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CENTRAL OREGON RAILROAD LINE APPROVED

Forced Construction Extension Linking Bend, Natron Cut-off Crane and Lakeview.

Capt. Robt. M. Duncan received a telegram Wednesday morning from Public Service Commissioner Corey announcing that the Associated Press dispatches stated the examiner, C. I. Kephart, recommended to the interstate commerce commission that the plan of railroad extension through central Oregon as asked by the public service commission of Oregon be favored. This case is recalled as the one started by Commissioner Corey last year and the hearing was held in Portland last spring. Robt. M. Duncan, Charles W. Ellis, Sam Mothershead, William Hanley, A. K. Olson, W. C. Cravon and others were before the hearing in presenting the situation of this county before the commission.

The Portland Journal of October 22 gives quite a detailed account of the finding and it is published here with.

Washington, Oct. 22.—(Washington Bureau of The Journal)—Extension of new rail lines from Bend to Lakeview, with connections to the Natron cut-off line and to the Harriman branch at Crane, was recommended to the interstate commerce commission today by Examiner C. I. Kephart.

The project outlined would involve the addition of 327 miles of new rail line at a cost of approximately \$15,817,562.

The commission was urged to require construction of these lines by the Oregon Public Service commission in a complaint filed under omnibus section of the transportation act of 1920, which provides that railroads can be forced to construct rail lines under order of the C. C. upon proper showing of necessity.

The opinion filed by Kephart, who heard the complaint in Portland last spring, provides, however, that the forced construction of an east-west line should be made dependent on segregation or division of the Southern Pacific lines in Western Oregon so that proper "feeder" connections could be made to the new lines.

The defendants in this case were Central Pacific, Southern Pacific, Oregon Pacific, Great Northern, Northern Pacific, and Oregon Trunk lines.

Public convenience and necessity, and the national defense and prospective developments of Oregon farms and industry demand the construction, the examiner said.

Route Proposed
The findings of the report, summarizing the examiner's conclusions, are as follows:

(1) That the public convenience and necessity require the construction of a railroad extension between Bend, Or., and Lakeview, Or., with connection with the Natron cut-off, as part of a railroad system through and local service between south central Oregon and the Malheur valley and between California and the Inland Empire and other Idaho.

(2) That the public convenience and necessity require the construction of a cross-state railroad extension from the Malheur Junction-Harriman branch to a connection with the Natron cut-off, either directly through Prineville or Bend, as may be determined, as part of railroad system for through and local service between Western Oregon and California on the west and northern Oregon-Idaho and transcontinental territory on the east.

Defense Considered
(3) That the necessities of the national defense on the Pacific require the construction of the proposed extension described in findings (1) and (2) above.

(4) That, in order to strengthen national transportation facilities and to insure adequate facilities for future development of the national and privately owned railroads in Oregon, more direct lines should exist between the Malheur and Inland Empire.

physical difficulties incident to traffic movement via California junctions.

Must Submit Plans
"(5) That defendant Oregon-Washington and its allied lines be required to submit to the commission within three months detailed plans of the location, connections etc., of the projected Bend-Odell Junction-Lakeview extension embraced in findings (1) above, and that, upon such approval an order issued against the Union Pacific system for the construction of said railroad reserving joint and or common use to the Oregon trunk from Bend to Odell Junction.

"(6) That the expenses necessary to perform the construction embraced in findings (1) and (5) above will not impair the ability of the constituent railroads of the Union Pacific system to perform their duties to the public.

"(7) That the projected cross-state railroad extension embraced in finding (2) above, under present control of existing lines in Western Oregon, would not be self-sustaining from the local and through traffic it might receive and its construction is not justified without the assurance of a large volume of through traffic from and to Western Oregon.

"(8) That complainant should be afforded an opportunity of further hearing on the question of assigning under railroad consolidation plans, some or all of the Oregon & California, the Central Pacific and the Southern Pacific lines in Oregon and to the projected cross-state railroad extension in finding (2) above, to provide such cost feeders as may make feasible and justify the construction of said cross-state extension; and that such further hearing, if held, should also include a consideration of the most feasible location across Central Oregon of said projected cross-state line and such other pertinent matters as will enable the commission fully to consider and set upon these questions.

"Appropriate order should be issued."

Report Lengthy
The examiner's report covers 80 pages and deals exhaustively with the testimony; the contentions advanced by the Oregon commission and the railroads, the resources of Eastern and Central Oregon and the railroad situation in that state. There is complete agreement with the view that more railroads are needed to bring the state to its rightful position as compared with neighboring states. Feasibility requires that new lines, shall be self-sustaining in reasonable time, it is stated, but the commission may reach its judgment from all pertinent facts, and is not confined to past or present statistics of earnings of existing lines.

CAR TURNS OVER, BURNS; OCCUPANTS ESCAPE

Archie Weinstein and his mother had a narrow escape from serious injury and possible death last Tuesday when the Ford Coupe in which they were making the journey from here to Portland caught fire, tipped over and was entirely consumed. Mr. Weinstein and his mother left here Tuesday morning with the intention of visiting Portland. The car did not act right and they kept smelling gas, besides the engine would heat unnecessarily. When out beyond the Gap ranch Mrs. Weinstein suddenly discovered the car floor was on fire. Arch started to investigate and in so doing allowed the car to leave the road where it struck a rock and turned upside down with both occupants under it. Fortunately the frame held and Archie kicked out the rear of the car and after getting out pulled his mother through the opening, but not before she was more or less burned and bruised, as she was wedged in beside the wheel. They returned home and Mrs. Weinstein has been suffering from her injuries since. The car was a total loss, burning up completely while they stood by watching. They were picked up by the stage a few hours later and brought to Silver creek from where they telephoned home where they met by Hyman Weinstein in their car. They consider they are fortunate in escaping with their lives.

DORRIS ENTERTAINMENT CONCERT NOVEMBER 1

Second Number Lyceum Course Promises to be Popular; Is Musical and Readings.

A combination of three talented artists presenting programs of especially well selected classical numbers, musical readings, costumed impersonations, whistling and dramatic skits, promises to be one of the most delightful and enjoyable musical features of the season. They will appear here November 1st, at the Liberty theatre, being the second number of the Lyceum course.

Oliver Burkhardt is an expert at imitating bird calls. The old days on the farm—the orchard, the meadow, the fishing stream, the magnolia grows, or even the cherry tree in the backyard—will come bobbing up in memory with these bird calls and every one will like it. Mr. Burkhardt has loads of personality and he has the knack of instilling his own enthusiasm for his work into his hearers.

The violinist, Miss Helen Harper, is a young Western girl who has become very popular with audiences throughout the Northwest.

During the season of 1923-24 she gave 175 concerts and over 100 during the past season, besides organizing and directing the Portland Concert Trio. Miss Harper's companionable happiness in her work is contagious and constantly wins her new friends, who then realize that her technique and tone match her radiance.

Miss Blanche Friend's piano numbers are unusually splendid features of every program and her work in the dramatic shift is outstanding. She is delightfully realistic as the dear little Colonial lady in "1776-1924."

CAPTIVATED BY OUR FRONTIER HOSPITALITY

"I know of no other more effective way of reaching the fine people of Burns than through your assistance in expressing my high appreciation of the courtesies shown me by the citizens of Burns during my two weeks stay here," said Judge Louis P. Hewitt, before leaving for his home in Portland last Monday morning. Judge Hewitt presided at the fall term of circuit court for Judge Dalton Biggs and he was extremely pleased with reception he was accorded by the attorneys in Burns and the citizens as well. Judge Hewitt insists he's coming back to Burns the first opportunity.

GOVERNMENT HUNTERS INCREASED IN COUNTY

War on Predatory Animals Now On With Renewed Force; Protection to Stockmen.

R. T. Jackson, assistant to Stanley Jewett, predatory animal chief for the Biological Department, has spent the past two weeks in Harney county lining up some new government hunters and trappers to make war on the predatory animals of the range of this section. James Varlen has been assigned the territory surrounding Burns; James Lewis has been placed on the territory including Emigrant Creek, Spring Creek, Willow Creek and the upper Silvers; Arthur Whitney is to cover the territory surrounding Lawen and north of the lakes; Wm. Tuckey the Voltag and south of the lakes; A. E. Wheeler is stationed at Home Creek and will look after the Catlow section.

Bill Snyder, the old standby, who has the reputation of taking more coyotes than any other man in the United States in 30 days, will have headquarters in the Stein's Mountain section including Virginia valley, Happy valley, Diamond; Chas. A. Moore is located in the Beatty Butte section.

The purpose of placing these men in this county under government supervision and on salaries, is to assist the stockmen in cleaning up the ranges of predatory animals and to protect their herds and flocks.

An intensive poisoning campaign has been started and the government men announce they have a poison bait that is a sure "knockout." Present methods of poisoning eliminates the danger of poisoning from carcasses, as the baits are distributed in small pieces surrounding the carcass instead of in the animal. This is found more effective in execution, as the coyotes pick it up more readily and it is not so apt to be picked up in after years or after the campaign is over as it would be in the carcasses of a dead animal.

Stockmen should work with these government men. Get in touch with them if in need as they are here to help and will respond when called upon.

Poison baits are not scattered over private premises without the consent of the owners, therefore one may have the work done on their premises or not at their own pleasure.

PLANS TO HURRY MEMORIAL FUND FOR GOODMAN

The Austin Goodman memorial

fund grew some more this week. \$18.00 was added by friends to that formerly contributed, bringing the total up to \$169.50.

Again there were too few present at the meeting asked for by this paper last week to justify organizing permanently, therefore it was planned to select committeemen in each of the voting precincts of the county to make a personal canvass of their respective districts and in a day complete the fund contribution by Thanksgiving. When the canvass is completed it is suggested that a permanent organization be formed and plans made to make disposition of the funds raised. It was also decided that the committeemen may turn the contributions to either of the banks in Burns directly without it coming through The Times-Herald, merely placing the funds to the credit of the Austin Goodman memorial fund and when the treasurer is selected he will be authorized to draw the funds out when needed.

The committeemen to make personal canvass of the county and secure funds are: North Burns, Dell Hayes, Ches Carter; South Burns, A. A. Traugott, Archie McGowan; Denstedt, Charley Culp, Obil Shattuck; Polson creek, Frank Whiting, Glen Clemens; Harney, Fred Haines, Joe Clark; Drewsey, Connie Moffit, C. W. Drinkwater; Pine Creek, Thos. Cleveland, James Gearhart; Silvers, John Wintermole, Dave Craddock; Lawen, John Graves, Lloyd Johnson; Valley View, Arthur Whitney, Hank Anderson; Crane, D. B. Clay, Dave Irving; Waverly, Niss Hatt, Fred Keger; Virginia, D. Quir, Joe Ruthford; Happy valley, Andrew Falkstad, B. B. Clark; Diamond, Sid Comery, C. W. Frazier; North Catlow, Oscar Downs, Chas. Beckley; South Catlow, Joaquin Berdugo, Ras Lewis; Denio, Mrs. Del Defenbaugh, Joe Catlow; Andrews, John Smyth, John McLean; Alvord, Harold Cawfield, Lou Boenberg.

This is all the authority necessary for those named to make the canvass and they are requested to get busy at once. Make remittances as soon as convenient, giving the names of the contributors, to either of the banks in Burns. The Times-Herald would like to have the names of all contributors at the proper time, as it will publish the final list in full before the monument or whatever mark decided upon is secured.

Those contributing this week are:
Chas. W. Logan and family \$ 2.50
Mrs. Mary E. Bower 3.00
Wahlo Geer 5.95
Fred G. Browa 5.00
Geo. M. Benson 2.50

Total including former ... \$169.50

Sam Timbrell was over from Crane Wednesday.

GOOD ROADS RALLY ON NEXT THURSDAY NIGHT

Forest Supervisor Reid to Speak Among Others; Candidates May Address Gathering.

The Harney County Good Roads Club is sponsoring a big good roads and general political rally at the Liberty Theater in Burns on next Thursday evening at 7:30 o'clock. This meeting is called primarily for the purpose of placing before the people the road program contemplated under the proposed bond issue, but it is going to also give any candidate who is present and so inclined 10 minutes time to address those present.

Forest Supervisor Reid of the Malheur Forest will be one of the speakers at the rally on Thursday night. The Good Roads Club desires to get the road program before the voters and taxpayers of Harney county in its true light before election; it is sincere in advocating better roads and is ready to justify the issuing of the small amount of bonds asked for the furthering of roads at this time.

The rally Thursday night is not to be construed as partisan in any respect as it is the intention of giving all candidates present an opportunity to address the gathering regardless of their political affiliation. However, these candidates will take second place in the program as the road plans are to have precedence.

Members of the Club are going to Crane tonight to discuss the bond issue with citizens of our sister town. Those advocating the present road plans are encouraged by the manner in which prominent taxpayers have received the plan. They realize the only way we can expect immediate road building of any consequence is by the issuance of bonds and that it is really an economical move, as it will require no direct tax to refund the bonds or even pay the interest; besides, by using the bonds for the particular purpose specified in the bill funds derived from the general road tax may be used for other roads and thus aid materially in getting the road system of the county in much better condition.

The particular reason for advocating the bond issue at this time is the fact that the federal appropriation for this purpose expires in 1926 and if not taken advantage of at this election it would be a question whether it would be available later. The Forest road funds have been liberally proportioned on all road projects where the county has cooperated in the past and especially in this case in connection with the forest road between Bear valley and the John Day highway. We have every reason to believe the same liberality will be shown with the further work on this road and feel that we will receive a fine sum. In addition to the appropriation for road building federal funds to the amount of \$200 a mile annually for maintenance is carried with the obligation.

RECALL CANDIDATE FILES

A. I. Johnson, of Drewsey, has filed his petitions with the county clerk as a recall candidate for judge to succeed Judge R. T. Rughet. There has been no candidate file yet in opposition to S. N. Bolton for commissioner but the time for filing is still open until this evening. An effort is being made by some in sympathy with the recall to get a candidate.

Judge Hughet has filed a statement in connection with his name on the recall ballot and it is published in this issue, also an open letter from District Attorney Geo. S. Sizemore which is concurred in by J. W. Biggs.

The recall should not have been invoked on such flimsy accusations as it surely cannot be sustained when the voters give it real sober consideration.

The Past Matrons and Past Persons of Burns Chapter, No. 40, S. will be honor guests at a session of the Chapter on Wednesday evening. The annual session of their honor will be held and will be a session of social and excellent

GET UP AND GET BUSY

REGISTER AND VOTE !!

THAT'S ME!

Auxiliary of the Burns Chapter will meet at the Burns Chapter on Friday, October 25, with Mrs. Roy hostess.