

COLLECTION URGED

THE OPEN RIVER ASSOCIATION WANTS THE MONEY.

Umatilla County Pledged \$5000 of the \$40,000 Guaranteed for Building Portage Road.

Portland, April 6.—J. A. Smith and W. J. Mariner, president and secretary respectively of the Open River Association, are here today for the purpose of consulting with local people in regard to the \$40,000 that was guaranteed by the association for the portage road and of which \$5000 was pledged by Umatilla county.

According to the two gentlemen the work on the portage will be completed by May 15, and at that time payment will have to be made by the Open River association of so much of the amount as may be needed. In order to have the matter in a satisfactory shape so that the payment may be made promptly, the officers of the association have required the committeemen in the different counties to collect and have available the respective amounts. Leon Coheu is the committeeman for Umatilla county.

The amount asked from Umatilla county is but \$5000, or one per cent of the total amount of freight money paid out by Umatilla county shippers, the total amount of freight bills paid by this county being conservatively estimated at \$500,000. There is now no doubt but that with a boat line operating on the river, several times this amount would be saved.

Inasmuch as the contract for building the portage was not let for a lump sum, but for one dependent on the amount of work done, the officers say that it will be impossible to know the exact cost until the work is all completed.

However, if all the \$40,000 collected from the Inland Empire counties by the Open River association, is not used in the construction, it will be returned to the donors, pro rata.

Another matter that Messrs. Smith and Mariner are looking up in connection with their duties is the subject of a boat line on the river above the portage. Thus far they state that steamboat people have not taken hold of the matter as eagerly as they might have done and consequently the officers of the association, working with business men of Portland, and boatmen of the upper and lower river, are seeing what can be done to aid in the establishment of a boat service on the river above The Dalles.

President Smith is of the opinion that arrangements may be made for boats so as to have them running in time to handle the coming wheat crop. As there are a number of good boats on the upper Columbia, new boats need not necessarily be built at once.

ECHO'S NEW BANK.

Money Men of that Neighborhood Interested in Institution.

Pendleton, April 6.—At a meeting of the stockholders of the Bank of Echo held yesterday afternoon, directors and officers for the new institution were elected, and plans for the opening of the bank discussed.

The directors for the coming year are as follows: Robert N. Stanfield, A. B. Thompson, Joseph Cunha, Charles H. Miller and W. J. Furnish. The officers elected are president, W. J. Furnish; vice president, R. N. Stanfield; cashier and secretary, Ralph B. Stanfield.

The capital stock of the bank is \$25,000 and is fully paid up. The list of shareholders is said to include many of the substantial men in that section, and includes the following: Joseph Cunha, Jesse Moore, Frank Sloan, G. P. Higinbotham, T. D. Mathews, R. N. Stanfield, J. B. Saylor, B. Thompson, J. H. Koozts, R. B. Stanfield, Joseph Vey, W. J. Furnish and others.

The new bank will commence business as soon as a suitable building can be erected and supplies secured, which is believed may be accomplished by May 1, if not sooner. Should it not be possible to secure a desirable location in any of the buildings already built at Echo, a new frame structure will be erected.

SALES DAYS ARE NAMED.

Dates When Wool Will Be Sold Under Auspices of Oregon Association.

The dates of the sales days for the Eastern Oregon wool clips have been agreed upon by the officers of the Oregon Woolgrowers' association, the announcement having been made recently. Sales will be conducted under the auspices of the association in Pendleton, Heppner and Shaniko. The dates are as follows:

Pendleton—May 23, June 13 and 28.
Heppner—May 25, June 9, 20 and 29.
Shaniko—June 6 and 23 and July 6.

As the character of the wool this year is said to be the finest known in several years and as there is an unusual demand for the product throughout the county, the prospects for top prices seem good. Growers believe that prices will range from 18 to 20 cents for this year's clip.

The only clip contracted for in advance of the wool season, so far reported, is the Cunningham lot, which was bought in by the Union Woolen mills a few weeks ago at 17 cents a

pound. Mr. Cunningham expects his clip to amount to 200,000 pounds.

UMATILLA PROJECT IS GOOD.

Diversion of the John Day Among the Possible Water Sources.

A special to the Spokesman-Review says:

Eastern Oregon offers facilities for irrigation surpassed by few parts of the arid west. Lack of railroads through the central part of the state has prevented the settlement of the country, and there are today great rivers running to waste and large areas of the most fertile land lying idle, or at the best producing but scanty crops of forage. Upon the passage of the reclamation law in June, 1902, the general government commenced work upon the development of arid America. Oregon has contributed largely to the funds for this work, and, in return, naturally expects to receive at an early date the benefits of this law.

John T. Whistler, the resident engineer, whose office is at Pendleton, has been for the past two years investigating various projects in the arid part of the state. One of the most important projects so far considered is one to irrigate a large tract of land lying along the Columbia river east of the Umatilla river. This tract is productive of little at the present time. The plans for its irrigation, so far as they have been developed, provide for the watering of over 200,000 acres. One scheme proposes to divert waters of the Umatilla river a few miles above Echo, carry the water across Butter creek and irrigate 60,000 to 100,000 acres of bench land. The second scheme contemplates the diversion of the John Day river, carrying this water to the same tract of land and irrigating an area of 200,000 acres or more.

One very important investigation which must be carried on before this project can be approved is the character of soils and the agricultural possibilities of the district. Thomas H. Means, engineer of soils in the reclamation service, has recently returned from these lands along the Columbia, where he has spent a short time investigating the soils. While investigations will not be completed until the samples of soil collected in the field have been subjected to laboratory examination, some facts of general interest have been brought out.

Mr. Means says: "The soils of the project are of the same general character as those found over large areas of land in the basin drained by the Columbia. Similar soils are found in the Yakima valley of Washington, around Walla Walla and in many other places in the northwest where irrigation has been practiced for a sufficient time to show the tremendous possibilities of this region. The most prominent soil is a light sandy loam, eminently adapted to the growing of fruit, alfalfa and the class of crops known as truck crops. Sweet potatoes, peanuts, beans, melons, strawberries, asparagus and potatoes can probably be produced here, with an adequate water supply, with as much ease and profit as any place in America. Other crops, such as alfalfa, hops and grain, can be grown in the heavier grades of land, and thereby makes a well balanced agricultural district, whose prosperity is not dependent alone upon the vicissitudes of a market for the more perishable truck crop."

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Boys—at least one in every town, large or small, in the Oregon country—can earn money, and can do so easily, selling THE DAILY and SUNDAY JOURNAL. No money is required to make the start, and only the ability to read is needed. To any boy who will try the plan we will send 10 copies of THE SUNDAY JOURNAL, to be sold at 5 cents each. After that all papers that are required will be delivered to him by mail or express at wholesale prices, and he becomes a "full fledged newspaper dealer." You can start any time, and if successful handling THE SUNDAY JOURNAL, then others can be sent for THE DAILY JOURNAL.
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DEPART Daily.	TIME SCHEDULES ATHENA, ORE.	ARRIVE Daily.
4:58 p. m.	Fast Mail for Pendleton, LaGrande, Baker City, and all points east via Huntington, Ore. Also for Umatilla, Heppner, The Dalles, Portland, Astoria, Willamette Valley Points, California, Tacoma, Seattle, all Sound Points.	9:07 a. m.
9:57 a. m.	Walla Walla, Dayton, Pomeroy, Lewistown, Colfax, Pullman, Moscow, the Queen of Angels district, Spokane and all points north.	4:58 p. m.
7:05 p. m.	Mixed train Walla Walla and intermediate points.	12:20 p. m.
12:20 p. m.	Mixed, for Pendleton and intermediate points.	7:05 p. m.

Water Routes. SAN FRANCISCO-PORTLAND ROUTE. Steamer sails from Portland 3 p. m. every 5 days.

Snake River Route. Steamers leave Riparia daily except Saturday, at 6:15 a. m. Returning leave Lewiston daily except Friday, at 7 a. m.

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"My wife had a severe attack of Pneumonia which followed a severe attack of La Grippe and I believe that FOLEY'S HONEY AND TAR saved her life," writes James Coffee, of Raymond, Missouri.
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J. W. Bryan, of Lowder, Ill., writes: "My little boy was very low with Pneumonia. Unknown to the doctor we gave him FOLEY'S HONEY AND TAR. The result was magical and puzzled the doctor, as it immediately stopped the racking cough and he quickly recovered."

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