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VOL. XXXI

BURNS, HARNEY COUNTY, OREGON, JULY 13, 1918

NO. 37

FEDERAL COUNCIL TO CONTROL ROAD WORK

Board Includes One Representative Each from The War Department, Department of Agriculture, Railroad Administration, War Industries and Fuel Administration.

All functions of Government agencies relating to streets and highways hereafter are to be coordinated in a body called the United States Highways Council, composed of one representative each from the War Department, the Department of Agriculture, the United States Railroad Administration, the War Industries Board, and the Fuel Administration.

Membership of the board follows: War Department, Lieut. Col. W. D. Miller; Fuel Administration, C. G. Sheffield; War Industries Board, Richard L. Humphrey; Department of Agriculture, L. W. Page; Railroad Administration, G. W. Kirtley.

These representatives on June 8 selected Logan Waller Page, Director of the office of Public Roads, Department of Agriculture, as chairman, and J. E. Pennybacker, chief of management of that office, as secretary.

The council was formed primarily to prevent delays, financial loss, and uncertainty incident to the method of taking up each highway problem in its turn with a separate and distinct Government agency. It utilizes the organizations of 48 state highway departments with their trained personnel and their knowledge of local conditions and provides a single agency where all highway projects, calling for governmental action of any character, whether it be a question of finance, of materials, transportation, or of war necessity or desirability, may be dealt with. All the Government agencies represented are concerned in highway matters.

The War Department constructs hundreds of miles of roads in cantonments and posts and is frequently interested in highways connecting them with cities and shipping points. It is also interested in the through highways over which Government truck trains are operated and any other highway affecting war activities.

The Department of Agriculture is entrusted with the administration of the Federal aid road act, which carries an appropriation of \$85,000,000 during a five year period, and calls for an expenditure of at least an equal amount by the states in conjunction with the Federal appropriation. The Office of Public Roads also expends a number of smaller appropriations under authority to make scientific investigations and to give out information concerning highways. In this educational work, it is in constant touch with the highway departments of the 48 states.

The Railroad Administration can influence vitally the construction and upkeep of public highways, as vast quantities of crushed stone, gravel, sand, cement, brick, reinforced and structural steel, bituminous material are required to be transported by rail. Shortage of open-top car equipment because of need for shipment of coal, coke, and ore has made it seem necessary that less important work may be postponed. This has resulted in an order by the car service section of the Railroad Administration providing from appeal to the Director of the Office of Public Roads, through the state highway departments, where needs are urgent and the local railroads cannot handle the situation. The Director in turn brings the appeal before the United States Highway Council.

The Fuel Administration, through its control of fuel, including fuel oil, has restricted to essential purposes, in order to conserve fuel oil for war needs, the use of road oils, asphalt, and tar in street and highway work. In consequence, these materials for highway use are delivered by manufacturers and refiners only on a permit issued by the Fuel Administration based upon a recommendation by a committee representing the Office of Public Roads and the Oil Division of the Fuel Administration.

this committee forming part of the United States Highways Council.

The War Industries Board, by reason of its control of many of the materials entering into highway construction and maintenance, and its power to establish priorities, allocate materials, and fix prices, enters prominently into the field of highway work.

The Capital Issues Committee, while not represented in the council, still is interested in highway construction in that it is required to pass upon bond issues involving \$100,000 or more. Hundreds of millions of dollars have been voted annually and sold for highway and street purposes.

The Highways Council has provided a definite form on which application to it for relief may be made, and has placed a supply of these forms with the state highway departments through which all applications must come. The council emphasizes the great need of conserving money, transportation, labor and materials by restricting highway and street work to the most essential needs. It considers the maintenance of existing streets and highways logically should rank first in importance and that the construction of these sections of improved highways and streets which have become too defective for maintenance should next receive attention. New construction is held to be justified only where the highways are vitally important toward winning the war or for the movement of essential commodities.

TIME OF CUTTING HAY IMPORTANT TO DAIRYMEN
The time of cutting hay is of importance to dairymen. The common rule is to cut in the early bloom, points out E. B. Fitts, associate professor of dairy and animal husbandry in the Oregon Agricultural College. At this stage the protein content is high and the palatability near its maximum. Some variations from the rule, however, must be made with different crops. Alfalfa should be cut when the new sprouts near the ground are well started, clover when in full blossom, and vetch when the first pods are about half formed.

Some hay plants rapidly lose palatability when nearing maturity rye grass, Johnson grass and mesquite are examples. These should be cut when or soon after the heads or blossoms appear. Cutting hay crops when nearing maturity, which means when seeds are nearly ripe, results in a loss of digestible protein of palatability and of the finer and more valuable parts of the plant.

"Do not mow when the crop is wet with rain or dew," was Professor Fitts. "The moisture will dry off much faster while the plants are still standing. Cut in the morning as soon as the plants are dry. If the crop is heavy, stirring with a tedder or otherwise will aid in getting the curing process under way. Rake as soon as hay is thoroughly wilted and curing well started. Complete the curing in windrow or cock.

"Mowing in the afternoon is not objectionable if done just before evening as the dew will not injure the green grass. Rake the next morning as soon as the hay has reached the stage mentioned. A side delivery rake seems preferable as it lifts up and moves all the hay. Do not mow more hay at one time than can be handled to advantage. The crop suffers much less if standing than if cut and lying on the ground uncurd.

In these days of high prices, who does not feel a sense of incongruity between the big dollars he goes out with and the small parcels he brings home?

WILL NOT DEFER DRAFT CALL TO HARVEST WHEAT

(Boise Statesman)
WASHINGTON (AP)—In response to a request for postponement of the July draft call in the northwest, where wheat is ready for harvest, has informed the department of agriculture that the military program will not permit of delay in filling the monthly demand for drafted men.

When Assistant Secretary Quisley took up the question with General Crowder he found that the situation had been canvassed thoroughly before the July call was placed, and that to relieve conditions in the spring wheat states as far as possible entrainment in that section was ordered to begin July 22 instead of July 5 and 15 as elsewhere. More than this it was stated, the needs of the army would not allow.

"Farmers confronted with the problem of harvesting wheat when some of their help will be called to the colors should receive inspiration from the wheat growers of the central states," said Mr. Quisley Thursday. "In June the farmers of that section faced the same situation, yet every acre of grain was cut and shocked. The city people with farm experience responded to the call for help and were organized into shock troops and went into the harvest fields. From Ohio to Iowa, boys responded loyally and farmers found them willing and valuable helpers."

NEW ARMY REGISTRANTS MAY BE CALLED

According to information received by the Local Draft Board, the young men who registered on June 5 of this year may be called upon to fill the quotas of August as Class 1 men have been exhausted. The instructions were to give out the numbers of the boys as they stand in liability and to notify them to appear for physical examination as soon as classified. The order of registration follows:

- 19 Paul H. Krueger, Buchanan, 1
- 20 Harold L. Cawfield, Van 2
- 17 Linn S. Gleason, Lawen 3
- 4 Henry Schwanzara, Burns 4
- 28 Norman E. Upson, Drewsey 5
- 32 Walter W. McLeod, Catlow 6
- 16 Ernest H. Beckley, Beckley 7
- 33 Fritz Wickert, Catlow 8
- 13 Floyd Jones, Narrows 9
- 3 Byron A. Bennett, Harney 10
- 11 Floyd H. Baker, Burns 11
- 18 Pete Wm. Grace, Diamond 12
- 30 Jack Cicer, Crane 13
- 25 Wm. H. Caldwell, Andrews 14
- 12 Paul D. Strange, Burns 15
- 34 Gerardo Orbe, Crane 16
- 2 Samuel O. Slater, Lawen 17
- 8 Melville A. Gibson, Burns 18
- 7 Robt I. Drinkwater, Harney 19
- 27 Alonzo C. Ward, Drewsey 20
- 5 Fred W. Smyth, Diamond 21
- 6 William K. Crozier, Burns 22
- 24 Ellis F. Garia, Alberson 23
- 19 Alonzo D. Pease, Narrows 24
- 14 James H. Oard, Lawen 25
- 15 Ira O. Williams, Lawen 26
- 28 Lester A. Milligan, Payette 27
- 31 Aaron F. Morris, Denio 28
- 23 Ray F. Culp, Lawen 29
- 22 Simon Aranburn, Venator 30
- 9 Herbert Lupton, Burns 32
- 20 Wm. I. Watson, Diamond 33
- 5 Albert A. Tucker, Suplee 34

Those who from inadequate information or some other reason or near reason, object to universal military training for the youth of our nation, cannot, if they think a moment, oppose the proposition of compulsory physical training for the manhood (and womanhood too) of the country. Such a regime would entail no hardship nor inconvenience upon any, save the sloths, would add immeasurably to the health, spirits and democratic unity of the men of the country, and would, in the event of war, make training merely a military matter, requiring much less time than now, because of the physical condition and mental alertness of the men being trained. "Get next" to this movement, initiated by the National Security League.

The other day King George of England ate Buckwheat cakes with maple syrup for the first time at a V. M. C. A. hut, and pronounced them a breakfast fit for a king.

Universal military training, universal suffrage, and nation-wide prohibition are all knocking at the Congressional door. Which of the three do you think will be let in first?

THE RIFLE OF THE HUN

By Edward C. Crossman, in the August Popular Mechanics Magazine.

In the hands of the chap in the sloppy greenish-gray uniform, watchfully waiting in the trench across the way, there is a rifle with higher velocity than ours, with nearly a foot greater stabbing length, when the bayonet is fixed, and with a better stock, making snap-shooting and shooting at night more certain.

The rifle of a nation that has specialized on war and its tools, the German Mauser in some respects offers serious advantage to its user over the new Springfield of the American forces. The weak point is the man behind. It gives unquestionable advantage in bayonet fighting—but the Hun doesn't like the bayonet, and therefore gets felled in spite of his superiority in weapon. It gives higher speed to its bullet—but the German soldier is usually a poor shot, and even the little, antiquated, patched-up, short Lee-Enfield of England proved too much for the better Mauser, because it was in the hands of better men and better rifle shots. The stock is better than the stock on either new Springfield or our newer M1917, modified Enfield, but the bolt is so clumsy that the superior speed of fire of the American rifle neutralizes this advantage and gives us a lead into the bargain.

Consider Mauser rifle No. 2668, captured at the Somme, and made in the year 1915 at the German works of Oberndorf, where Paul Mauser developed the great rifle that bears his name. It was taken by the English in the year in which it was made, but as it lies before me it looks the part of battle-scarred veteran. The wood of the stock is chewed up and scarred and full of dents, as if it had been used on barbed wire. But the bore is still clean and bright, testifying to the German efficiency, and the fear of the consequences that compelled its owner to keep it clean in spite of "hell and high water."

The stock is 13 in. long, or one-fourth more than the Springfield. It is far better shaped, with its neat pistol grip, and semi-shotgun lines, and it is better shaped than the stock of the M1917, because it fits the shoulder and aids to line up the rifle. In mechanism the rifle is practically the same as the new Springfield and the M1917—which are both modified Mausers.

We tried it out one day at Camp Kearney, Major White and I, and a lieutenant with a very Teutonic accent, a man who had doubtless served his time, with some other army regardless of his love for America now. The African big-game hunter, snapping off his shots in the short time of 1 3-5 seconds per shot, from a position below the elbow to the report of the rifle, using only this square of light for a rear sight, made bull's eyes on the little 8-in. black spot at 100 yd., or else "fours" close up to the black spot. The lieutenant did nearly as well.

We tried out the Hun rifle at long range, 800 yd., and then some groups at 550. It was accurate enough for fighting—it hit the 3-ft. black spot eight times out of ten shots at 800 yd., with the other two shots not far off. At 550 yd., it put five shots into a space smaller than a man's chest, but not into so small a space as would the two American rifles.

But with all the Mauser's good points, it has a point so bad that our Yankee rifles far outclass it in the sort of fighting now done on the fields of Europe. This is that the American rifle, in the hands of skilled American riflemen, will fire, I should say, three or four shots to only two shots for the Hun rifle.

The sole difference lies in the silly and clumsy shape of the Mauser bolt handle, the only weak point in the Mauser, but the fatal and necessary concession to be rough-handed, half-trained "wop" type of soldier found in the armies of central Europe. I say half-trained, because as riflemen, they are half-trained; a regiment of American marines of the old days—I don't know about them since war broke out—could be in a field at 800 yd. and shoot to pieces a regiment of Prussian guards if said guards depended only on their rifle fire to serve them. I know this because I know German systems of training and I know the marines.

Wherefore, in spite of the bayonet superiority of the Hun rifle, and in spite of the better stock, and in spite of the higher velocity of the German

JUDGE BIGGS DECIDES IRRIGATION DISTRICTS

Legal Qualifications of Petitioners to be Determined by Further Evidence. Case Appealed by The William Hanley Company From County Court.

bullet, our new rifle makes two bullets fly where but one bullet has flown before—and bullets are what are going to end the war.

A SERIOUS MATTER

A very serious situation confronts the people of this section. It has had the attention of some of our men who look into the future. This is a year of drought so far as this section is concerned, the most serious ever experienced. From inquiry it is found that crops are not more than 30 per cent of normal and in addition to this discouraging condition the grasshoppers have taken vast quantities in addition to being responsible for harvesting crops that were not mature in order to "beat 'em to it."

Men of influence have already taken the matter up with authorities to ascertain if it is possible to get relief. Stock must either be shipped out or feed shipped in and it is up to the government to give aid under such circumstances. In either case it is a big sacrifice but the stock of this country is far too important to allow it to die from starvation and it is asking too much to expect the stockmen to make all the sacrifice toward saving this meat supply for the use of home people and the army. Fall rains may help to some extent, but not sufficient to make it safe to attempt to put stock through the winter on pasture and range.

THE MYSTERIOUS MR. TILLER

The United States Customs officials believed that Ramon Mordant had smuggled the Golconda necklace into this country after he had stolen them in Paris. To fix this belief in certainty the best efforts of the Secret Service was being directed to locating Mordant and "getting the goods on him." Crafty and inventive, the most notorious criminal in Europe, Mordant had come to the United States to brazenly defy detection.

Whether or not Prentice Tiller knew of the facts remain to be seen, but coincidence played a remarkable part in the final apprehension of Mordant when Tiller meandered down Lester street at midnight. When an explosion literally blew Clara Hawthorne through the door and down the steps of No. 218 there began a series of mystifying incidents that baffled explanation and kept life for "The Mysterious Mr. Tiller" pulsating with excitement for many days thereafter.

Miss Hawthorne gave an explanation that did not "explain" when Tiller tried to get from her the story of her unusual adventure. Despite her evident refinement Tiller, in shadowing her, found her companions to be the worst class of crooks. Most astonishing, too, were her social connections—for Miss Hawthorne was a society belle, much sought, beautiful and accomplished. And when the police, acting on secret advice, pounced upon the guests at Miss Hawthorne's reception and made arrests that led to the unmasking of the Golconda diamond thieves, Mr. Tiller believed that he had reached the limit of amazing denouements.

But there is more to tell of this astonishing girl—this companion of crooks and society belle. Bluebird photoplays have reflected the mystery in fascinating photoplays titled "The Mysterious Mr. Tiller," and Rupert Julian and Ruth Clifford will present it "Bluebird Day" at the Liberty Theatre Sunday night. Lovers of excitement, sensational scenes and thrilling episodes will have their fill of emotional opportunities in presentations of this clever mystery drama.

Al Cote was in town this week.

C. B. McConnell had a report from Judge Dalton Biggs this week stating that he had found for the irrigation district in the appeal made by the William Hanley interests recently.

Last season a petition was circulated asking for the formation of an irrigation district just east of this city. The matter came before the county court and was passed favorably but the Hanley Company took exceptions and appealed to the circuit court. The case was argued and Judge Biggs rendered his decision in chambers. As to the legality of the petitioners Judge Biggs states it will be necessary that evidence be submitted to enable him to pass upon that part of the contention, or stipulate. He shows that Mr. Hanley must take other action to withdraw his lands should he see fit, from the proposed district.

MANY STOCKMEN BUY RANGE LANDS

President W. P. Davidson of the Oregon & Western Colonization Co. was here this week from St. Paul in company with his local representative, Frank Johnson. They had toured the grant lands from the Primeville country through to this point and during the few days they had been in the field there had been many acres, mostly range land, contracted for. In fact the total for the trip 38,203 acres disposed of.

The exceeding dry season has caused the stock men to realize as never before the importance of having a permanent range and one that can be relied upon. By purchasing the land at reasonable figures with attractive terms, they are able to fence it if they desire and thus protect themselves. As it is stockmen do not know whether to cut down their flocks and herds or whether they are justified in building them up. By owning their range they know just what stock they can run and therefore are in a position to continue their business on a basis that is safe. This puts the stock business where it should be and gives it stability. The forset reserves are open to a limited number of stock and under conditions that do not permit a man adding to his stock to any great extent, especially as each year there are certain restrictions and curtailments and thus one is not certain. The man who owns his range land reckons with absolute safety.

Following are recent sales made:

C. R. & M. M. Stewart	10,870
J. N. & S. V. Williamson	8,650
Fairview Stock Farm	49
S. T. Andrus	48
James Weston	648
W. D. Elliott	649
O. B. Gray	640
J. R. Brees	1,760
S. W. Yancey	640
Sagardoy & Oblaque	4,643
Foster & Ledford	826
Thos. and Jesse Baln	480
Geo. R. Tipton	610
C. R. Peterson	8,000
Total	38,203

LIBERTY TO USE PARAMOUNT AIRCRAFT PICTURES

During the week a representative of the Paramount-Aircraft Picture Corporation was in town and signed up a contract with the new management of the Liberty Theatre for that service in future and the first program is expected on next Wednesday night when Mary Pickford will be seen in "Rebecca of Sunnybrook Farm". This will be followed by other productions of like character, including such stars as Geraldine Farrar, Fairbanks, Hart, Fredericks, Mme. Petrova, Marguerite Clarke, Billie Burke, Julian Eltinge, Jack Pickford, etc.