

## "CATERPILLAR" IS NOW TURNING SOD

### Messrs. Baldwin and Holloway Arrive With Modern Farm Machinery and Work Begun. "Bound to Break Up Harney County" is the Banner Displayed on The Big Equipment

The arrival of the big 60-horse "Caterpillar" last Monday morning stirred and was more than most anything has come to Burns. It is a new epoch in the development of this big country. It shows plainly the confidence in the future of the county as a farming country. The machine was received about 9 o'clock that the big plow was out for a few miles and several sets of autos to meet it and its mode of travel. The plow from Bend was made on its power in less than six days and there were four large loads of equipment, including a camp outfit and other accessories.

Messrs. Baldwin and Holloway, owners of the big machine, banished it in and are highly pleased with the trip as not an accident happened in spite of the rough road being very rough. The machine caused much excitement on the streets upon its arrival, many having never seen before, and several pictures were taken of it.

The equipment includes 12 disc harrows, etc., and a most complete outfit to turn over the soil, disc and make a complete job at when the machinery has been properly adjusted and is going right.

The big plow was taken to the holdings of the owners in the neighborhood of the Experimental Farm Monday afternoon. The work of unloading and setting the machine begun. It is prevented its starting until Wednesday afternoon when it was started on the

toughest sod to be found in the Valley. It was a little discouraging at first as the plows had not received the land polish and with so much paint, together with the fact that some of the plows were not yet properly set, some binding and taking more cut than they should, etc., the first start was not altogether satisfactory. Some of the plows were therefore removed until the machine has had a chance to get adjusted. The first work is being done on the land of the owners and a half section adjoining, making a field of two miles long without a turn. The first trip across the big territory was made with more or less misgivings but the return was made without a stop, thus showing the operators that their big venture is going to work successfully and their estimate of from 50 to 60 acres a day will be realized in a little time.

The Times-Herald man was invited out to meet the big machine and the party was met at the Warm Springs. The first thing to greet us was a big banner on a trail wagon which read: "Bound to Break Up Harney County." This had been placed on the shipment at Portland and therefore seen all along the railroad as well as the distance coming in from Bend. It is a good banner and will do just that—break up the entire farming portion of Harney county in time. The gentlemen who own it state there will be more "Caterpillars" brought in when it has been demonstrated they are a success. They now have a large area to plow and it is confidently expected that the big plow will not be idle at any time.

Messrs. Baldwin and Holloway

deserve the hearty welcome they received on their arrival here with the big plow and will find the public-spirited people of Harney county heady to co-operate with them in their great enterprise. It means much to this section and every farmer realizes the big advantage of such modern machinery that can do such a vast amount of work in so short a time. The big thing in farming is to do the work at the proper time and as quickly as possible when conditions are right. This equipment makes this possible.

The big plow is at work a few miles east of Burns and it will be the scene of much attraction as it will be visited daily by many people—and it is well worth going to see.

### Water Power in Oregon Great In Its Possibilities

It has been stated that one third of the available hydroelectric horsepower of the United States either lies in or is tributary to the Columbia river basin, of which the state of Oregon forms the most important part, writes B. S. Josselyn, president of the Portland Railway, Light & Power company, in a recent article in Harper's Weekly. Some idea of the extent of this important resource may be obtained when the fact is made known that this basin represents a greater area in land than is possessed by New England, with the states of Maryland, Pennsylvania, Virginia, North and South Carolina added. The basin drains 254,889 square miles. The state of Oregon alone has 95,607 square miles of water drainage, and within this area are located water-power possibilities rarely found upon the earth's surface. The government, in its estimate, has fixed upon the minimum amount of 3,300,000 horse power of possible hydroelectric development for the state of Oregon. That is one half of the entire amount now utilized in the United States. Regardless of this, engineers predict that the minimum given by the government experts for Oregon can be increased to more than double the amount through engineering ingenuity. From these figures Oregon's supremacy in the matter of potential hydroelectric power is easily discernible. The 6,000,000 possible horse power should be a factor in developing here the largest manufacturing center upon the Pacific ocean, and it may be in the United States; for with the raw product at command not only of the forest and fields in Oregon, but of the ports of the world, Oregon must come into her own.

With this wondrous amount of undeveloped power, coupled with the timber resources of the state one-fifth of all that is to be found in the United States—it forms a combination that is bound to be productive of much wealth and gives Oregon a prominence in the markets of the world well to the fore-front.

Equally rich is the state in its agricultural resources. It has 8,233,000 acres devoted to farm use with 19,323,482 deeded acres—two-thirds timbered—and 17,235,000 of public lands subject to entry. The farms produced last year \$127,000,000, and that with a population of 672,000 in the state.

Thus Oregon, with its latent water-power, its \$4,000,000 forests, and its \$127,000,000 yearly farm production, seeks the attention of the world of commerce. Situated as it is upon the Pacific ocean, with its equitable and mild climate, it should necessarily win the attention it seeks and the favor of those desiring a broader sphere of action. Its chief aim at the present time is to secure the capital and population which will furnish the labor to develop these resources.

## FIRST GOOD ROADS LAWS ARE IN FORCE

### Acts Passed by Last Legislature Will Permit Oregon People to Construct Permanent Highways in All The Counties. Two Important Acts—State Highway and County Bonds

For the first time in the history of the state, its people find themselves provided with road legislation which is state wide in its scope, two important bills—the State Highway Commission act and the county bonding act—having been enacted by the Legislature. Both were written by a committee which had given a careful study to road conditions in the state and its needs for road legislation, and both are so framed that under them the state and counties will be able to co-operate in the construction of roads and bridges. While both are workable and it is predicted that they will result in much road building, it is admitted by all that the state's good road legislation is still in its infancy, and the two acts are looked upon as but the entering wedge for more comprehensive and perfect road laws in the future.

The State Highway Commission bill brings into existence a commission consisting of the Governor, Secretary of State and the State Treasurer, and gives it supervision of all roads which may be constructed under the act. The commission is authorized to appoint a state highway engineer at an annual salary of \$3000, and to provide him with all necessary clerical assistance, but provision is made that the salary and expenses of the office must not exceed \$10,000 per year. Before entering upon his duties the engineer must give a bond of \$10,000 for the faithful performance of his duties. Each member of the commission is allowed his actual traveling expenses and other expenses incurred in the discharge of his duties, but no salary.

Under the provisions of the bill it is mandatory upon the engineer, when requested, to act in an advisory capacity to the County Courts in the building of county roads and bridges. His duties in this respect consist principally in submitting expert advice and in preparing specifications. The county officials, when requested, shall provide him with all information which they may possess with relation to road and bridge building and their maintenance in their counties.

It is further provided that the state engineer shall cause to be made and kept in his office a general highway plan for the state, and that he shall collect information relative to the mileage, character and conditions of the highways and bridges of the state. Within one year after assuming his office he is to prepare a map of the main highways of the state which in his judgment are of sufficient importance to be designated as trunk roads and to be improved and maintained by the state. This map is to be submitted to the commission, and if approved by it, then the state is to proceed and improve it, and afterward maintain it.

The commission under the act is empowered to construct such state roads as in its judgment seems for the best interests of the state, but they shall in all cases lead into or towards the chief market centers of the state and so far, as is possible, connect with the principal county roads of the state. The commission is to award contracts for the construction of roads to the lowest and best bidder, and may, should it see fit, authorize any road to be built by convict labor. To provide funds for the construction of roads it is provided that the state tax commission when it determines the tax levied against the counties shall, in addition to other state taxes, make a levy of one-fourth of a

treasurer. The directors are C. E. S. Wood, Wm. Hanley, J. W. McCulloch, Drake O'Rielly and Geo. W. Cater.

Col. Wood and Wm. Hanley left Tuesday night for New York on an important business trip. Juntura is building rapidly and will be one of the best towns on the Oregon & Eastern, when that road is completed. The town at present resembles a tent city but many substantial business buildings and residences are being erected. All the buildings are of stone. A fire limit has been established in which no frame buildings can be erected. Every street is graded and the main streets are graded and gravelled. This is something unusual for a new town. The town is soon to be incorporated.

A 2-story hotel building and bank building is being erected. Wm. Jones, Thos. Turnbull and others are organizing a new bank there.—Ontario Democrat.

### A Million Dollar Rain.

Harney County farmers are to be congratulated. The big rains of the past week came just at the time when they were most needed and have raised the hopes of every land owner in the county as it practically insures a big crop. Some have said their land is worth more than they considered it a week ago and they are justified in this as no better farm land can be found in the entire West.

The rain has been of inestimable benefit to the entire section of Eastern Oregon and to this county particularly. Grain was beginning to show the effects of the long drouth and the moisture was needed. Alfalfa has gone forward and stood the dry spell much better than any other crop and shows plainly that it is a never failing crop in this section after being properly seeded and a stand obtained. This season has proven that alfalfa does not require the amount of irrigation it was considered necessary in the past, as it has a better color and shows more vigorous growth than in former years.

The opening up of a new country always has its discouraging features and those who have the spirit to develop it should have every encouragement possible. We should have more farmers and it is certainly gratifying to find nature so generously helping. With such rains at the right time and with the adjudication of the water rights of the streams, a big irrigation dam in Silvies to hold back the flood waters from the lower lands along the waters courses and transportation—all of which are in sight—Harney county is going to be the greatest farming section in the West.

### Two Bold Auto Bandits At Work

Two bold auto bandits held up Prof. C. S. DeLong, a magnetic healer of Vale and his chauffeur, Franklin Ross, and robbed them at the point of revolvers on the Boulevard road last evening about a mile from Arcadia. Prof. DeLong was relieved of \$198 and his watch. Ross lost \$17. The robbers were in a large gray car and wore masks. As DeLong's car approached they turned their auto across the road and blocked the way. After the robbery the bandits drove south. Officers are in pursuit.—Ontario Democrat.

### Cow In New Record.

Lady Oak Forbes DeKol, a Holstein-Friesian cow owned by the Minnesota State Agriculture college has broken the state record for butter fat and milk production, according to Prof. T. D. Haecker. The cow is producing daily over 100 pounds of milk, and in one week produced 29.2 pounds of butter fat.

The Clay Clemens sawmill is now at its new location and is prepared to fill any order with rough or dressed lumber, also fir lumber; buck teeth and any special order given prompt attention.

Ask for Walk-Over Shoes at Brown's Satisfactory Store.

## RABBITS DEVASTATE BIG GRAIN FIELD AREA

### Pests Becoming so Numerous That Radical Steps Must be Taken for Their Eradication. Innoculation is Being Tried by State Veterinarian Lytle Which May Prove Successful

The rabbit pest has become so acute in Umatilla county that the farmers have appealed to the Agricultural Department at Washington for relief. According to a press dispatch they have completely destroyed 184,000 acres of grain in that section and are still doing damage. The farmers do not expect any relief until the grain has become almost ripe when the rabbits will quit feeding on it and turn to the alfalfa fields.

The press report states that some of them have been inoculated with disease germs by State Veterinarian Lytle and the result will be watched with interest. This has been suggested before but nothing definite has been accomplished so far as this paper knows. The suggestion taking the bounty off coyotes is not the proper thing—that is it will not result in the destruction of many of the pests and inoculation seems the only solution.

The rabbits are becoming very thick in this territory and during last winter thousands of them were destroyed by drives, yet they seem as numerous as ever, and far more ravenous, apparently. One farmer who was very active in the drives the past winter has stated he is not in favor of any more such methods as it seems the pests were thinned out just about right to make them propagate more rapidly. He is of the opinion that by not molesting them they will breed and thus start a process of elimination by nature.

It has been the history of these pests in the past that after a certain time they die off from some cause and are thus eradicated for a time at least. Mr. Holloway, one of the owners of the big Caterpillar plow just brought in this week, has been talking of the rabbit pest and states he is

informed they were eradicated several years ago in Morrow county by inoculation. This should be given attention as the farmers cannot raise anything with the pests as thick as they are now and the matter is becoming serious. No half-way measures should be applied but something effective at once. When Harney and Crook counties were the only sections of the state to make complaint and ask aid there was little attention paid to them, but now that the pests have made their appearance and are creating such havoc in the big wheat belts along the railroad we may expect some co-operation and proper measures taken to get relief.

The Times-Herald is not in favor of a local bounty as it will not be sufficient. It will merely bankrupt the sections having to pay the bounty and the rabbits, like the coyotes, will continue to thrive. It is certainly hoped the inoculation process will prove effective as some such measures are necessary to destroy them.

### Take Plenty of Time to Eat.

There is a saying that "Rapid eating is slow suicide." If you have formed the habit of eating too rapidly you are most likely suffering from indigestion or constipation, which will result eventually in serious illness unless corrected. Digestion begins in the mouth. Food should be thoroughly masticated and insalivated. Then when you have a fullness of the stomach or feel dull and stupid after eating, take one of Chamberlain's Tablets. Many severe cases of stomach trouble and constipation have been cured by the use of these tablets. They are easy to take and most agreeable in effect. For sale by all dealers.

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Chamberlain's Colic, Cholera and Diarrhoea Remedy.

Every family without exception should keep this preparation at hand during the hot weather of the summer months. Chamberlain's Colic, Cholera and Diarrhoea Remedy is worth many times its cost when needed and is almost certain to be needed before the summer is over. It has no superior for the purposes for which it is intended. Buy it now. For sale by all dealers.

### Juntura Is Forging Ahead

An auto party, consisting of Col. C. E. S. Wood and Drake P. O'Rielly of Portland, Wm. Hanley of Burns, B. B. Wood and wife of Juntura, J. W. McCulloch and wife and Miss Betay Taylor of this city arrived Tuesday from Juntura where a meeting of the stockholders of the townsite of Juntura was held Monday.

The officers of the townsite company elected are: J. W. McCulloch, president; B. B. Wood, secretary; Drake P. O'Rielly,

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| LEAVE                                       |           | ARRIVE       |           |
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| Burns                                       | 6 a.m.    | Canyon City  | 6:30 p.m. |
| Canyon City                                 | 7 a.m.    | Prairie City | 10 a.m.   |
| Prairie City                                | 2:30 p.m. |              |           |
| Canyon City                                 | 7 p.m.    | Burns        | 12 noon   |
| Fare, Burns-Prairie City,                   |           | \$ 6.00      |           |
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| Express Rates 2 1-2 Cents, Prairie to Burns |           |              |           |
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