants Pass and Rogue River, which has just started a line of thirty miles from Grants Pass to southern Josephine county where the celebrated drives are located. The first of the drive spike was driven at Grants Pass during the week and a demonstration by the commercial club and the people of the city and surrounding country accompanied it.

Oregon dairymen will probably receive considerable benefit from the dairy dinner at the Commercial Club March 9, when methods to aid the industry will be discussed and means suggested to help foster it and encourage those engaged in it. Dairymen, stock raisers, members of the health boards and experts from the Oregon Agriculture College will attend and in the interchange of ideas how best to develop dairying, much of value may be expected.

The Fat Stock Show of the Pacific Northwest Livestock Association at the Portland stockyards March 20, 21 and 22 will attract a great deal of attention from cattlemen and stock raisers. Indications are that a large number of people will attend the show and special rates of one and one-third fare have been made from Oregon, Washington, Idaho and Northern California for the round trip. Tickets will be on sale March 16 to 22, return until March 20 to 24. The premium list is out and provides for exhibition of cattle, horses, sheep and hogs, with liberal prizes for winning stock. There is no admission fee whatever, but there is an entry charge for animals exhibited.

Believing that Central Oregon has unusual inducements to a hog raiser the traffic department of the Harriman lines will make special efforts to aid the farmers in that region in the development of the industry. Special literature on the subject will be issued and distributed to the men on the soil in production of more hogs. The

book has been compiled by D. O. Lively, manager of the Portland Union Stockyards and a practical livestock man. It will be distributed widely throughout the state and particularly in the interior.

#### GRAIN AND GRASS EXHIBITED.

Mr. Marvin, who has charge of the Western Colonization Co. offices in Portland, has written a letter acknowledging receipt of the grain and grasses recently sent him from this city to exhibit in his office.

The exhibit was not large as the committee asked to provide it could find only a limited supply of sheaf grain, alfalfa, timothy and other grasses from which to select. It was boxed together with some excellent photo views of this section and expressed to Portland at the expense of the Commercial Club. The Kellogg Stage Co. passed the shipment over the line to Prairie City without charge. Mr. Marvin writes it reached him in very good condition and will be the means of attracting desirable people to the Harney country.

It is the intention of the Fair Board to again use the products exhibited this fall for advertising purposes as last year. The prize winning products will be sent out to various points where most good will result.

Another feature of the fair this fall will be special premiums offered by the association for dry farm products. These will be classed and will not have to compete with irrigated products.

#### WINDY POINT RABBIT DRIVES.

A friend writes from Virginia Valley that his neighborhood has been doing good work in getting rid of rabbits. Under date of March 1 he writes: "We had our most successful rabbit drive today and secured 1000." In all there has been four drives and Mr. Beckley, who was in the city the first of the week, says they have destroyed in the neighborhood of 3000, but our correspondent puts it at 2000.

It seems the entire population of that section turn out to the drives, men, women and children and they make a day of it the ladies serving luncheon at the noon hour and doing their part in the drives.

Henry Mesner and O. E. Thompson acted as captains and under their leadership the drives have been very successful.

Now that the snow is rapidly disappearing the drives will have to be dispensed with but the work of destruction should continue as much as possible. It would be a good idea to form gun clubs in each neighborhood and have contests on certain days. The side bringing in the largest number of rabbit ears would win and the other fellows could furnish the supper for them.

A large number of rabbits have been slaughtered the past winter but there are still enough left to be quite a pest to the small farmers. Next season we should start in early and make a clean sweep.

#### BEND-BURNS ROAD.

The citizens of Bend have not delayed in the proposed road from that place to Burns. The Bulletin of recent date says: "On Thursday night at a general meeting held in the Commercial Club rooms the matter of the Bend-Burns road was taken up with enthusiasm by the thirty-five Bend citizens in attendance. The most important

result of the meeting was the subscription, at the meeting, of \$335.00 to start the road making work, which amount was increased to \$630.00 the next day by the committee who canvassed the town."

The Bulletin says further that a committee of four has been appointed to solicit further funds and to push the work immediately. Judge Ellis of the county court stated at the meeting that he was confident the county would co-operate in the move after Bend had started the undertaking.

The Crook county people may rest assured that Harney county will take care of this end of the road and is ready to do its part toward a first class wagon and auto road between here and the Deschutes railroad points at all seasons of the year. This arrangement brings Harney county more directly in touch with Portland where most of the goods shipped in come from and with good roads will be a substantial saving in rates.

It would seem, also, that a mail route between these places would bring our mail from the west in less time than under present arrangement, and this will have the attention of the business men of Burns.

#### COUNTY COURT.

Petition of J. H. McMullen and others to change the county road near Drewsey was not allowed, the petition being illegal and the bond insufficient.

In the matter of refunding taxes collected from transient Lake county sheep it was found the necessary affidavit was missing and the matter continued pending further information from the county clerk of Lake county.

Scalps of varmints ordered counted and destroyed.

Mrs. Myrtle Haines was refunded taxes on land which the Government contested and refused patent.

Chas. W. Miller, Wm. Dunn, Grant Thompson and Thos. Bain allowed rebate on over-assessments.

Lloyd Johnson granted a liquor license in Lawen precinct.

Petition of A. G. Shafer and others for a county road near east shore of Harney Lake was considered and road ordered viewed and surveyed.

The janitor ordered to clean the grounds, secure necessary repairs to pump, lawn mower and other machinery.

An appropriation of \$750 to assist in paying premiums for the Harney county fair.

Clerk ordered to draw warrant for \$175 for the purchase of necessary instruments for the county surveyor.

E. J. Lucas granted a liquor license in Alberson precinct.

It appearing to the court that the sheriff should be allowed an expense account and it was ordered he be allowed \$500 for the expenses of his office, his salary being inadequate for the amount of traveling it is necessary for him to do.

#### NOTICE.

The first meeting of the stock holders of the Masonic Building Association of Burns, Oregon will be held at Masonic Hall, Burns, Oregon on Tuesday the 14th day of March, 1911 at 2 o'clock in the afternoon for the purpose of organization.

Dated this 10th day of February, 1911.

J. L. Gault  
G. W. Cleverger  
Wm. Miller  
J. M. Dalton  
Sam Mothershead.  
Incorporators.

John W. Sickelsmith, Greensboro, Pa., has three children, and like most children they frequently take cold. "We have tried several kinds of cough medicine," he says, "but have never found any yet that did them as much good as Chamberlain's Cough Remedy." For sale by all good Dealers.

Pacific Stock and Poultry food at the Lunenburg, Dalton & Co. Department Store.

## WATER LAWS CHANGED

### Some Assistance Aiding Creation of Irrigation Districts

### ATTENTION GIVEN TO DRY FARM

### The Agricultural College Regents Seek Early Start for Seeding and Will Appoint a Committee to Look After Location of New Station in Harney Valley.

The people of Harney county are interested in irrigation, especially the irrigation district plan. The recent legislature made some changes in the water laws that will interest our readers.

Perhaps the most important of these is the act extending the present irrigation district law.

Besides amending thirteen sections of this law, a number of new sections were provided, the most important being the granting to irrigation districts the additional power of drainage, which goes hand in hand with irrigation.

Provision was made for the uniting of two or more districts, for the changing of the boundaries of districts when formed, to provide for the manner of including and excluding of lands from irrigation districts, providing a method whereby the legality of proceedings in connection with the organization of such districts may be determined and confirmed, and further providing for the levying of assessments not to exceed \$1.00 an acre for the payment of preliminary engineering and other incidental expenses in connection with the organization of such enterprises.

In discussion of the irrigation district law there was a strong sentiment in favor of making the acres of land owned within the boundaries of the district the basis for voting, instead of in accordance with the general election laws of the state. Such a provision was urged by the large landowners, the lien upon whose land would furnish the money for construction and who refused to have their affairs managed by a majority of the voters of the district.

To encourage these large land owners to undertake such development, a bill providing for the incorporation of land owners for the purpose of irrigation and drainage was enacted. All land to be reclaimed under such law must be voluntarily included within a project. Provision for raising money by the issuance of bonds based upon the area of such land is provided, also for the sale of land to settlers, the settlers becoming members of such corporation in proportion to the land purchased. When all the lands are sold, the settlers will own the works and have leeway in paying for the improvements.

Senate bill No. 142 amends the present law relating to the condemnation of land for the purpose of applying water to beneficial use so as to follow substantially the language of the Utah law relating to this subject.

House bill No. 365 relates to the diverting of water from this state into adjoining states for use in such states. It provides "that the state engineer may in his discretion decline to issue a permit where the place of beneficial use is in some other state, unless under the laws of such other state water may be lawfully diverted for beneficial use in the state of Oregon."

#### STATIONS NEEDED SOON.

For the purpose of considering

the best plan of procedure for the establishment of the experimental stations in Harney County and in Southern Oregon, as provided in a legislative act passed by the general assembly during the session at Salem, the board of regents of Oregon Agricultural College met in the Imperial hotel last night.

The meeting was largely of an informal character and for the purpose of having the stations started in time for spring work, so that this season's results might be considered when the harvest is at hand. The Legislature appropriated \$2,000 for the Harney Station, and it is reported that the county has set aside from \$10,000 to \$15,000 to assist in making the project worthy of the empire in which it is located.

Under state laws the cost does not become effective until three months have passed. "By that time it would be too late to get advantage of this year's crop. For this reason the board, in an informal manner, decided to appoint a committee to look after the location of the new station, and also to see if the seed could be planted in time to gather a crop this fall.

The members at the meeting were:

President Kerr, of Corvallis; C. E. Spence, of Canby; J. K. Weatherford, of Albany; L. R. Alderman, of Salem; J. T. Apperson, of Clackamas; Walter N. Pierce, of LaGrande; B. F. Irvine, of Portland; C. L. Hawley, of Corvallis. The committee decided upon will be appointed at a later date. - Oregonian.

#### Saves Farmers Thousands of Dollars.

An actual saving of over \$1,000 in horse feed resulted from the information gained by a prominent business man and farmer of Salem, Oregon, in the winter short course at the Oregon Agricultural College. Last year he came himself to the course, and this year being unable to attend he sent his ranch foreman. The knowledge gained in the course on feeding of horses alone netted him a saving of over \$1,000 in his feed bills, and his animals are in finer condition than ever before, he says.

Over \$5,000 would have been saved by S. W. Jamieson of Dell, Oregon, he estimates, if he had taken the short course two years ago. Inexperience and lack of training when he came west two years ago to develop his holdings of 4,000 acres of fruit lands, caused Mr. Jamieson to make the usual mistakes of the beginner. Upon attending the course at the college this winter he discovered his mistakes, and made a careful computation of his consequent losses, which amounted to over \$5,000.

These are but two of a large number of similar cases which have come to the attention of Dean Arthur B. Cordley of the college. It is a special aim of the college to equip young men to go out after graduation and develop the new lands to their utmost capacity, but to help the farmers, stockmen and orchardmen of the state who are already

caring for lands of their own or in charge of large estates, to get the greatest possible value out of the land, and to help them to solve the problems that arise, and to get rid of the pests which injure crops.

#### The "Wilderness" and the "Mob."

James J. Hill might have achieved greatness in any one of several fields of action. He has become eminent as a railroad builder and country developer. He might have become a great editor, for he has had the faculty of stating things clearly and concisely. He is an epigrammatist, and the latest instance is his statement in a letter to the commercial club that land without people is a wilderness; people without land are a mob."

Among all the practical problems that appeal to statesmen, educators, philosophers and publicists for solution, perhaps none is more important than this: How to bring unused land and landless people together. How to encourage and aid, landless people to realize the importance of the possession and good use of a piece of land.

The "wilderness"—and there are numberless patches of wilderness in old-settled communities—needs people to come and use it. And what Mr. Hill calls the "mob"—great numbers of people paying rent, and buying everything they consume at trust prices, and never having a real home of their own, or the satisfaction of producing things—need the land.

To decrease at once the "wilderness" and the "mob" is a species of evolution to be worked out in the main by its own inherent forces, yet it can be quickened and strengthened much by people of power and influence whose efforts are prompted by progressive and practical ideas. - Journal.

## RAIL DEATHS NONE

Harriman Lines, Carry 49,491,000 Persons in Safety

## BLOCK SYSTEM TELLING

Installation of safety devices and the block signal system are cited for the record of the Harriman railroads in carrying 49,491,000 passengers in 1910 without sacrificing a single life.

The report was compiled in the office of Julius Kruttschnitt, director of maintenance and operation, Chicago. It covered the business of the Union Pacific, Southern Pacific and affiliated roads, a total of 17,960 miles. The total number of passengers carried on a mile basis is 3,000,000,000.

The Harriman system carried 10 per cent of the estimated 1910 passenger traffic. The figures for most of the other railroads have not yet been compiled by the Government, but in 1909 the number of passengers carried was 29,000,000,000. The figures for 1910, it is said, will not exceed a billion more.

Many other railroads have gone through a year without a fatality to any of its passengers, but it is said that no system has made this record for such a large total of passengers.

Results on the Harriman lines are ascribed to a campaign waged by the management for years to reduce accidents. The Harriman system now has more miles of automatic block signal protection than any other system in the world. Mr. Kruttschnitt has directed special attention to the accident problem, and began several years ago to bring about a reduction by giving complete publicity to all forms of accidents and their investigation, which, it is believed, spurred officers and

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