

## GOOD ROADS MOVE- MENT WITH FARMERS

**Suggestion That Subject be Given Some Attention During The Agricultural Short Course Next Month. Permanent Highways Great Asset to The Farmer. Transcontinental Route**

Along with the education of our farmers for better soil culture, conservation of moisture and greater yields should be carried an education of better roads. Everywhere the good roads movement is one of the burning questions and there is a determination to secure better highways, as they go hand in hand with farming and are as essential as the railroads.

Since the county court of this county has changed the method of road supervision and placed a competent man at the head of the road building all over the county we should get better results. An effort should now be made to make permanent highways and all the public roads kept up in a manner that it will not be necessary for the road builders to spend each working season in merely repairing the roads and not making at least some permanent road.

Good roads makes it possible to market the farmers crops, brings them closer to their city friends, enhances the value of their places and altogether brings prosperity that could be obtained in no other way. Harney county has good natural roads and it will only be necessary to get the bad places in shape to make them permanent. We have all the necessary material for road building and we should therefore use it and be in the progressive ranks.

It has been suggested that some good road talks be made at the coming short course to be held for the benefit of the farmers in this city next month. This suggestion is good and if possible such should be incorporated in the course during the week provided it can be done without sacrificing the agricultural work. Good roads are very important and are of more benefit to the farmer than any other class of citizen.

Col. Thatcher, the good roads advocate, who was to have addressed the citizens of this place last fall but got "peevd" because he was not feated as he

### Revival Services Begin In Burns on February 8

It is now definitely settled that the Union Revival Services of the city will begin on Sunday, February 8th. At that time Rev. J. B. Cleighton of North Yakima, Washington, will begin the services. On Friday the 13th Revs. Lewis and Mathews both noted singers and preachers will join in the work for only two weeks.

Rev. Cleighton comes to us a strong preacher. He was a college president in Missouri for a number of years and has a large reputation in evangelistic work. Lewis and Mathews are splendid singers, and musicians. Their music is a great attraction and power in their work. They are also both preachers. Burns will have an opportunity to listen to a company of strong, earnest preachers of the gospel as she has never listened to before.

We call upon our citizens to turn out, and support this move-

ment for the moral and spiritual betterment of the community. The two churches have united in a vigorous and expensive effort to do our community good, to establish Christian principles, and train the young for a moral and a religious life. Every citizen should be interested in this unselfish, Christian effort of our city churches.

### Important to Under- stand New Tax Law.

County Treasurer Miller has been busy for some time mailing out tax notices. The new law differs from the old and taxpayers should notice the provisions as it may save them trouble and expense.

The new law does not provide for any rebate and all taxes must be paid before the first day of April—hitherto one has had until the first Monday in April. Further, all the tax must be paid by that date or the penalty and interest runs on the balance. The old law provided that one-half could be paid in April and the privilege of paying the balance on or before the first of October was given. But this is not permitted under the new law. The penalty runs against unpaid taxes after the first of April at the rate of one per cent per month until paid.

The county treasurer is now tax collector and Treasurer Miller has secured the services of John Loggia to assist him during the rush.

### Parcel Post Interferes in Teaming Operations

Teamsters engaged in freighting in Nevada are suffering a demoralization of their business through the inroads of the parcel post. Under the new 50-pound parcel ruling a shipment of 60 cases of canned goods weighing 3800 pounds has been sent from Winnemucca, Nevada, to Oroville, Oregon, a distance of 125 miles. The postage on the shipment was \$21, while the cost of freighting would have been \$49. Competition by Uncle Sam was seriously felt under the twenty-pound limit in a few localities, but under the fifty-pound ruling the mails are being freely used to cover great distances with merchandise of all sorts.—Fallon Standard.

### Market Report.

Receipts for the week have been Cattle-752, Calves-4, Hogs-4880, Sheep-5070.

Livestock receipts totaled considerably less this week than last and business was not so brisk. The cattle situation failed to clear and on only one day, Monday, was there any interest aroused. A few cars of choice steers brought \$7.60 and a load of young cows \$6.75. Bulk of week's steer sales averaged \$7.00 to \$7.25 and cows \$6.00 to \$6.25. All other butcher classes were slow and principal cause of price weakness was inferior beef quality and too much of it.

The hog market maintained its strength easily from beginning to end. Prices never rose above \$8.05, but choice light stock averaged around 8 cents all week. A lot of swine that lacked prime finish sold at lower prices, but good quality pigs and smooth heavy stuff found a quick sale at steady prices. Receipts were fairly liberal, but some 2000 less than for same period last week. Sheephouse trade was brisk only in spots as liquidation was unsteady. Total arrivals were smaller than for previous six days. A good supply of prime grain-fed mutton and lambs came in the first part of the week. Wethers sold at \$5.85 and ewes \$4.75 "off cars." Lamb buyers gave \$6.50 for the fancy grades and were not over-supplied, either. The market closed on a weaker basis with a 10 to 15-cent decline in all mutton lines.

Wheat after wheat, 3.33 bu per a Peas after wheat, 9.50 bu per a Wheat on fallow, 15 bu per a Peas on fallow, 15 bu per a It will be seen from this that the greatest thing in favor of the peas was their performance under the most trying conditions. This land upon which the wheat had grown the preceding year was moist only to a depth of twelve inches at the time the crops were planted in this experiment. To supplement this we had good rains during the summer or else there would have been no wheat at all upon this land with but one winter's moisture; but there would have been a few peas,

Mrs. E. S. Sweek, the child's tailor. Call and examine my garments, styles and materials. I will take your child's measure for made to order suits, dresses, aprons, rompers and bloomers, from 2 to 7 year sizes. 11-14

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## ADVANTAGE OF GROW- ING PEAS OVER GRAIN

**Comparative Results on Tests Made at Experiment Station Favorable to Peas as Dry Farm Crop. Double Row Seeding Better Than Broadcast According to Experiments**

BY L. R. BREITHAUPT.

It is probably a truth beyond question that the best way to plant peas on dry land, and perhaps on wet land too, is in double rows about twenty eight inches apart, thus allowing of cultivation between the rows in order to conserve the moisture for the use of the crop rather than allow it to escape by evaporation to such an extent that the crop is cut short before the pods are fully developed. It is believed that a greater yield will be obtained in this way on the average, if not in every instance. Another point in favor of this method is the residual moisture that is usually left on the soil after the crop is taken off, because of the moisture conserving methods used, thus insuring better crops the following year.

In order to test out the comparative results to be obtained from planting peas in double rows as against the regulation broadcast or thick seeding tenth acre plots of the Golden Vine variety were planted at the rates and with the results tabulated below:

Rate of Seeding	Yield
45 lbs broadcast	14.18
45 lbs double rows	19.72
75 lbs broadcast	18.25
120 lbs broadcast	21.80

While it will be seen from this that the 120 pound seeding broadcast, and by broadcasting I mean sowing through the drill with all the running, gave about two bushels per acre more yield, the fact that it took almost that much more seed per acre more than offsets the difference, for seed is much more valuable than the prospect of a crop, bushel for bushel. Then too, there is a residual moisture left in the land upon which the peas in rows grow. With both of the lighter broadcast seedings a lighter yield than with the rows was obtained. Another fact that must not be lost sight of in this connection is that we had approximately two and one-half times more rainfall during the growing season this past year than occurs during the average growing season, a thing that would be decidedly in favor of thicker seeding and poor dry farming methods in general. On an average season, the chances are that the rows would have showed up much better in comparison.

It is believed that field peas will make larger yields than the cereals under trying conditions of drought where the crop is otherwise adapted. That is to say that peas will make a larger yield of grain upon less moisture than wheat, oats or barley, when the moisture supply is so limited that any of those crops will use all of it and more, if it were available. In order to gain some idea along these lines, tenth acre plots of peas of the Golden Vine variety were planted on land that was fallowed and upon land that was not fallowed but had grown wheat the year before. To compare with this, tenth acre plots of durum wheat of the Kubanka variety were planted under the same conditions. The results follow:

Wheat after wheat, 3.33 bu per a Peas after wheat, 9.50 bu per a Wheat on fallow, 15 bu per a Peas on fallow, 15 bu per a

It will be seen from this that the greatest thing in favor of the peas was their performance under the most trying conditions. This land upon which the wheat had grown the preceding year was moist only to a depth of twelve inches at the time the crops were planted in this experiment. To supplement this we had good rains during the summer or else there would have been no wheat at all upon this land with but one winter's moisture; but there would have been a few peas,

perhaps enough to pay for the labor of growing them and the seed. Under the summer fallow conditions there was not any difference in yield. However, the peas were the best crop because they were worth more per bushel and they leave the land more fertile, beside the better moisture conditions for succeeding crops. Perhaps the test was not exactly fair because of the variety of wheat used. While the Kubanka wheat is a great drought resistor, it has shown itself unadapted to our climate because of the ease with which the heads are frosted. Because of this it is below the average in yield of the wheats tried out on the Station this past year. To offset this fact, it must be remembered that the Golden Vine peas also showed themselves to be no better than the average among the varieties of peas tried out. A case of second class wheat against second class peas.

How to grow and dispose of this crop, together with something of the cash returns that may be expected from the production of field peas will be discussed in the next article.

### Rape a Valuable Crop In Eastern Oregon

"Rape is a very valuable crop in Eastern and Central Oregon," said Professor H. D. Scudder, agronomist, Oregon Agricultural College. "It is hardy to cold and a very quick grower. It may be grown in rows and cultivated so that moisture can be conserved. It makes the very best of pastureage for sheep, chickens, brood sows, and growing pigs, and the cost of preparation and seeding is very light."

"Rape may be seeded very early in the spring—the fore part of April in the Columbia Basin and the latter part of that month in Central Oregon. The Dwarf Essex rape sown in rows about three feet apart, using two or three pounds of seed per acre, on ground that has been prepared and manured as for corn, will give excellent pasture in six or eight weeks after planting, when it is eight to ten inches high. A second planting two weeks after the first will bring another crop a little later and thus prolong the pasturing season. On irrigated lands, of course, this crop will yield more abundantly, and may be planted throughout the growing season if desired."

"For chickens it is one of the very best of green feeds and they prefer it to any other. As summer pasture for sheep it is also one of the very best succulents. Its value seeded with corn for 'hogging off' is very high. "The rape ground should, of course, be disked immediately after the stock is removed. It is especially important not to allow it to go to seed at any time since like mustard, the seed will persist in the soil a long time, volunteering in other crops."

"Rape is also one of the more valuable crops for use as a green manure. It does not increase the total plant food supply of the soil as do the legumes, but because of the large amount of nitrogen and potassium it draws from the soil, when plowed under as a green manure it leaves these plant foods in the form of organic matter, which quickly decays and becomes available for the use of other crops. Added to this, the very low cost of seeding ground to rape and the quickness with which the crop grows and the fact that they may be planted nearly any season of the year makes it peculiarly desirable for use as a green manure."

Tonawama tonight.

### LATEST DEVELOPMENT LEAGUE NOTES

(From Our Portland Correspondent)  
Railroads in the Northwest are beginning to advertise the Spring colonist rates which will be in effect for 32 days beginning with March 15. The rates will be the same as in former seasons, \$33 from Chicago, \$30 from Missouri River points and \$25 from the Colorado region. Although the reduced rates will be advertised to a considerable extent, the roads state they will make no special effort to induce organized parties of homeseekers to come west.

They state that heretofore the low rates have been taken advantage of by wage-earners, principally, and that but few bona fide homeseekers are generally included in the large parties that come out each Spring and Fall. Genuine would-be settlers will come at any time of the year without waiting for special rates.

The boys and girls of Oregon who will earnestly strive to make themselves proficient in potato growing, raising corn, vegetables or pigs, sewing, cooking and baking, or in keeping farm and dairy accounts may find themselves entitled to a reward well worthy their best efforts. The Agricultural College, co-operating with the State Superintendent of Schools, is planning to give to at least two boys from each county in the state a trip to Salem for the entire week of the State Fair. In addition, at least ten of the highest scoring prize-winners will have all their expenses paid on a visit to the Panama-Pacific Exposition at San Francisco next year. It is expected that industrial clubs will be organized in nearly all the schools of the state and these clubs will be entitled to bulletins and information and advice of every sort regarding any line of work they may decide to take up. In the gardening contest fractional tracts must be cultivated and accurate records of every detail of the work and its results must be kept. It is hoped that a large percentage of all the school children in the state will take part in this contest.

The annual short course in agriculture and its allied interests will be held in Burns from February 16 to 21 inclusive. A special effort will be made to assist the new settlers who have come from other states and have found climatic conditions to which they are not accustomed. The Burns Commercial Club will arrange for suitable halls in which to hold meetings and also to care for visitors from distant parts of the county.

A meeting of the Salem Commercial Club has recently been held for the purpose of launching a systematic campaign for the exploitation of the loganberries for which the Willamette Valley is becoming famous. It is said that the berries reach a greater perfection in this valley than anywhere else in the world, but with a constant increase in their production without a corresponding expansion of a demand, it is imperative that steps be taken to keep the industry in its present profitable condition. It is probable that samples of the berries, dried or otherwise preserved, will be sent to big steamship lines and to hotels and Summer resorts where the demand will certainly grow as the fruit becomes known.

### His Stomach Trouble Over.

Mr. Dyspeptic, would you like to feel that your stomach troubles were over, that you could eat any kind of food you desired without injury? That may seem so unlikely to you that you do not even hope for an ending of your trouble but permit us to assure you that it is not altogether impossible. If others can be cured permanently, and thousands have been, why not you? John R. Barker, of Battle Creek, Mich., is one of them. He says, "I was troubled with heartburn, indigestion, and liver complaint until I used Chamberlain's Tablets, then my trouble was over." Sold by all dealers.

Don't miss the picture programs at Tonawama.

## LOCAL PEOPLE PROPOSE BUILDING A RAILROAD

**North and South Line to Connect With Through Road to San Francisco is Planned. Resolutions Put up to Commercial Club and The Citizens. The Route Selected Feasible One**

Having noted how some farmers in Montana had planned building a railroad themselves by organizing locally and securing assistance from people along the proposed line of road and financiers at other points, C. A. Hawley and a few friends called a meeting of a few men of this city last Saturday evening and placed the matter of Burns taking the initiative and building a railroad to the south to connect with a through line to San Francisco. There were not many at this first meeting but it was considered such a good proposition that a committee was appointed to make further investigation of the feasibility of the scheme and to get up a set of resolutions to submit at a later meeting. The committee consisted of three of those present at the meeting, C. A. Hawley, A. O. Faulkner and Sam Mothershead; to these was added the names of J. L. Gault and L. M. Brown. Upon meeting later this committee decided to consult with the executive committee of the Commercial Club with the result that these gentlemen joined in forming the resolutions to be submitted. The resolutions submitted follow:

"We, your committee, appointed for the purpose of inquiring further into the merits of a proposed railroad to be constructed from this place to some point to the southward, probably in the state of Nevada, where connections can be had with some through line to the city of San Francisco, beg to report and recommend as follows:

"First, we are in favor of such project, and for the following reasons: We confront a situation that is becoming intolerable. Here is a valley which with its tributaries constitute an area larger than some of the eastern states, that for more than a quarter of a century has remained practically undeveloped because of its remoteness from rail road transportation. The soil is rich; we are favored with a most delightful climate, mild in winter and cool in summer; there is an abundant rainfall for successful dry-farming and an unlimited amount of water available for irrigation—in a word our country possesses every natural advantage and condition for the support of a large and prosperous population. In its possibilities for grain farming, for the growing of livestock, and for diversified agriculture it is not surpassed by any other region of like size in the northwest. But further development is at an end until railroad connections are secured with the outside world, especially with the great markets of the Pacific Coast. Every day investors and homeseekers turn away for no other reason than our isolation from transportation. Other parts of the Northwest progress while our own remains at a comparative standstill. It is idle to invite people to come here and invest and make it their home under present conditions. Railroad shipping facilities is an absolute necessity to the development of any country today. Lack of it is a barrier to the very class of people we so much need to assist in the development of the country.

"We have hoped that railroads would be built into our valley. We have on many occasions been assured that roads would be built and built at once. But year after year have come and gone, bringing disappointment after disappointment, until patience in this matter has long since ceased to be a virtue. It is true that railroads have been constructed to the very threshold of this region, from both the east and the west, but we are unable to elicit any

(Continued on page 2.)

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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  
Round Trip, 11.00  
Express Rates 2 1-2 Cents, Prairie to Burns  
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