

WHAT GOOD ROADS MEAN TO FARMERS

Highway Expert of Agricultural College Explains Economical Repair Work --Not Necessary for Big Expense, But Use Intelligently What is Put Into the Investment Each Season

"To the farmer better roads frequently mean the difference between affluence and bankruptcy," said Prof. Ernest Ayres, highway engineer of the Oregon Agricultural College in a lecture this week to the summer students.

"A Wisconsin farmer held 1000 bushels of potatoes in his cellar, waiting for a good price. He was offered 92 cents in March, but they must be delivered in town, and the roads were so bad he could not haul over them. When he finally got them to market his potatoes brought him 30 cents a bushel. The bad roads cost him \$680, and now he is an ardent booster for any movement promising relief.

"While the farmer receives as great financial gain from good roads as anyone, he has the added social benefits. Under present conditions it is often impossible for his children to go to school regularly, his family to go to church except when the roads are dried out, his doctor to reach him in time to be of most help, or his mail to be delivered regularly. With better roads this can all be changed, and graded schools and larger churches always follow these improvements.

"It is not necessary that a great deal of money be spent on our highways, but what is invested should be used carefully and intelligently. A few dollars

spent at the right time will save repairs costing hundreds, and most of the roads where there is no heavy through travel may be improved in this way."

Mr. Ayres then described the process of building sand-clay roads: the initial grading with a proper crown and drainage ditches, the distribution and packing of the sand, spreading of the sand, and ploughing and harrowing it in lightly on top. This type of road has given excellent satisfaction in the southern and middle-western states, but little work of the sort has been done as yet in the Pacific northwest. It has proved successful in soils and climatic conditions similar to those found in Oregon, and there is no question as to its value for our rural highways.

"The saving in expense over other forms of road is no mean item," continued Prof. Ayres.

"The average cost for sand-clay roads is but \$723 a mile for the 24,601 miles in the United States, compared with a cost of \$4,989 a mile for macadam. In other words, about seven miles of sand-clay road can be built for the same money as one mile of plain or water-bound macadam. The cost of maintenance is less than for any other form of improvement except the earth road, and horses and automobiles alike

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BEEF LIKELY TO BE HIGHER THAN IN 1911

Steers Sell in Chicago Market for Close to Ten Dollar Mark and Every Indication Points to Scarcity of Products During Balance of This Year if not Longer.

If statistics compiled by men in a position to know the situation means anything the consumer may as well prepare for high-priced beef, for there is every reason for the belief that this staple meat next fall and winter will sell at higher figures than in 1911. In Chicago this month steers sold at close to the \$10 mark, three large droves there going at \$9.60, the highest open market price paid since 1870, while large numbers sold at \$9 to \$9.50. The Chicago market is, of course, taken as a fair general index to livestock values for the country.

The National Provisioner, official organ of the American Meat Packers' Association, says: "Receipts of cattle at Chicago, Kansas City, St. Louis, Omaha, St. Joseph and Sioux City during the first half of 1912 where about 3,200,000 head, which compares with more than 3,600,000 head for the like time in 1911. Figures for smaller centers throughout the country would show even more proportionate loss than at the big points.

"During the spring buyers at the smaller points, particularly in the east, had to go to the big centers for their supplies. A further indication of the beef shortage is in average weights. Take Chicago for instance. Reports show that for June the average weight of cattle marketed there was 37 pounds less than a year ago. As there were 1,250,000 head of cattle marketed at Chicago during the six months, the shortage in pounds of beef may be estimated as well as the shortage in numbers.

"At Chicago, in June, the average steer prices was \$8 per hundred, compared with \$7.95 in May, \$6.05 in June, 1911, \$7.50 in 1910, and \$6.45 in June, 1909."

Some Real Estate Transfers

Some of our people are much concerned over oil prospects in the territory south and east of Wright's point where some prospects have been discovered and as a result some lands have changed hands. Two places in the Sunset district have been sold this week to Burns men, one being the C. V. Reed homestead of 160 acres which was bought by R. T. Hugget, C. A. Bedell, J. R. Walkup, J. J. Donegan, John Gemberling and C. W. Ellis. The price paid was \$2100. R. T. Hugget, J. E. Loggan, C. W. Loggan and Will Gould also purchased 160 acres from Frank R. Brown paying \$1760 for it. Both these places are good ones and well worth the money paid without any oil prospects.

The Times-Herald finds nothing to get excited about in the oil situation. There have been discoveries made but nothing more than has been found before. It is quite evident there is oil in that territory, but to what extent is not known. The Times-Herald knows that the reports circulated are greatly exaggerated, being very wild as to facts. However, we must not underestimate the possibilities of oil in this territory and when men can secure land in that section at such prices it is certainly a safe investment.

Nearer Kingdom of Heaven

The farmer, if he only knew it, is a little nearer the kingdom of heaven than anyone on earth. He is certain of three square meals a day and is the only man who can fence himself in and live in spite of the rest of mankind.

A few cattle and sheep and fowl provide him with food and clothing, while his fields yield him flour and a source of revenue. So generous are these provisions and so common, that hardly one farmer in ten makes any account of them, although the ordinary business man thinks he has done well when he reaches the end of the year and finds that he has little more than made ends meet.

GOVERNOR WEST IN BURNS WEDNESDAY

Making Trip Across State on Horseback En Route to Boise--Met by Delegation on Horses and Escorted to City Where He Received a Hearty Welcome by Citizenship and the Band

Governor Oswald West arrived in Burns about three o'clock on Wednesday afternoon on his journey from Salem to Boise on horseback. He was met by a large delegation of citizens on horseback over several miles and the entire party had luncheon at the Bert Simmons place and were met at the lower part of town by the Tonawama band which escorted them to the hotel, playing a few lively pieces.

The Governor has made the entire journey from Salem to this city alone on his family mare and both were feeling fine upon their arrival and the Governor was well pleased with the country through which he had traveled and feels that he is better acquainted with his state. He has a desire to assist in the development of this vast section and made the journey on horseback



GOVERNOR OSWALD WEST.

the better to observe conditions and to get first handed information regarding the needs of the country and how best to help.

Governor West met with an enthusiastic reception from the people and his short stay of one evening was made as pleasant as possible. The reception was not in the nature of a political ovation but he was met as the chief executive of our state and all participated.

The open air band concert was given at 8 o'clock in front of the Times-Herald building in his honor and after that a reception was held in Tonawama Theatre. Judge Wm. Miller of the Commercial Club presided and the welcome address was made by Hon. Frank Davey, who is an old time friend of the governor, in which he told the people of the life of Governor West, of his clean record as a citizen and an official. Governor West spoke of his work as governor outlining the policy of the various boards of the state, what they intend to do and why. He dwelt for some time on his prison policy and put up a good argument which seemed to meet with the hearty approval of those who heard him speak.

He spoke of the trip of the Western governors to the east last winter and of the wide spread interest shown by the people of that section in Oregon. It was on this trip that he succeeded in interesting capital in the various irrigation projects of the eastern part of the state and established a confidence in their feasibility,

this getting some of them financed where they had been turned down because of lack of confidence and a misunderstanding as to the laws of the state and what was expected of the people who financed the projects. This is one of the very important and far reaching undertakings of the administration of Governor West, as the Carey act segregations have been put upon a sound business basis with proper protection to the settler as well as the men who are putting up the capital. It means more to Eastern Oregon than any other move toward its development.

The Governor has a good idea of the territory and practical ideas for its future development. He realizes its magnitude, as he compared this section to the state of Delaware, where he said the governors were taken to the top of a tall building and viewed the entire state. He said there was a territory where they had two United States Senators and Harney county had none. Governor West by way of comparison stated that he could take the barbed wire off Jim Mahon's ranch and build a fence around the entire state of Delaware.

He said that taxes had been very high the past year but would not be so next and said he had something to do with it. He was responsible to some extent for the high taxes, for he said he only vetoed \$600,000 of the appropriations of the last legislature and the only reason he didn't veto more was for lack of time. He showed how the present administration was making a part of the state institutions at least partially self supporting and the method to be pursued in the future whereby the people would know just what would be required to run them and the appropriations necessary will be known before the legislature meets.

His defense of his prison policy was logical and he convinced all who heard him of his sincerity of purpose and the possibilities of its success. The radical change from former policies was made by him at first through purely business methods. He found that the convicts had been hired out to a private corporation in the past for from 35 to 45 cents a day and all the profit of such labor went to a corporation the products going to the open market in competition with other labor. When he saw an opportunity to cancel this contract he did so and put the convicts at work in another channel where the profits would go to the state and assist in keeping up the state institutions. He defends his policy of placing the convicts on road work and says during the year 1911 they lost but 12 men out of 200 who were thus employed. After studying the situation he found it better to keep those who are entitled to consideration away from the degenerate and confirmed criminal and believes the policy is good. There are many in prison who will make good citizens when they have served their time and are

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BOARD FAVORS NEW HIGH SCHOOL COURSES

Agriculture and Domestic Science are to Be Made Part of Regular Course in Future if Present Plans of High School Board Are Carried Out--See Later.

A meeting of the high school board was held last Saturday in this city to consider the proposition of establishing agriculture and domestic science courses to the school. The board was favorable to this addition and took steps toward this end, although not definite. The secretary of the board was instructed to confer with the state superintendent and also with the agricultural college asking approval of the former and finding if suitable instructors could be secured from the latter.

The petition presented to the board asking for these additional courses was signed by 116. This was not so many as The Times-Herald had been informed had been secured but that doesn't signify as practically the entire county approves of this step. It had been suggested that the same plan be taken up here as in other counties where provision has been made for the short course in agriculture be given this winter but it seems the board has decided if possible to put in regular courses in both branches provided it meets with approval of the state superintendent and the matter can be financed.

Teachers Institute Will Be Held Here Oct. 7, 8, 9.

School Supt. Hamilton has recently returned from a visit to Salem where he attended a convention of the school superintendents of the state in connection with the grading of examination papers for certificates to teach.

Mr. Hamilton states the meeting was very profitable as there were 29 superintendents of the state present and they held a meeting every evening during the time they were in Salem.

The annual institute for this county will be held in this city on Oct. 7, 8 and 9th. This was the only date that Supt. Hamilton could get the state superintendent with him and believed it best to arrange dates to suit Mr. Alderman. This was important as the teachers like to have the state superintendent with them on such occasions.

Mr. Hamilton states that with his family they made over 600 miles in his auto and had seen considerable country. He found crops looking well everywhere but none more promising than in Harney county.

Preliminary plans are going forward for making the Pacific Northwest Land Products Show, to be held in Portland November 18-25, the biggest and most successful land show ever given west of the Rocky Mountains. The management is getting in touch with commercial bodies and individual exhibitors of the territory to be represented and promises of liberal support are being received. Every district of the Northwest states has an opportunity in this "dirt show" for valuable exploitation.

During the summer months mothers of young children should watch for any unnatural looseness of the bowels. When given prompt attention at this time serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon. For sale by all dealers.

RAILROAD IS RUSHED TO MALHEUR CANYON

Boise Dispatch to Oregonian Says 2000 Men at Work on Grading and Laying Steel--Four Miles of the Track Laid West of Vale, Balance to the Canyon Completed by August 15

A special from Boise to the Oregonian says:

Construction work on the Oregon & Eastern Railroad, which is destined finally to lay a band of steel east and west across the State of Oregon, is being rushed by 2000 workmen grading and laying steel. It was announced here today by officials of the Harriman system that the line into the Malheur canyon will be completed by August 15. The construction of this road is claimed by railroad men to be one of the most important pieces of railroad work under way in the west.

The grading on the Oregon & Eastern is completed to Harper basin, 40 miles west of Ontario and grading camps are scattered along through the canyon to Riverside, 86 miles west of Ontario, the eastern terminal of the Oregon & Eastern, where connections will be made with the main line of the Oregon Short Line with the O.-W. R. & N. Sixteen miles to the railroad have been completed from Ontario and Vale and there is daily train service over it. Four miles of the track has been laid out of Vale. The balance of the distance to the Malheur Canyon will be laid with steel by August 15.

The Harriman system has secured an advantage over the Hill people in the new and important

feeders into Eastern Oregon. The Oregon & Eastern will secure actual entrance and have possession of the Malheur Canyon route before the Hill system which for years has been planning a line diagonally across Idaho entering Eastern Oregon over the Pacific & Idaho Northern which terminates at Weiser.

Jenkins Gets Good Price.

That Vale holds the record for 1912 as the best wool market in the Eastern Oregon country was again demonstrated last week when J. R. Jenkins, of Smith, sold at the local warehouse 142 bags of wool at 17 cents per pound.

For a number of years a number of interior wool growers had been hauling to Ontario and this year Mr. Jenkins was induced to bring his clip to Vale and as a result he received from half a cent to one cent more per pound for his wool than his neighbors did at Ontario sales.—Enterprise.

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