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Published in the Greatest Valley of Eastern Oregon.

The Best Advertising Medium.

Harney Valley Items.

VOL. 17.

H. D. McIntyre, Proprietor
Geo. N. Cochrane, Editor and Manager.

BURNS, OREGON, SATURDAY, OCTOBER 12, 1901.

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NO. 46.

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The Northwest Livestock and Wood Growers' Journal and Items, \$2 a year.

UNDER CAREY ACT

Application for Irrigation in Harney Valley.

Application for approval of the plans for irrigating a considerable area in the Harney Valley, in Southeastern Oregon, is now before State Land Board at Salem, says the Oregonian. Upon the approval of the board depends an extensive reclamation project in that country. This application is filed by the Harney Valley Improvement Company, which has expended about \$5000 in surveys and other preliminary arrangements this year, and which must await the pleasure of the state board before proceeding further with the enterprise. The company was organized last June with an authorized capital of \$100,000. The president is William Hanley, the Burns cattle king; L. R. Webster, of Portland, is vice-president, and Drake C. O'Reilly, of Portland, secretary.

The necessity for approval of the plans of the company in this instance arises from the fact that the company is proceeding under the provisions of the Carey arid land act, which was formally accepted by the State of Oregon by act of the Legislature last winter. According to the Carey law any person, corporation or association may enter into a contract with the State Land Board to reclaim any tract of desert Government land. The applicant must at his own expense make a survey of the section to be reclaimed and submit with his application for contract a map and plan of the proposed reclamation project, with estimates of first cost and for maintenance, and statements of the amount of water to be rendered available, the area to be covered, etc. The contract, when entered into by the State Land Board, shall create a lien for the cost of construction and maintenance, which shall be valid against the separate legal subdivisions of the land reclaimed, for the amount due as agreed upon, with interest at the rate of 6 per cent from date of reclamation. The conditions under which Congress grants the lands to the state must be fulfilled to the satisfaction of the Secretary of the Interior before the transaction is completed.

In the Harney Valley it is proposed to bring about 100,000 acres of arid land under irrigation. About 70,000 acres of the arid land of the valley is owned by Willamette Valley & Cascade Mountain Wagon Road Company, of which Charles Altschul, of San Francisco, is proprietor. Half of the remainder is owned by the Pacific Livestock Company. It is understood that Altschul favors the irrigation enterprise, because it would open the country to settlement and make his lands more valuable and salable. The livestock company, however, is hostile to the reclamation project, because the settlement of the country would restrict the free grazing area. That company's holdings are so situated that without extensive irrigation works it has the undisputed use of a large amount of public land, an extent said to be equal to more than it has title to. Thus it has the use of the whole valley under present conditions, though actually owning less than half of it. When settlers shall occupy the open land the grazing area will be correspondingly reduced.

This livestock company is said to be exerting an influence to prevent the approval of the plans of the Harney Valley Improvement Company. The water for irriga-

tion would come from Silvie's River. The land about the lower stretches of that river is more or less marshy. The reclamation project contemplates taking water from the upper courses of the river, leading it out in ditches through arid tracts and applying it to growing crops. This will inevitably have the effect of decreasing the flow near the mouth of the stream, and the marsh area will be diminished. Though the cultivable area would thus be increased to the same extent as the marshes shrink, it does not please the livestock company, which does not want cultivable land, but does want grazing and hay land. A few individual owners some time ago undertook to divert water from the Silvie's for irrigation purposes, and the livestock company promptly began suit to restrain such diversion of water. These suits are now pending in the State Circuit Court, and the company argues that it would be unjust to approve a large reclamation enterprise in the same section before the courts shall have decided its rights in the matters now pending.

On the other hand, it is shown that that country is not, in its present condition, attractive to settlers, and that it is to the interest of the state to get settlers established in comfortable homes there. The general Government and the state recognize this when they offer inducements for reclamation works. The livestock companies have already obtained the choicest parts of the country, and by means of their strategic locations practically control the Harney Valley for themselves. Every year the grip of these companies is strengthened. Therefore, it is argued, failure of the present reclamation plan would keep the Harney Valley long in an undeveloped condition for it is beyond the power of individual settlers to make the extensive improvements necessary to get water on the land, and capital would be too wary to go in where one project had been defeated. It would also discourage the reclamation of other districts similarly situated. It is alleged that it is quite enough to allow the livestock companies to control the land they actually own; that they should be governed by the conditions of the country and recognize the right of all the soil to proportionate benefits from the water that may be available for rendering it fertile. That it is not the policy of the state or the general Government to keep large tracts of land under conditions that operate against settlement and cultivation, is also urged against the attempt to keep irrigation out of the Harney Valley.

The irrigation company hopes to get the approval of the State Land Board in time to start its work this fall. Some of the headworks necessary cannot be constructed in the Spring, when the river is high, and unless that work can be done before the Spring freshets the whole plan will be delayed a year. It is not proposed at this stage of the proceedings to construct reservoirs for storing water. That feature may come later when practicable sites shall be available.

Did you ever examine the line of Gents shoes carried by N. Brown & Sons?

Don't be satisfied with temporary relief from indigestion. Kodol Dyspepsia Cure permanently and completely removes this complaint. It relieves permanently because it allows the tired stomach perfect rest. Dieting won't rest the stomach. Nature receives supplies from the food we eat. The sensible way to help the stomach is to use Kodol Dyspepsia Cure, which digests what you eat and can't help but do you good. H. M. Horton, Burns; Fred Haines, Harney.

CUP WILL REMAIN

Columbia Defeated Shamrock in the Third Race.

New York, Oct. 4.—With victory flags floating from her towering masthead and the ends of her spinnakers in honor of her concluding triumph in the cup races of 1901, the gallant sloop Columbia returned to her anchorage tonight under the escort of the entire expedition fleet. She today completed her defense of the honored trophy in another stirring race with Shamrock II over a leeward and windward course of 30 miles, crossing the finish line two seconds behind her antagonist, but winning, on the time allowance conceded by the Lipton boat, by 41 seconds. For the second time she has now successfully foiled the attempt of the Irish knight to wrest from her possession the cup that means the yachting supremacy of the world. And plucky Sir Thomas Lipton, standing on the bridge of the Erin, led his guests in three hearty huzzas for the successful defender.

"She is the better boat," he said, "and she deserves to be cheered." The series of races just closed will always be memorable as the closest ever sailed for the cup, and Sir Thomas, although defeated, will go home with the satisfaction of knowing that his golden yacht is the ablest foreign boat that ever crossed the Western Ocean. During both series of races not an untoward incident has occurred, and Sir Thomas will return to England by far the most popular of all the foreigners who have challenged for the America's trophy.

Today's race, on paper, was the closest of the series, but because of the flukiness of the wind on the beat home, as a contest of the relative merits of the yachts it is not to be compared with the magnificent, truly-run and royally-fought battles of Saturday and yesterday. The condition of the race at the start today were very similar to those of yesterday. The wind was strong and from the shore, embroidering the sea with foam and piling up no swell—ideal conditions for the challenger.

The racers were sent away before the wind, each carrying penalty for crossing the line after the handicap gun. No official record is kept of the time after that gun is fired, but the experts with stop watches estimated Columbia's handicap at 15 seconds, and Shamrock's at 30 seconds. The contest of the yachts fleeing before the wind was picturesque but not exciting. The big racers, like gulls with outstretched pinions, had every inch of canvas spread, all their light sails, including bulging spinnakers and balloon jib topsails. Their crews were gathered aft to keep the heads of the boats up, and thereafter, until the outer mark was reached, it was mere a question of holding onto the canvas and letting the wind do the rest.

Notwithstanding that Columbia beat Shamrock before the wind last Saturday, the challenger today gained slowly but steadily all the way out, and rounded 49 seconds before the defender, having actually gained 1 minute and 4 four seconds. Immediately after the yachts turned their noses into the wind for the beat home the breeze moderated and turned fluky. The skipper split tacks, each searching for wind, with the result that first one would get a lift and then the other. At one time Columbia seemed a mile ahead, when a sudden cant of the wind allowed Shamrock to

point nearer the mark and a mile from home the challenger appeared to be leading by fully half a mile. The talent began to feel nervous, but as the yachts approached the finish the Yankee skipper, by some miraculous legend, showed his boat into the light air like a phantom ship, and 100 yards from home the two racers were almost on even terms.

It was a pretty sight, and one seldom witnessed when they crossed, sail to sail, the white yacht's bowsprit just lapping the golden boat's mast. The usual pandemonium that attends the final Yankee victory in a cup contest followed. Whistles, sirens, bells, bands and cheers united in a grand chorus of jubilation, and J. P. Morgan's steam yacht Corsair added to the terrific din by firing a National salute of 21 guns.

After Columbia had hauled down her sails and set her victory flag, the excursion boats crowded alongside to cheer the Yankee sailors and the winning skipper. Nor did they forget either Lipton or his gallant craft. In turn the crowded steamers ran alongside Shamrock and Erin, and the vanished received almost as much honor as the victor. And thus, felicitations all around, the 12th series of races for the old cup which the schooner America brought over 50 years ago ended with the best of feeling.

While taking his defeat gamely, Sir Thomas Lipton made no attempt to conceal the honest disappointment when he talked about the races tonight on the Erin.

When asked about his plans for the future, Sir Thomas said:

"It is too early to talk about my plans. About Shamrock I cannot decide yet what I shall do, and as to challenging again, it is too soon to think about it."

The Queen City Furniture Co., of Baker City, is reaching into Harney valley after trade. Their "ad" appears in this issue. Read what they have to say.

"My baby was terribly sick with the diarrhoea," says J. H. Doak, of Williams, Oregon. "We were unable to cure him with the doctor's assistance, and as a last resort we tried Chamberlain's Colic, Cholera and Diarrhoea Remedy. I am happy to say it gave immediate relief and a complete cure." For sale by H. M. Horton, Burns; Fred Haines, Harney City.

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