

## TIME TO CUT ALFALFA

### Writer in Breeder's Gazette Gives Some Good Suggestions

## MAY BE SERIOUSLY INJURED

### Wait Until Second Crop Shoots Have Started, Then Cut Without Delay--Rake Before Leaves Shatter And Let Cure in Cocks is The Advice of Writer.

There are today a multitude of alfalfa cutters with their first crops of alfalfa on their hands, wondering when it ought to be cut. I am anxious that to know when to cut alfalfa after one gets it is absolutely essential to ones success. Half the novices hurt or ruin their alfalfa by ignorance of this thing.

Never cut alfalfa until it is ready to cut. Alfalfa cut too early is very seriously injured, receiving a setback from which it may not recover for some weeks. Why this is true we do not know, nor does it matter. It is an indisputable fact. Sometimes alfalfa cut too soon is almost killed outright. This is more apt to be true of the second or third cutting than of the first, but it is true also of the first cutting. Do not pasture alfalfa in the spring before it has reached near to the blooming time. This is a rule that, if observed, will immensely conserve the alfalfa and result in the least possible loss of animals as well.

When you suspect that the alfalfa may be ready to cut, when it has begun to show bloom, get down on your knees in the field and, parting the stems look closely at the bases of them to see if small shoots have started that are to make the next crop. These shoots have not started until your cutting until they do start. If they are an inch long start the mowers. The crop should be all cut before these are long enough so that they will themselves be cut off by the mowers. For that reason once one finds his alfalfa ready to cut he should hurry the work as much as possible. I. O. O'Donnell of Montana cuts down 400 acres at one time when the alfalfa is ready for cutting, but he has a rainless climate in which to get up the hay and much facility for getting it ready. Do not delay long when the time is ready, even though the weather may seem dangerous. There is a great amount of difference between seasons of summer so far as liability to rain is concerned. One is as apt to get rain in one week of June as another. Commonly in the corn belt one should cut his alfalfa the first day of June or possibly a few days later or earlier.

There is no fixed rule of hay-making because weather changes so much. The one principle of almost invariable practice is to rake before the leaves are dry enough to scatter. Then one can rack in small cocks, as high as convenient and let some curing take place in the cock. Rain will hardly penetrate this cocked hay if it is raked while yet tough and green. Do not rake to green just before the leaves would drop. Afterward, say next day at 10 o'clock, open up the cocks in three or four or more places spread to the sun. The hay then will rapidly dry and it can then be put in the barn or stack. That, very briefly, is the way we have found the best in the eastern states where showery weather prevails and hay is

worth enough to justify some expense in its saving. The use of haycock covers is good and I know men that like them much. They are made from good cotton cloth or light duck. If they are 42 to 48 inches square they will be large enough. They are best held in place by use of cement weight molded into balls as large as baseballs in which the corner of the fabric enters. A hole as large as a silver quarter through the cloth will prevent the cement weights from slipping off. The main difficulty with covers is the curing of them when not in use, and the labor of drying them when wet. --Joseph E. Wing, in Breeder's Gazette.

### INDUSTRIAL NOTES.

(Portland Correspondence.)

Representing ten Western states, the executive committee of the Western Development League met at the commercial club during the past week and mapped out a plan that promises to be of great benefit to the whole West. The purpose is to attract people from the crowded East to vacant lands of the West where there is room for millions to make happy homes.

The big drawing card proposed by the League is a special train of exhibit car that will tour the East next Fall and will give the people of that part of the an object lesson of the opportunities to be found here. In this movement the commercial bodies, railroad, state officials and the Panama-Pacific Exposition will co-operate and share the expense. Prominent westerners will accompany the train and they plan to call on the governors of the states visited and other leading men, interesting them in the campaign, which will be of such a magnitude as to be free from any selfish boosting by any narrow section.

At least five cars of exhibits will be taken along, showing the products of the West in a comprehensive fashion. This will be the biggest showing ever attempted along this line and is certain to attract much attention. The exhibits will later be placed at the Eastern land shows during the Winter.

Oregon pioneers will hold their annual reunion and banquet at the Masonic Temple in Portland on June 21. Arrangements are now being for this gathering by the Oregon Pioneer Association. Secretary George H. Himes is arranging a program of unusual interest and a large number of the sturdy pioneers who laid the foundation of our state will meet and recall the incidents of the past. Indian War Veterans will meet here on June 20.

Oregon jewelers will meet in Portland on June 5 and 6, these being the days fixed for the fourth annual convention. Trade matters will be discussed and entertainment features will not be overlooked.

Portland people are making their plans for the annual Rose

Festival, June 5-10, and the whole city is looking forward eagerly to the event. It will be bigger and better this year than ever and the larch string to the whole city will be out. Residents of other Oregon cities will be given a warm welcome.

Union will hold its annual horse show June 1, 2 and 3. Union County is the home of many fine horses and the exhibition will include high class draft stock, harness and fancy drivers. Some animals will be shown that will equal the best seen at national stock shows.

Portland's campaign for a big auditorium is now under way and there seems little doubt that it will be successful. Various business and important clubs are giving the movement their hearty support.

### WOOL SITUATION SLIGHTLY IMPROVED

While there has been more inclination among buyers to take hold of wool at current values and growers have been somewhat more disposed to let go, the situation remains very dull, says a Portland exchange.

Shearing operations are not yet general, but will be so about the latter part of the week, weather conditions permitting. Practical wool shearing operations have been reported in the Willamette valley on account of the cold weather, but the season will start as soon as the weather becomes warmer.

The matter of a suitable duty on wool is still attracting the major attention of the wool trade and until the matter is settled the market is not expected to accomplish much. Buyers say that they must know definitely what to expect in the matter of duties and therefore have been inclined to lay low until they see what is going to happen.

There is an increasing amount of eastern Oregon wool being moved at a range of 8 to 14c a pound, the top being a fraction above what has been previously offered for similar goods this season. Willamette valley wools are nominally quoted at previous quotations, but the amount available for market has been so limited that no regular quotation has been named by the trade.

Under date of May 19 the Lewiston, Idaho, Tribune says of the sheep and wool situation:

"The sheepmen who range their herds on the winter ranges of the upper Snake river have brought their sheep to the river shearing quarters and will handle their clip to market down the Open River route. This is the information brought to the city yesterday by E. O. Mosier, who has 5000 head at the mouth of the Grand Ronde, awaiting more favorable weather for shearing. Mr. Mosier reports that approximately 10,000 sheep will be sheared at the mouth of the Grand Ronde, while the total number of sheep to be sheared on the river between Lewiston and Imnaha will aggregate 20,000.

"The wool prices are very unsatisfactory, the first sale reported being 9 1/2 cents. Last year the upper river clip was sold for 14 1/2 cents and by making the water shipments a saving of approximately 1 cent per pound is effected."

The French Hotel serves a fine Sunday dinner and special attention is given to family service.

Carl Welker left last Monday for Salem and Portland to be absent about two weeks. He goes to attend the grand encampment of the Spanish-American War Veterans.

Beautiful growing weather.

Is there anything in all this world that is of more importance to you than good digestion? Food must be eaten to sustain life and must be digested and converted into blood. When the digestion fails the whole body suffers. Chamberlain's Tablets are a rational and reliable cure for indigestion. They increase the flow of bile, purify the blood, strengthen the stomach, and tone up the whole digestive apparatus to a natural and healthy action. For sale by all good dealers.

## A BIG JOB FOR STEVENS

### J. P. Morgan & Co. Said to Want Him as Railroad Expert

## WILL ALSO REPRESENT OTHERS

### Would Give Undeveloped Section of West a Friend in Court as He Understands Conditions--His Word Would be Final in Matter of All Railway Loans.

The following from a recent issue of the Telegram of particular interest to this section as Mr. Stevens knows conditions in this country and it means that we have a friend. If railroad prospects were bright before they are brighter now. The Telegram says:

Portland friends of John F. Stevens, former president of the Hill lines in Oregon, have been advised from the East that he is considering and probably will accept a position in New York which will make him the dominant figure in the railroad world of America. This position is that of fiscal representative of the great financial houses of Kuhn, Loeb & Co., J. P. Morgan & Co., and other heavy investors. His field will be devoted exclusively to passing upon railroad securities upon which prospective loans will be predicated. His word is to be final in the matter and his recommendation to the Wall street interests will determine what railroad projects, whether new work, renewals, extensions, feeders of branches, shall be financed by the money powers. His capacity will be of an advisory nature and will not mean that he will be identified with any of the great financial interests in an official capacity, but he will furnish them with expert advice by which they shall be guided in their future railroad operations.

The creation of the new bill in the financial world has come about, it is said, largely from a suggestion which Mr. Stevens himself made some time ago when it appeared that the outlook for active railroad operators was far from hopeful. Wall street has been deeply impressed with the fact that while the banks have been piling up large reserves and that there has been plenty of money in the country, it has been withheld from investment in railroad securities, which usually are regarded as the safest investments in the country. The tightness of the money market has been responsible for the retrenchment in the railroad field and the powerful financial interests have felt that some means must be devised whereby the large money surpluses may be put to work on a safe basis.

The money kings have been brought face to face with the remarkable situation, namely, there is plenty of money stored away that might be available for railroad construction, but there is no public confidence in such securities. This situation is said to have brought about the suggestion that some means must first be found to restore confidence and next that Wall street must know what projects are the most desirable to finance. This, the money kings discovered, would require the services of a man versed in financial matters, understanding public sentiment and knowing from experience what securities are good and what properties are not satisfactory from the investors' standpoint.

The matter was laid before Mr. Stevens, whose training in practically every line of railroad

work, whose ability as an organizer, whose executive capacity, have fitted him admirably for such a responsible duty. Mr. Stevens, as is well known, is a great engineer, experienced in location and in construction work; he has been a railroad operator with marked success and he knows traffic. He has also seen service as an executive. Besides these qualifications, he is a shrewd student in financial matters, and knows the effect of public opinion as reflected in railroad legislation and rate regulation on the value of railroad properties and the desirability of railroad securities.

The commanding power that will rest with John F. Stevens in such a capacity is only too evident. He will be unfettered in his operations and all railroads and railroad projects will look alike to him. He will be in a position to say whether a large railroad system is to have the money that may enable it to throw its lines thousands of miles across the country; he will be in a position to report that a certain property will warrant financial assistance if the railroad's policy is changed.

The most important field of railroad operation is, of course, the Western portion of the country, and about which Wall street has not shown any very great concern, but with which Mr. Stevens is thoroughly familiar. It is also a fact that the expenditures required in constructing transportation lines in this section of the country are extremely heavy and in large measure not warranted unless Wall street can be shown the possibilities of development of the country will be such as will bring in satisfactory returns within a reasonable length of time.

That Mr. Stevens should be selected for such a position will not come as a surprise to those who know him, and particularly not to Portland people. He was the first man to see the immense possibilities of the Oregon empire, the most expansive undeveloped domain in the United States. He was also one of the first railroad men in the country to state openly that the effect of adverse decisions in the trust cases had been discounted in Wall street and that no particular upheaval or financial crash would follow dissolution of these monopolistic industrial.

### HOW TO KILL GARDEN PESTS.

Ways to control the common pests of the vegetable and flower garden are described in a new bulletin which is in preparation for publication by W. F. Wilson, assistant entomologist at the Oregon Agricultural College. "Destructive insects secure their food either by eating portions of plants, or by sucking the juices therefrom," said Mr. Wilson. "The first general group are controlled by food poisons taken into the stomach, the second by contact or external insecticides. "The internal insecticides are divided into two groups which may be termed the wet and dry

sprays consist of arsenicals applied with water or lime-sulfur as a distributing agent.

"About the only one in use at the present time is arsenate of lead, which, when properly made and undiluted, is efficient and does not burn the foliage, as Paris green sometimes does. For ordinary use, two pounds of arsenate of lead to fifty gallons of water is effective. At times it is necessary to use five pounds of arsenate of lead to fifty gallons of water as some insects do not readily succumb to a small amount of the poison.

"The dry spray was applied in a powdered form, and there are a number of these on the market, including several brands of powdered arsenate of lead. Paris green and arsenate of lead, when pure, are as efficient as any, although at the present time Paris green is more in use than the other. Paris green applied to plants in an undiluted condition may seriously burn the foliage. To obviate this difficulty it should be mixed with 20 or 25 pounds of air-slaked lime, fine road dust or wheat flour for every pound of the Paris green. This may be applied with a dust gun or sifted on the plants by means of a gunny sack. Hellebore in a powdered form and fresh is valuable for poisoning such insects as injure small fruits or vegetables which are nearly ready for market and thus are too far advanced for poison, to be desirable. It should be dusted over them when they are wet with dew.

### A NEGLECTED ROAD.

Ike Holland of the P. L. S. Co., spent Sunday in Ontario. He stated that the people of the Burns section were quite bitter over the manner in which the roads in this county leading to Burns were neglected and they would certainly take advantage of the new outlet through Bend unless these roads were possible in the near future. At present the indication are that few cattle from the Burns section will come to Ontario this season, all the large holders shipping the other route. The hay was all fed last winter and the cold season is keeping the grass back and will make a short hay crop. Argus.

### A GOOD WORD FOR BURNS.

Mr. Stinton, who accompanied the Hill railroad party to Burns last week, reported a fine trip and quick time. The party left Prineville Wednesday morning and made the run to Bill Hanley's place in Harney county the same day, distance of 150 or 160 miles.

The people of Burns gave the party an enthusiastic welcome. The streets and building were decorated with gay colors and the band boys and school children completed a welcome that made the visitors feel that it was good to be there. There was speech making and general felicitation all round. Luncheon was served with real western hospitality and it is safe to say that if the president of the Hill roads can do anything for the Harney metropolis it will be theirs for the asking. The party returned to Prineville Friday evening and the railroad men left for a visit to west side towns the following day. --Prineville Journal.

Will Boyle is suffering from pneumonia.

Sick headache results from a disordered condition of the stomach, and can be cured by the use of Chamberlain's Stomach and Liver Tablets. Try it. For sale by all good dealers.

Job printing--The Times-Herald

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J. H. Howell, a popular druggist of Greensburg, Ky., says, "We use Chamberlain's Cough Remedy in our own household and know it is excellent." For sale by all good dealers.

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