

Resolutions Passed by Stock Convention

WHEREAS in many localities of the State of Oregon the road work is taking from the farmers many who have formerly worked on farms, is seriously affecting the farmers who are obliged to depend on hired help for harvesting and hay-

THEREFORE BE IT RESOLVED THAT THE Cattle and Horse Raisers Association that we ask the State Highway Commission and the various County Courts so affected to suspend work where it vitally effects the harvesting of the hay and grain crops.

WHEREAS, it appears that there is an overproduction of cattle, especially in the Northwest; and WHEREAS, We believe it would be better to check the breeding instead of overstocking the market; therefore, be it

RESOLVED, By The Crook County Livestock Feeding and Marketing Association that we earnestly request the Cattle and Horse Raisers' Association of Oregon to use their influence with the stockmen of the Northwest to curtail production by eliminating undesirable breeding stock and cutting down their herds to the ample carrying capacity of their own range and pasture, and thereby producing better cattle that will be suitable to go on any market.

BE IT RESOLVED, That the Oregon Cattle and Horse Raisers' Association endorse this resolution.

WHEREAS, the National Live Stock Association has for the past year published the Producer, a monthly magazine devoted to the interest of the stock industry. This monthly publication has been found most valuable in the information it has given and we believe it has been a wonderful benefit to the stock raisers of Oregon, and that we believe should continue to be in the hands of each member of this Association. THEREFORE BE IT RESOLVED, That of the annual dues collected from each member of this Association \$1.00 from each member shall be by our secretary set aside for paying for the Producer, and that the entire amount of \$1.00 shall be remitted to the publishers of the Producer as the annual subscription for said monthly publication for each member of this Association.

WHEREAS, the American National Live Stock Association has endeavored to secure better marketing conditions for live stock products, THEREFORE BE IT RESOLVED that we earnestly endorse the action of the National Convention recently held in Spokane, and pledge our continued support in their efforts.

WHEREAS, at the present the State law covering inspection of stock, does not apply to stock being driven out of the state, and only provides for those being shipped by common carriers.

THEREFORE BE IT RESOLVED, That the Legislative Committee of this Association be instructed to prepare and present a bill at the next legislative session, which will require the inspection of all stock being removed from the State by any means, whatsoever.

WHEREAS, certain interests in Portland, Oregon, are preparing to initiate a bill to be known as the ROOSEVELT BIRD REFUGE BILL, which has for its object that the State of Oregon grant to the United States all the lands within Malheur Lake in Harney County, together with all waters therein and all waters tributary thereto, as a permanent refuge for wild fowl, to be known as the Roosevelt Bird Refuge; and

WHEREAS, such bill, as it is proposed, was drafted without regard to the protection of existing water rights, and will prevent the storage of any water for irrigation purposed on either the Silvies and Blitzen rivers; and

WHEREAS there is now a duly organized Irrigation District under the name of Harney Valley Irrigation District, comprising 83,000 acres of land that will store all the waters of Silvies River and reclaim approximately 125,000 acres of land, if not prevented by the passage of the above described bill; and

WHEREAS the co-operative report of the U. S. Reclamation Service and the State of Oregon shows that the reclamation of more than 200,000 acres of land is possible by the storage of the waters of the Silvies and Blitzen Rivers; and

WHEREAS the lands to be reclaimed are very fertile and will become one of the stock feeding and stock raising centers of the State of Oregon, and any measure that will

prevent or retard the development of this land will result in great and permanent injury to the State of Oregon as well as to the livestock industry; and

WHEREAS by defeating the above bill it will in no way disturb or affect the game reserve now covering the said Lake as now created and existing by executive order, but will only result in disturbing and destroying water rights; and

WHEREAS, there is a certain bill before Congress aiming to create an antelope and sagehen preserve in Lake and Harney Counties; and

WHEREAS, this covers lands which are valuable as grazing lands and by its creation would tend to destroy ranges used both winter and summer by thousands of head of cattle and sheep, and would make the ranches of Warner Valley, now producing hundreds of tons of hay, practically worthless.

BE IT RESOLVED that the Cattle and Horse Raisers Association of Oregon in its seventh annual convention assembled, does hereby condemn the said acts as being destructive of the material interests of the State.

BE IT FURTHER RESOLVED that this convention go on record as opposed to any act or measure that will retard or render more difficult the reclamation of public or private lands, and to the establishment of any Reserve within this state which will retard the development of the agricultural or livestock industry, and that our secretary be instructed to forward copies of this resolution to our representatives in Congress and to our State Legislature.

WHEREAS under the authority vested in it by the State Legislature, the Public Service Commission of Oregon in 1909 indorsed a low value contract governing intra-state shipments of live stock in Oregon, and WHEREAS this said uniform low value contract has been in effect and controlling in all intra-state shipments in Oregon since.

WHEREAS this uniform low value contract is prejudicial and works an injustice to stock shippers within the State of Oregon inasmuch as it provides that the initial carrier is not liable for injury or damage suffered by a shipment of live stock due to negligence or breach of contract by connecting carriers, and inasmuch as the said contract provides a schedule of values upon which basis only a shipper can recover in case of loss of stock in transit, and inasmuch as the said contract provides that notice of claim must be given in writing to the agent of carrier at destination while the stock is still in the yards, and inasmuch as the shipper is restricted and limited to sixty days after claim is turned down by carrier in which to bring suit in the courts, and

WHEREAS the Carmack Cummins amendments passed by the Congress of the United States amending the Inter-State Commerce Act provide that the initial carrier is responsible for all injury to live stock shipments resulting from breaches of contract and negligence taking place upon the lines of connecting carriers in the shipment of live stock and furthermore prohibit the railroads from stipulating in their contracts with shipper so as to limit their payments for live stock lost or killed to any schedule of values and providing that the railroads must pay for live stock killed in transit due to negli-

gence or breach of contract by carrier according to the actual value of the live stock shipped; and furthermore these amendments to the Inter-State Commerce Act provide that the shipper shall have at least ninety days in which to file written notice of claim with carrier, four months in which to file claim and two years in which to file suit, and

WHEREAS these said Carmack and Cummins amendments to the Inter-State Commerce Act govern and control inter state shipments but not intra state shipments thereby giving advantage to inter-state shippers that are not possessed by shippers from points within Oregon to destinations within Oregon, and

WHEREAS the Portland Live Stock Exchange has engaged counsel to present by petition to the Public Service Commission of Oregon this inequality of terms of contract:

THEREFORE BE IT RESOLVED, That the Cattle and Horse Raisers Association instruct its legislative Committee to co-operate in this movement to obtain for the intra-state shippers of live stock contract governing intra-state shipments in Oregon which will give the same advantages and privileges now received by inter-state shippers of live stock, and furthermore

BE IT RESOLVED in the event that a low value uniform contract governing intra-state shipments of ordinary live stock with terms equally advantageous to that provided by the Inter-State Commerce Act as amended, cannot be obtained through a hearing before the Public Service Commission of Oregon that the Executive Committee of this Association pass upon and endorse a bill to be presented to the next meeting of the Legislature based upon the Carmack and Cummins amendments to the Inter-State Commerce Act, that will insure equality of treatment for the Intra-State shippers of live stock in Oregon.

WHEREAS the State Tax Payers League of Oregon is now initiating a bill that will appear on the ballot at the Next November election creating a market commission the object of which will be to assist in the marketing of all farm products.

THEREFORE BE IT RESOLVED that the Cattle and Horse Raisers Association endorse the work of the State Tax Payers League in trying to secure better market conditions for Farm products.

WHEREAS it appears that the large amount of work now required of our President makes it necessary at this time to create another officer of the Cattle and Horse Raisers Association.

THEREFORE BE IT RESOLVED that the office of Assistant to the President be and the same is hereby created, said office carrying no remuneration except necessary expenses.

FURTHER BE IT RESOLVED that said assistant to the President shall have the power to do and perform any work that the President may or can do when so delegated by the President; that said assistant be an appointee of the President and hold office during his pleasure.

WHEREAS, the Supervisors of the National Forests has stated that the present cattle range may be changed either in whole or in part to a sheep range, in case the present cattlemen wish to change the class of stock to sheep, and

WHEREAS, we firmly believe that the above decision and policy if carried out, will cause a lasting and irreparable injury to the cattle and horse permittees in the Districts where such change is made who, for many years past, have regularly, in common with other permittees, grazed their horses and cattle on the said National Forests and the majority of them are qualified permittees, and annually cut thousands of tons of hay on their lands near the said National Forests in Oregon and also own thousands of acres of winter range lands, and

WHEREAS, the Supervisors have warned the permittees of National Forests that all cattle must be kept off the permanent sheep allotments located outside of the Cattle and Horse divisions, and

WHEREAS, we believe that the above policy, if continued, will inflict great injury to said permittees, and

WHEREAS, all cattle men are becoming discouraged, many having sold out their cattle and others contemplating so doing, believing that it is impracticable and almost impossible to comply with the conditions imposed for the reason that it would require the patrolling both night and day, by high salaried vaqueros, of hundreds of miles of dividing line between the cattle and sheep range, and

WHEREAS, we firmly believe that the above policy if followed closely by said Supervisors will destroy our business by the cancellation of our permits to graze on said Forest and thereby render our hay and grazing lands of but little value.

WHEREAS, we believe that the grazing privileges of the Forests should be appurtenant to the near by hay ranches and winter range just as the water on the Forest streams become appurtenant to the near by lands upon which they have been used, and

WHEREAS, the present ratio of range allotted to cattle is disproportionate to that allotted to sheep in a ratio of about 2 to 1, discriminating unfavorably with the cattle industry, and

WHEREAS, the records of the Forest office of permits granted to non-residents of the State of Oregon, and that these permittees do not own in this state, any improved ranch property capable of wintering stock for which they hold permits. That allotments of government range to such permittees are a damage to actual settlers and owners of improved ranch property, living in and adjacent to these Forests—the homo users especially protected by the regulations of the Use Book—while we believe permits have been denied members of his Association holding every qualification that should entitle him the use of the forest range although present regulations do not so permit, and

WHEREAS, we believe that the regulation applying to Partnerships is an injustice to many men owning improved ranch property, bordering on or within the National Forests that we believe these Partnerships

should be considered as individuals and allowed the protective limit the same as an individual and be known as a Class 'A' permittee.

WHEREAS, for example a partnership, owning improved ranch property capable of wintering 600 head of cattle and summer feed for 400 head are denied a permit of this Forest for 150 head, because of the partnership, and for the further reason that they own more than the protective limit placed at 150 head in this district, and

WHEREAS, by a dissolution of this partnership, each of said partners would be known as a Class 'A' permittee and could acquire range for 150 head each, provided, they did not own over 150 head of stock. Is it the intention of the government to cause these ranches to run at a great financial loss in order to secure range that of right should go with the ranches, within and bordering on the National Forest, and able to produce a greater number of stock? We believe that this rule is pernicious in that it tends to collusive agreements and may lead to dishonorable methods to secure rights that should be procured honorably and in order to prevent such agreements, a partnership should be allowed a preference on the same basis as a class 'A' permittee and

THEREFORE, BE IT RESOLVED that we are, unalterably opposed to and view with grave apprehension the policy of range control as set forth by the present rules and regulations of the Department of Agriculture and firmly believing that such policy will sooner or later destroy our industry.

We respectfully request that the officers enforcing the resolutions, each use his influence to those higher in authority to the end that:

FIRST: That all cattle and horse range be made compact and permanent as much as possible, with no sheep allotments inside the boundary should follow natural land marks, such as ridges, streams or other bar-

riers, thus confining the cattle and horses to natural basins as near as possible;

SECOND: That permanent drift fences be built between the cattle and horse allotments and the sheep allotments as soon as possible at the joint expense of the cattle and horse users, the National Forest and the Sheep permittees, whose allotments adjoin the cattle and horse districts;

THIRD: That no permanent right be given to any person to graze sheep inside the boundary lines of the cattle and horse districts, except by a majority vote of the permittees grazing stock in the district, even though a permittee may have disposed of all or a part of his cattle and horses, with the intention of using his range privilege for the grazing of sheep.

WHEREAS, the Seventh annual Convention of the Cattle and Horse Raisers Association has been the largest attended and in many ways the most instructive and interesting of our several meetings.

That the entertainment, accommodations and facilities provided were not only fully adequate but they were in a manner unexpected under the handicap conditions confronted in an interior locality.

THEREFORE BE IT RESOLVED, that this Association extend its sincere thanks and appreciation to the stock men of Central Oregon, and Harney County, and to the kind hospitable and energetic citizens of Burns.



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Runabout	\$550	with dual electric starting and lighting system	\$625
Touring Car	\$575	with dual electric starting and lighting system	\$650
Coupe	\$750	with dual electric starting and lighting system and demountable rims	\$850
Sedan	\$875	with dual electric starting and lighting system and demountable rims	\$975
Truck Chassis	\$600	with solid tires and clincher rims (with pneumatic tires and dem. rims \$640)	\$600

These prices are all f. o. b. Detroit

Fordson Tractor \$850.00 f. o. b. Dearborn Mich.

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