

## OLD AGRICULTURAL FAIR HERE THIS FALL

Board of Directors of The Harney County Fair Association Organize And Active Work Begins. Date is Set September 30, Same Date as School Fair Already Provided for

men who were elected as members of the Harney County Association got together at the office Tuesday and organized, electing the following officers: J. M. Dalton, president; J. C. Welcome Jr., vice president; J. E. Loggan, secretary; C. B. McConnell, assistant secretary; J. L. Gault, treasurer.

Matter of holding a purely agricultural fair had been discussed the evening before and it is the general opinion of all that it would be a mistake to allow a year to pass without a special one since we have the best agricultural history of the county, and it was such a persistent from the railroads and people of Portland for at the Eastern land. The gentlemen who have taken the fair for this fall are or less handicapped is rather late to begin showing of exhibits, yet proper support from the interests of Burns and members of the county they will be able to get up a creditable display of products.

will be placed in the field to select and assist the exhibitors in securing and preparing displays. Mr. All has signified his will to devote all his spare time and B. F. Johnson representing the Oregon & Colonization Co., has been at work on gathering exhibits for his company. continue and allow the fair to be placed in the field at the fair, each in display being kept to

## FORESEES SURPASSING FUTURE FOR INTERIOR

Publicist of New York Writes of Trip This Territory and Tells of Bigness Of the Harney Country. Railroad Now Building Will Develop Great Area of Surpassing Resources

P. A. O'Farrell, publicist of New York recently spent a week in touring central Oregon. His companions were President Farrell, Vice President O'Brien and other officials of the O.-W. R. & N. The party proceeded from Portland, up the Deschutes, across to Burns, through the Harney and Malheur valleys and into Vale. Mr. O'Farrell saw with the eyes of an impartial observer. His wide travel and experience give additional weight to his opinion of the country he passed through, which is set forth in the accompanying article:

O'Farrell describes or rather writes of this trip in the Sunday Journal and while he doesn't speak particularly of crop conditions, he gives some valuable information of the country. He says of this particular section after writing of primitive times and what Lewis and Clark found: The first half of the nineteenth century the Oregon country was sacred to savages, fur traders, and trappers. Some Jesuit missionaries and a few American missionaries knew better, but even they had no conception of its wealth of soil and mine and climate and forest. Then steam and railroads and the great gold discoveries of California and Australia changed the face of the world, and in a little while Montana and Oregon and Idaho and Washington and British Columbia were carved out of the Oregon country, and the glorious Oregon river was called the Columbia.

The diplomats who divided Oregon between Britain and the United States marked the 49th parallel of latitude as the boundary. It is said they flipped a coin or shook dice as to which most territory should go. Neither had the remotest wish to burden their respective governments with such worthless territory, and so the boundary lines were settled by the rattle of a dice box or some other such device. Such was the wisdom and knowledge of statesmen in the heyday of such as Pell and Melbourne and Disraeli and Palmerston and Gladstone and Buchanan and Douglas and Lincoln.

French Canadians had hunted the Snake to its source and had trapped beaver in the Salt Lake valley and in the Yellowstone before the apostleship of Brigham Young. Other French Canadians hunted along what is now the Malheur river, and crossed the divide leading into that lovely mountain plateau now called the Harney valley. From the summit of the divide they beheld this beautiful valley sleeping in the autumn sunlight and almost in its midst two lakes whose waters looked enchantingly lovely lit by the golden rays of the setting sun. It was late in the fall, and believing these lakes the source of the river whose course they had followed, they resolved to winter by the shores of the lakes.

Further exploration revealed the fact that the valley was girt on every side by mountains, and that while reservoirs for all the streams and rivulets flowing through the valley the lakes had no outlet, and their waters were bitter as the sea.

Great was their disappointment, and it is for ever commemorated in the names of the lake and the county and the river called Malheur, which in the habitant dialect is the equivalent for "Cursed Luck." It is curious that a great new railroad is now being built along the beautiful valley through which the French Canadians journeyed when they discovered Malheur lake in what is now Harney valley. The Union Pacific system is running out a railroad through Central Oregon up the Malheur

## PACIFIC LIVE STOCK COMPANY TO FIGHT

Brings Suit Against Water Commissioner Cochran For Repayment of Fees Exacted For Filing Water Claims In Adjudication of Rights on Silvies River Pending Before State Board

A news dispatch from La Grande to the Telegram of last Friday says: George T. Cochran, superintendent of water division No. 2, composed of eastern Oregon has been made defendant in an action in the Union County Circuit Court by the Pacific Livestock Company, a California corporation, for the recovery of over \$4000 paid by the corporation as fees to Cochran before he would file its claim covering many hundred acres of land in connection with the determination of the rights of all parties of Silvies River to water by the State Water Board.

It is claimed that the payment was made under protest and was made only in order to protect the company's rights. The corporation claims that the collection of the fee, which is the regular fee established by the State Water Board, was illegal and extortionate, depriving it of the equal protection of the laws and of its property without due process of law, and deprived it of a right to have its rights adjudicated without paying an exorbitant sum. The charging of a fee is attacked as illegal, in addition to the claim that the amount charged was not a proper fee or any fee. Action is brought to collect the fee against Cochran personally.

Superintendent Cochran is in Central Oregon on official business, but attaches of the office of the Water Board here state that the fee is regulated by the number of acres in a claim just as charges are made for recording instruments by the number of words. The State Water Board is expected to make vigorous defense.

## LATEST DEVELOPMENT LEAGUE NOTES

(From Our Portland Correspondent)

The state authorities have recently launched a movement designed to assist in the extermination of jackrabbits which have been on the increase in Central and Eastern Oregon for years past. So serious has the rabbit pest become that Governor West some time ago appointed a committee to take charge of the matter and if possible devise means for the relief of farmers in the afflicted counties. The meeting was attended by State Game Warden Finley, State Veterinarian W. H. Lytle, L. A. Lewis and Prof. H. W. Henshaw, of Washington D. C., chief of the biological survey of the department of agriculture.

Mr. Henshaw has made a life study of animals and has given particular attention to the rabbit pest in Australia. He gave it as his opinion that the theory of inoculation has little, if any, practical value. Game Warden Finley stated that the value of the rabbit drive has been demonstrated in Eastern Oregon, between 16,000 and 18,000 having been killed in three drives. It is said that the great increase in the number of rabbits is due to the killing off of the coyotes. As the coyote force diminishes that of the rabbit increases and at the present time they are causing immense damage to crops and gardens.

For Buyers' Week, promoted by the Portland Commercial Club and the Chamber of Commerce, an organization has been perfected among Portland manufacturers and jobbers for the purpose of making things enjoyable for the visitors during the week of September 1-6. More than 100 firms are included in the membership, and within a few days 25,000 invitations will be sent out to prospective buyers in this state, Washington, Idaho, Montana and Northern California. President Nathan Strauss, of the association, states there will be no lack of entertainment during the week.

The Oregon pears are meeting with an enthusiastic welcome in Eastern markets is indicated by the sale of 15 cars of Rogue River Bartlett's at the best price received since 1909—\$2 per box F. O. B. Medford. Probably the highest price ever received for pears in quantity was that paid to a Medford grower in 1910, when a carload of Anjou pears brought a total of \$2,228.20 to the grower, being 5 cents each for all the pears in the car.

An experiment in the long distance shipment of perishable fruit about to be tried within a few days. An entire carload of peaches is to be dispatched to Europe from the Yakima country, and in this shipment only the finest selected Elbertas will be used. While the regulation boxes will be used, the layers of fruit will be separated by a cushion of wood fibre as a protection against rough handling and possible damage. If this trial shipment proves a success, it is probable that an extensive business in peaches will be developed by Pacific Northwest fruit exchanges. It is likely that the opening of the Panama Canal will result in increased movement of the softer varieties of fruit, as they can then be shipped direct with a consequent saving in time.

The R. J. McKinnon & Son Stage Co., has made a passenger rate of \$10.00 between here and Vale and will also haul freight for 2 1/2 cents on all consignments of 50 lbs. or over. 25tf.

## NEW CARS TO MOVE CROPS

One thousand new freight cars ordered by the O.-W. R. & N. Co., in anticipation of a heavy demand for cars to move the large crops this fall, are now being turned out by the car builders and are arriving at the various reserve stations of that company in Oregon and Washington at the rate of 50 cars a day. The delivery began on August 1 and the entire 1000 cars will probably be ready for use before the harvest.

"With this order of 1000 new cars," says Mr. F. W. Robinson, Assistant Traffic Manager, "and an additional 2000 just delivered to the Union Pacific, we are confident that we will have plenty of rolling stock for all emergencies this year."

"The greatest need for cars in crop-moving time is about the middle of October. As delivery of all the new rolling stock will be made by September 1, we expect to be ready for any contingency."

"The new boxcars are all 40 feet long and of 100,000 pounds capacity. This is the standard size adopted by the company."

"The Pacific Fruit Express has also ordered 2000 additional refrigerator cars, which will bring its total number to 13,000. This will greatly facilitate the moving of the fruit crop."

A most favorable omen in connection with the important problem of car supply is the better understanding that now prevails among shippers in general in the matter of capacity loading and reduction to minimum of lost time in loading and unloading.

To bring this about a most persistent and far reaching propaganda has been conducted throughout the year, not only by railroad traffic departments in the way of direct instructions to agents, but by traffic bureaus in all large commercial centers, and by the Bureau of Railway Economics at the National capital, till it is fairly safe to say that every shipper and agent in the land is alive to its importance. It is believed that the indifference and thoughtlessness of past seasons will be supplanted this year and in future by hearty co-operation, and that car shortage, except on extraordinary occasions, will be largely obviated.

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## Market Report.

Receipts for the last week at the Portland Stock yards have been: Cattle 2171; Calves 18; Hogs 2020; Sheep 6503; Horses 27.

Fairly heavy run of cattle for the week, both native and Southern stuff. Few extra choice steers in the run, prices remaining steady for top grades, but going lower on medium class, especially cows and heifers. Fancy native steers sold from \$8.25 to 8.35. Lower grades 7.50 to 8.00. Choice cows and heifers selling around 6.25 to 6.50, with lower grades 5.75 to 6.00. A wide range of prices between choice and ordinary stuff.

A big decline in the hog market, with tops going from \$8.25 to \$8.60, with a general weak undertone. Light liquidation at week's close.

The sheep market strengthened a little for the six day period. Heavy receipts the first of the week and holding up fairly well to Thursday. Some lambs coming forward with slow outlet at steady prices. Prime yearling wethers selling \$4.00 to 4.35 choice ewes \$3.50 to \$3.85. Best lambs 5.00 to 5.50.

## Join to Aid Farmer.

The United States Department of Agriculture, through the division of farm management, will cooperate with the Oregon Agricultural College as soon as the federal government is able to make the necessary adjustments. This important step was definitely decided upon at a recent conference held at the Oregon Agricultural College between President W. J. Kerr and R. D. Hetzel, Director of Extension, representing the college, and C. B. Smith and Byron Hunter, acting for the federal government.

The new arrangement calls for co-operative overhead supervision of field and farm demonstration work by the federal and departments. When put into operation the plan will have the advantage not only of furnishing financial aid from the federal government, but of bringing the help of the great federal organizations and the information in its possession directly to the farmers of Oregon. Mr. H. T. French, will have immediate supervision of this department of the extensive work.

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