

WORK ALREADY BEGUN

Contractors are Assembling Material and Outfits in Malheur Canyon

HARNEY COUNTY NEXT YEAR

Construction Company is Said to Have Contracts for 176 Miles of Roadbed on East and West Harman Line Building to This Place—4000 Laborers.

The latest railroad news of interest at the time this is written following dispatch dated and published in the Times-Herald and shows construction of the east line from Vale to Burns is under way. From the dispatch it is evident the work will be rushed to point and we may expect to have the line running into Harney county next year. The Journalist E. O. Wattis of the Construction company in Vale yesterday from Ogden accompanied by a number of contractors, who will bid on the 176 miles of roadbed on the East and West Harman line. The party left Vale in the afternoon for the Malheur canyon, where they will be working for some time.

It is probable that the men as far as the Harney county, as the first contract in that much of the line. Engineer O. S. Osborn, civil engineer for the Mexican government, arrived yesterday to confer with the surveying engineers in the canyon. Engineer Osborn will have charge of construction of the new Oregon line. Another engineer in town is G. H. Merland of Salt Lake City, in charge of final details construction lines. No railroad building in Oregon for many years has so rich a prospect as that which will run east and west through the heart of the state.

All this will be realized if their performance of the promises made by Judge Lovett. Lakeview Herald.

INDUSTRIAL NOTES.

(Portland Correspondent)

Eyes of Eastern people have been fixed on Oregon during the past two weeks. The Governor's Special, carrying an exhibit of state products have been visiting the principal cities of the country and has attracted great attention everywhere. Oregon has been favored with more interest than any other state, judging from the great number of inquiries asked of those on board.

At the Chicago Land Show, too, this state has played a prominent part. Oregon Day, December 7, was marked by a very large attendance of interested people who were eager to learn more of Oregon. At St. Paul's Land Show which opens week this for 11 days, Oregon will also be represented by delegates and an exhibit. These big features will do much to point land hungry people to this state, where agricultural opportunity awaits them.

A Northwest dairy stock exhibit has been suggested in connection with the annual state dairy convention. It is planned to bring prize animals here for display and the management of the Portland Union Stock Yards

has offered the use of the barns, show ring and pens for exhibition purposes. It is thought such a show could be made of interest to the dairymen of Washington, Idaho and Northern California.

Great advances in road building throughout this state are shown by figures of county judges. In 1905 Oregon had 35,000 miles of roads and spent \$800,000 in repairs and construction. In 1910, with 40,000 miles of roads, \$2,000,000 was spent.

A fine country place on the bank of Crooked River, Crook County, costing \$50,000, is promised by Henry McCall, the son-in-law of Thomas W. Lawson, of Boston. Mr. McCall has bought 400 acres and will make a beautiful home of it. This is one result of the visit of Mr. Lawson to Oregon last summer.

Trains will probably be running to Lakeview by late Winter or early Spring, as rail connection has been completed with that city from Alturas, Modoc County, California. A wonderfully rich country will be opened up right away.

That Oregon Creamerymen need not take second place in the manufacture of dairy products was stated on undoubted authority at the recent convention of butter and cheese makers in Portland. Prof. John Sollie, of Albert Lea, Minn., chief judge of the exhibits, said he was surprised at the high quality of cheese and butter he found here. He said the butter shown would rank with any he has judged in New York and Eastern states.

NO MORE MUD AND DUST.

The most important problem facing the road building today is that of alleviating the dust and mud nuisances. For this reason special attention will be given to experiments with asphalt, tars, oils and salts, at the special short course in highway construction at the Oregon Agricultural College January 3-February 3. These methods will be discussed and compared both as to cost and efficiency.

The use of the split log drag, the road grader, and other equipments necessary for both earth and hard surface roads will be explained, the system of organization and administration in other states will be discussed and compared, and a special, careful study will be made of those best adapted to conditions in Oregon.

CAR LOAD OF STEERS FOR O. A. C.

The value of shorts and middlings as a supplement to ground wheat in feeding pigs for fattening is the subject of an experiment now being conducted by Prof. E. L. Potter of the animal husbandry department of the Oregon Agricultural College.

Eastern Oregon is becoming greatly interested in hog raising, and as shorts and middlings are the most available supplementary feed for the wheat growers, the experiment will be of special value to that part of the state. Other tests made by the college prove that wheat alone is not the best feed for fattening purposes, and thus if some good supplement easily secured by eastern Oregon farmers is found it will do much to further the swine industry of that part of the state.

The comparative value of scrubs and well bred pigs for fattening purposes is to be determined in another test on the experiment farm for which a herd of 30 pigs have been set aside.

Since February daily records of all the feed given the swine and monthly records of their individual weights have been kept, and this is a regular part of the experiment farm work, for the purpose of gaining in time accurate knowledge of the total cost of production. Reliable results are not expected until data for some years can be compiled and co-ordinated. Ear tags with numbers are to be put on all of the pigs to make identification easier. The cost of fattening is already fairly well known, but the cost of breeding and raising them to the weaning point is as yet a matter largely of speculation. The new farm bought last summer makes it possible to raise swine under actual farm conditions.

CENTRAL OREGON RICH

President Carl Gray Declares Future Granary of State is in Interior

SETTLEMENT IS GREATEST NEED

Methods of Cultivation Also Shown to Be Important Factor in Development of Vast Area Which Now Awaits Homeseeker and Soon to Have Railroads.

Predictions that Central Oregon is destined to become the granary of Oregon were made by Carl R. Gray, president of the North Bank, Oregon Trunk, and other Hill roads, in his recent address before the State Threshermen's Association at Salem. Mr. Gray presented some interesting figures illustrating the present state of development—or lack of development—in interior Oregon and told why it can and will become one of the wealthiest areas in the entire country.

He said: "It is altogether probable that the intimate relation of the railroad I have the honor to represent with the hitherto practically unknown great central area of this state is the reason I have been asked to address you and particularly the reason for the subject which has been assigned to me.

"There is nothing new or experimental in the country lying west of the Cascades. The three great valleys have been successfully cultivated for generations and there should be no question in the mind of any one as to the greatness and extent of their future possibilities.

"I find very few people; however, who know much about the district which is now familiarly called Central Oregon. To be exact it is the vast territory lying east of the Cascade Range, and extending from the Columbia River to California, containing five counties—Sherman, Wasco, Crook, Lake and Harney—with a population of 38,610.

"These five counties have about four times the area of Maryland, with one-thirtieth its population. They average one and one-third person to the square mile; they have more than one-half the area of Iowa and less than one-sixth its population; they have 485 acres per person—Iowa has 16. In Crook, Harney and Lake counties the average population is seven-tenths of a person per square mile; in Crook county one and one-fifth persons.

"Nevertheless, material advancement has been made, even without transportation facilities, which is evidenced by the single fact that Crook Co. in 1901 had but one threshing outfit which handled 100,000 bushels of grain, while in 1909 there were fifteen which threshed more than 2,000,000 bushels.

It is estimated that one-third of the acres of Wasco and Crook counties are susceptible of agriculture, being 531,472 in Wasco, 1,707,520 in Crook; one-fourth of Harney county, 1,695,640 acres it is estimated can be cultivated. Figures are not immediately available for Sherman and Lake, but it can be reasonably assumed that these five counties contain 5,000,000 acres of tillable land.

"There are at the present time in the several segregations between 75,000 and 800,000 acres of land which can and will all be irrigated, and there are easily 1,000,000 acres which will come

advise the farmers.

"It seems to me to be entirely reasonable to say that Central Oregon can be made the granary of the state, but to do this it must be peopled and they must be educated and assisted. It is not a universal condition, but so frequently is it the case as to attain unpleasant prominence, that lands are held at too high a price. This will not be a continuing condition, however, and will largely regulate itself; but it does have its adverse effect at the present and does tend to postpone settlement.

"The question is one in which all our interests are mutual. We unquestionably have the country, and we evidently have favorable conditions of soil and climate. Rarely does a new country start with so inviting a prospect. It is fair to say that the railroads have done their share and are now only awaiting an evidence of co-operation and progress to advance even further into the interior than they are at present."

"I am assured by agricultural experts that all of this land is susceptible of cultivation, the returns being unquestionable where intelligent and correct methods are followed. When one applies these figures and appreciates their potential force it is staggering, but it is not going to come at once, nor without effort.

"Down South a negro was convicted of murder and sentenced to death. The judge said to him: 'The sentence of this court is that you be confined in the county jail until the twenty-second day of August, and on that date you be taken to the place of execution and there hanged by the neck until you are dead, and may God have mercy on your soul.' The thing seemed to sink rather slowly into the negro's full consciousness; he shifted around first on one foot then on the other and finally addressing the court in a pleading manner, said: 'Say judge, you don't mean this here comin' August does you?'

"Neither do I mean 'this comin' August' or this coming year. Central Oregon presents man's sized problems. It is practically without agricultural history or precedent. The vast acres are there; varying climatic conditions must be reckoned with; all the problems proper seed, soil analysis, utilization of moisture, correct rotation, are to be met with and solved.

"The crying need of the country is naturally for people, but the greater need is for people of the right sort and to see that they are started right. A sufficient sum of money has been raised by contributions from the railroads, business interests of Portland and in Crook county, to establish and maintain for two years, or until the Legislature can assume its proper responsibilities, two experiment stations in that county—one to teach dry and the other irrigated farming.

"While at least two experimental farms will be maintained, we expect the best results to flow from intimate instruction given to the farmer upon his own land. We feel a natural and pardonable pride in having accomplished this much, still it is but a drop in the bucket when compared with the necessities of the whole situation.

"Oregon is essentially an agricultural state, and we have at Corvallis a remarkable agricultural college. Properly supported and enabled to extend its operations by subordinate stations throughout the entire state, it can be counted on to do more for the commercial advancement of the state than any other agency.

"In European countries agricultural education has received far more attention than with us. In Denmark, which is about the size of Harney and Crook counties, there are more than fifty agricultural colleges and schools, and the state provides almost in every neighborhood its experts to continually counsel with and

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A Des Moines man had an attack of muscular rheumatism in his shoulder. A friend advised him to go to Hot Springs. That meant an expense of \$150 or more. He sought for a quicker and cheaper way to cure it and found it in Chamberlain's Liniment. Three days after the first application of this liniment he was well. For sale by all dealers.

Join THE TIMES-HERALD'S HOMER DAVENPORT Drawing Contest

YOUNG PEOPLE

Join THE TIMES-HERALD'S HOMER DAVENPORT Drawing Contest

Drawing Contest

now running weekly in The Times-Herald in connection with Mr. Davenport's great series

MEN I HAVE SKETCHED

This week the subject of the sketch is Reed

CONDITIONS

The contest is open to all readers of The Times-Herald below the age of twenty-one years excepting teachers of drawing and professional artists.

Cut out of the columns of The Times-Herald each week Mr. Davenport's cartoon and make a free hand copy of it on clean white letter or drawing paper either with pen or pencil.

Then mail the clipping and your copy together with your name, age and address to MANAGER, THE TIMES-HERALD'S HOMER DAVENPORT DRAWING CONTEST. Each week a committee will pass upon the drawings and make the awards.

To the person submitting the best drawing will be given a handsome artist's proof of Mr. Davenport's sketch printed on Japan paper and personally autographed by the great artist.

These autographed artists proofs are not for sale at any price and will be highly treasured by those who are so fortunate as to receive them.

The educational value of this contest as an encouragement to the study of art and modern history cannot be overestimated.

MEN I HAVE SKETCHED

(Copyright, 1931, Homer Davenport syndicate.)

I had been at the St. Louis Convention in 1896 for several days and when it was an absolute certainty that the Root forces would be thrown to McKinley, thus ensuring his nomination I hurried off to Canton, Ohio, with a very dignified elderly companion, Murat Halstead. As Mr. Halstead was the famous editor whose good stories and intimate personal reminiscences had a delightfully humorous turn I clung very close to him on the train, anxious not to miss anything that he was telling. Of course, there was one great theme of gossip and that was as to the future of the candidate—soon to be, whom we were enroute to see.

On the morning of our arrival in Canton the news of McKinley's nomination was country-wide. Major McKinley and Murat Halstead had been friends for many years so that on the announcement of our arrival in



Canton the venerable editor and myself were immediately summoned to appear at the McKinley home. As we approached his quiet unpretentious town residence the Major was sitting on his porch in one of those old-fashioned rocking chairs that were so prominent in the furniture of pioneer days. In our times they are treasured as heirlooms handed down from dear parents.

I was busy studying the face of the man that was to run for the Presidency but I couldn't help noticing the seemingly studied finish and warmth of greeting that Mr. McKinley showed towards the editor. They greeted each other by their first names, which sounded exceedingly agreeable to me as my experience up to that moment had been very limited with presidential candidates. We sometimes forget that Presidents or men approaching the presidency have such simple things as first names.

(Continued on page 4.)

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