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We have on hand at all times  
Calcutta grain bags and Crown  
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Real Estate and Farm Loans  
If you want to sell, list with me. If you want to buy,  
I have the best bargains. Try me and see.

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FULL LINE OF  
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Roofings, Fence Posts, Tanks of All Sizes  
Fence Posts, 16 to 20 inch, 7 feet, 17½c each.  
Phone in your orders.  
Yards North of Stockyards  
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**Paul Garvin, Manager**

**THROUGH CENTRAL  
OREGON BY AUTO**  
Thirty-two Portland Peo-  
ple Make Trip

**GOOD ROADS A FEATURE**

Delegate to Burns Convention Graph-  
ically Describes Conditions in  
Central Oregon

[By C. C. Chapman, Secretary of the Oregon  
Development League]

"It was a fine night, and no one else  
was using it. I had it to myself."  
This was the cheering message tele-  
phoned by "Big Bill" Hanley, the Bar-  
ney Oldfield of Central Oregon, after  
having driven in a car from Burns to  
the little town of Paulina, 112 miles  
through the snow of Buck Mountain and  
the slush of a flooded road to meet the  
delegates on their way to a meeting of  
the Central Oregon Development Leag-  
ue at Burns. He started at 11 o'clock  
in the evening and arrived at Paulina  
before the break of day.  
Following him was a party in three  
automobiles led by Archie McGowan,  
whose father gave the name of Burns  
to the town he founded; a town which  
today is an exemplar of old-fashioned  
Scotch thrift.

All four machines were on a mission  
of rescue. The wild midnight ride was  
for the relief of the Portland delegation  
which was on its way in automobiles to  
the convention at Burns.

The tracks left in snow and mud  
through the tortuous windings of the  
narrow trail, through the forest and  
along the creeks, bore significant evi-  
dence as to the strenuous character of  
the expedition. One car mashed itself  
against the side of the road, another  
slid backwards down a grade into a  
gulch, and nearly everyone had trouble  
of some kind or another. But early the  
next noon the entire automobile caval-  
cade of 14 cars entered Burns with ban-  
ners flying.

Long before the autoists started on  
their interesting journey an old Minne-  
sota frontiersman hitched his team to a  
buckboard at the little town of Terra  
Bonne (formerly Hillman). It took him  
three and a half days of steady driving  
to reach Burns, the convention city.

"Old man Elliott," as he is lovingly  
called by the men of Central Oregon,  
who know him, was the only delegate  
to that great convention who came by  
team. Everyone else from the enor-  
mous territory, larger than the State  
of New York or the State of Ohio, came  
in by machine.

Judge W. S. Worden of Klamath  
Falls, with his wife and a delegation  
drove 300 miles to Burns. They had to  
sleep in the shade of a juniper tree,  
high up on a prairie hill, the rain pour-  
ing down the while. A delegation from  
far-off Malheur county spent the night  
in the open, but they all got there and  
got there in time for the convention.

Thus is demonstrated, as never be-  
fore, the part the automobile is playing  
in the development of the new country.  
Automobiles on the streets of Burns  
were as thick as moths around an elec-  
tric light bulb. At night the horizon  
was ablaze with the headlight stream-  
ers, and there was hardly a moment  
when the chugging of engines ceased.

So far as passenger travel is concern-  
ed, Central Oregon is moving in auto-  
mobiles. Nearly all the wealthy ranch-  
ers have discarded the saddle for the  
tonneau. The automobile stage has  
practically replaced the leather-spring-  
ed coach of pioneer days.

"Big Bill" Hanley owns two cars, so  
as to have one always in shape. It  
takes him six days, driving his car as  
fast as only he can drive, to make the  
rounds of his own ranches. One of his  
ranches is 65 miles long, and it takes  
him half a day to drive from one to the

other. The roads wind in and out, little  
money having been spent on their im-  
provement. In fact, nearly all the  
roads are built up from trails.

At some seasons of the year the roads  
are ideal, especially after a shower. At  
all seasons they are better than those  
in the Willamette Valley, except where  
macadam roads have been built. The  
soil is such that they drain more readily  
and the traffic seems to pack them, so  
there is far less dust.

Just as the automobile has replaced  
the horse drawn vehicle for passenger  
service, the auto truck is beginning to  
replace the heavy freighters for trans-  
portation in and out of that vast coun-  
try. The freight train to which Cen-  
tral Oregon has been used for two  
generations is a string of from 12 to 15  
canvas-covered prairie schooners. Either  
two or three of the schooners are  
hitched together in each part of the  
train, and those two or three will haul  
over half a carload of merchandise. Six  
or eight horses or mules supply the  
motive power. The driver is invariably  
an expert with the whip and profanity.  
This transportation is costly. The  
merchants of Burns have to pay \$65 a  
ton for the goods they receive in this  
primitive fashion.

In the auto truck lies the immediate  
hope of Central Oregon, so far as the  
reduced cost of living is concerned. A  
little percentage in the cost of living  
doesn't make much difference over  
there, so far as the old-timers are con-  
cerned, for as a class they are all pros-  
perous. For the homesteaders, how-  
ever, and they are coming in increased  
numbers, the saving of a few dollars  
cuts a considerable figure.

The new road from Bend to Burns is  
ideally adapted for economical auto-  
truck service. It is a high prairie road  
along a natural route. There are no  
mountains to cross during the entire  
distance of 146 miles. The prairie is  
open on both sides from 10 to 20 miles.  
The road is a natural highway, requir-  
ing little improvement to make it ex-  
cellent in any kind of weather, and this  
is in striking contrast to the old road  
via Prineville and Paulina and over  
Buck Mountain.

The old road has served a mighty  
purpose in its day. It will still contin-  
ue to serve a great purpose in bringing  
these ranches and country of the tribu-  
tary valleys into close touch with Prin-  
eville and Portland with automobile  
and auto truck, but so far as the great  
Harney country is concerned, and the  
future empire of Central Oregon, the  
economical and logical outlet is in the  
new road from Burns to Bend. This  
road can be traveled by automobilists  
at any season of the year. The run  
can easily be made in six or ten hours.

There is an excellent luncheon place  
at the Brookings homestead, half way  
between Bend and Burns, where hos-  
pitable homesteaders delight the palate  
of the traveler with genuine old-fash-  
ioned home cooking including such ex-  
tras and frills as the scalloped oysters  
that were served to the Portland party.

The country passed through is new,  
hardly a fence having been erected. It  
is just as the Creator left it, except for  
the existence of this new road, the  
bright mile-posts which the enterpris-  
ing merchants of Bend have placed  
along the route, and the new, unpainted  
cabins of the homesteaders. Scarcely  
a furrow has been turned by a plow.

Portland motorists will find the trip  
through this country most entertaining  
and pleasant at seasons of the year  
when other parts of the state can be  
traveled only with great difficulty.

The best method is to ship the car to  
The Dalles, and then follow the old  
Sherar toll road, which drops down into  
the Deschutes Canyon, crossing the  
celebrated toll bridge and then goes up  
the other side to the plains. Once above  
the rim, the road forks to the south  
and, turning in that direction, the  
motorist passes through Madras, Metolius  
and Culver, then drops down into the  
Crooked River Valley at a point where  
the new arched bridge can be seen fly-  
ing 350 feet overhead. Continuing, the  
road goes through Redmond to Bend,  
and thence over the new road to Burns.  
Burns itself is so centrally located in  
Central Oregon that from it many side  
trips can be taken over fine automobile  
roads. The return to Portland can be  
made in any one of the several direc-  
tions.

Gasoline can be purchased anywhere  
along all the roads, but it is advisable  
to be provided with plenty of tubes  
and other miscellany. Do not be afraid  
to drive a light car. Take plenty of  
wraps and prepare for some board.

Following are those who made the  
trip: A. C. Callam, G. F. Johnson,  
C. C. Chapman, L. Allen Lewis, H. W.  
Mitchell, J. P. Rasmussen, F. W. Ran-  
som, C. J. McPherson, F. A. Freeman,  
Wilfred P. Jones, S. C. Pier, W. K.  
Newell, D. W. Ward, J. C. Bracher, D.  
O. Lively, Paul de Bass, Phillip S.  
Bates, W. G. Howell, W. B. Knowlton,  
B. E. Haney, W. H. Daugherty, L. F.  
Rawlings, O. C. Leiter, Marshall M.  
Dana, R. B. Miller, W. E. Coman, Wil-  
liam McMurray, F. H. Fogarty, F. W.  
Robinson, J. H. O'Neil, J. I. Springer  
and W. A. Williams.

Don't trifle with a cold is good advice  
for prudent men and women. It may be  
vital in case of a child. There is nothing  
better than Chamberlain's Cough Remedy  
for coughs and colds in children. It is  
safe and sure. For sale by M. E. Snook.

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Ladies' and Children's Sweaters, Aviation Caps and Shawls  
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**ART NEEDLE WORK IN ALL THE LATEST DE-**  
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Metolius, Culver, Opal City, Redmond, Bend and  
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**TRAIN SCHEDULE**  
Leave Portland 7:50 a.m. Leave Opal City 8:15 a.m.  
" " 10:00 a.m. " Metolius 9:00 a.m.  
" The Dalles 12:40 a.m. " Madras 1:15 p.m.  
" Deschutes Jct. 1:30 p.m. Arrive Deschutes Jct. 1:50 p.m.  
Arrive Madras 5:45 p.m. " The Dalles 5:45 p.m.  
" Metolius 6:00 p.m. " Portland 5:45 p.m.  
" Opal City 6:30 p.m.  
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