

# PROSPEROUS FRONTIER TOWN OF BURNS NESTLES IN BEAUTIFUL HARNEY VALLEY



Residence of W. E. Smith in Burns.

Ranch House of Walter Parker in the Warm Spring Valley, 25 Miles From Burns.

By Addison Bennett.

Burns, Or., Jan. 18.—I made my advent into this great Harney valley only three days ago, and I do not therefore pose as one who can give the readers of the Journal an adequate idea of this vast country.

But I feel that at this early date I can tell many things not generally known to the average Oregonian. I am constrained to say this for the reason that I consider myself tolerably well posted upon the conditions prevailing throughout Oregon, and yet when I was invited to come over here and spend a week or two I scarcely knew how to reach the place.

Of course I had a general idea that there were three ways to get here, I. e. via Ontario, via Shaniko and via the Sumpter Valley railway, and thence by stage. But when I came to consider these various routes I found myself at sea, and was compelled to resort to residents of Harney for advice. I then found that the most expeditious and least expensive route, as well as the most comfortable, was from Baker City to Austin, via the Sumpter Valley road, and thence by stage through Prairie City, John Day and Canyon City.

### Mercury in the Dumps.

I left Irigoy on the afternoon of the 13th, and I must confess I was rather cool there, the thermometer ranging from 10 to 25 degrees below zero. Consequently the trains were somewhat delayed, but I reached Baker at 2 o'clock the following morning, to find that the coldest they had had it there was 3 below zero, and was soon in a driving snowstorm.

It has been around the country a good deal, but I never saw it snow harder than it did on that trip to Austin, 62 miles, where we arrived at 1:30 that afternoon, to find the ground covered to a depth of some three feet, and the huge flakes still coming down. Between Sumpter and Austin we had reached an altitude of 6000 feet, but the cold was not as severe as I had left behind at Irigoy.

We left Austin at 3 p. m. after a fine dinner at the well known board of Mrs. Austin, whose huge open fire was so hospitable, and the dinner was so tasty and elaborate that I felt like tarrying there until the storm was over. But when the great sleigh dashed up to the

door, the four fine horses clamping their bits ready and anxious to be off, I gathered the robes around me and we were off over the Dixie mountain, through from three to four feet of snow with the thermometer well down to zero.

### Expected Against Cold.

I had been advised to dress warm, and I had wearing apparel enough on to start a clothing store, and boots, shoes and socks enough to make their weight a burden. But I had none too many, and those dressed less warmly were soon envying me, or envying at me, for I was unshrouded in dry goods that my voice must have sounded as though coming from a bundle of cast off coats, caps and mufflers. If the weather in the winter season let him beware and come even as well clad as I was.

We reached the summit of Dixie about 10 o'clock that night, and then down to Prairie City, a distance of 19 miles. We reached Prairie shortly after dark, where we took supper, changed teams, and on down to the John Day valley, 16 miles to the town of John Day. Here it was balmy and spring-like, but we kept on with the sleigh to Canyon City, two miles farther, and then on over another mountain range to the Lincoln ranch, in Bear valley, a distance of 22 miles, and we changed the sleigh for a hack along about 3 o'clock that morning.

We had a good breakfast at the ranch, and then on for the old Phil Metcahan ranch, 20 miles further, where we again changed for a sleigh, and then on to Burns, a distance of 30 miles, or 107 miles from Baker. Here we again exchanged our sleigh for a hack, and came into Burns, where we had reached about 6 o'clock, or after a trip of 27 hours.

### All Sorts of Weather.

We had passed through all sorts of weather, from rain and sleet to snow, from zero weather with four feet of snow on the mountain tops to warm sunshine in the valleys. We had reached summits of 5090 feet, 5800 feet and 6200 feet. But we always kept moving, and came through without accident or mishap of any kind.

It was not yet dark when we came out onto the promontory to the north-

east of Burns, and as we came over the hilltop there before us lay the wonderful Harney valley, with the little city of Burns nestled along the foothills across a fringe of elevations to the west. And what can we say of that view? How can we describe the grandeur of the scene, the immensity of the distance. Stretched away for as far as the eye could carry, the valley was dotted over with haystacks and herds of cattle, and many farm and ranch houses showed that there was a considerable population, and from the appearances of thrift the view showed that prosperity stalks up and down the valley.

The ground had a light covering of snow, but a warm spring rain was falling, and we reached Burns to find the thermometer straining a point to reach 70, hovering around 68. And one of the first questions we asked was "how low has the thermometer been here this winter?" And the answer came back, "Seven below, and that only for one night." And then we thought of the Columbia frozen over, 19 below at The Dalles, 21 below at Pendleton, and from 25 to 40 below at other "favored" places.

### Beauty of Harney Valley.

You may imagine that I was pretty tired after a steady ride of over 27 hours in hacks and sleighs, and four hours by rail, and only two hours rest the second night before. But I found admirable quarters at the French hotel, and the proprietress, Mrs. Martin, soon made me feel at home, and after a hearty supper I was lost to the world for 12 hours, to emerge the next morning "as good as new."

I wish I could take you with me up to the cupola of the courthouse and show you Burns and this great valley. I wish I could so write as to give you even a faint idea of the beauty of the scene you would behold.

Burns has the most prosperous look of any city of its size I ever saw, and her people are the most hospitable I ever met. I came here at the invitation and as the guest of the Burns Commercial club, but every man, woman and child in the town seems to be eager to make me feel at home. I think I have been introduced to every person here. I think I have heard the opinion of every man in town, and there seems to be but one voice, but one sentiment, but one expression, and that is that this is

the best country on earth, with but the single drawback railway communication with the outer world.

### No Knockers in Burns.

There is no dissenting voice, no discordant note as to their wants, their needs or their possessions, for there seem to be no knockers here. The entire population seems to be pulling together for the development of this great valley, for this wonderful unopened empire of 56,000 square miles, or containing over half of the state of Oregon. That it is in its present position today is more than a calamity to the state, it is a crime against all the people of Oregon. But of this in some future communication. For I hope The Journal will give me space at no distant date to tell many facts about this region, I am now but recording first impressions; but telling what many know, but few realize. Before I leave I expect to spend many days being driven over the country and gathering facts for the benefit of your readers. For The Journal has a very large circulation here, and its many friends will be held closer, I hope, by the publicity vouchsafed to them through my communications.

Now a few final words about Burns. It is, in many respects, what is called a frontier town. The cowboy riding through the streets is always in evidence, for the largest cattle ranches in the state lie "near" here, for "near" means anywhere from 50 to 150 miles. But this is the headquarters, the base of supplies, and here the revenues finally come, and from here the disbursements are made.

### Law Abiding Town.

But in the general acceptance of the term it is not a frontier town, for the gambler hell is not in evidence, the painted amazons are not tolerated, and the saloon is an incident, and not a dominating or even a commanding feature. The jail is empty, the calaboose is overgrown with cobwebs, and the city marshal might take a Rip Van Winkle sleep for all the harm it would do. The hand that holds the revolver is on the seat of his pants. The business buildings are substantial and capacious, the stocks large and the firms prosperous and reliable; the banks have large lines of deposits, and are among the strong financial institutions

of the state; there are two of the best newspapers in Oregon published here, the News and the Times-Herald; there are three good hotels, a number of livery stables, bookstores, drugstores, real estate agents—in fact, here you will find as fine a little city as there is in Oregon.

### Churches Stand Together.

As to the churches, there are three, one Presbyterian, one Baptist and one Roman Catholic, and all of the three ministers are highly thought of by the entire community. And the liberality of the various denominations is something more than lovely, for they stand together as one for the moral and religious advancement of the community. I attended the Presbyterian Sunday school and church services yesterday, and the minister, Rev. Irwin, announced from the pulpit that he hoped all newcomers would deposit their church letters, regardless of what church they belonged to. "If you belong to the Roman Catholic," said he, "then take your letter to that church, and you will receive a hearty welcome, and be doing your simple duty; if you belong to a church that baptizes by immersion, go to the Baptist church, and you will receive a like welcome; if you belong to a church where baptism is administered by sprinkling, then come to this church, and you will find us all devoted to but one principle, the uplifting of our fellow men."

Such sentiments from a pulpit showed me why the Sunday school was one of the best I had attended for over 30 years, embracing over one twelfth of the population of the town, or 130 pupils and teachers.

But that seems to be the way in Burns, they all work and pull together. That is the sentiment that seems to propel them, and that is the sentiment that will not down, that must win. That is the sentiment on the railway question "We must have a railway," is the slogan of Harney county, of Burns, and it will be iterated and reiterated until Mr. Harriman or somebody else lays the ties and rails from Ontario westward through Harney.

# A. B. Steinbach & Co.

## Annual Cut Price Sale

The final week of real value-giving is reached; our annual cut-price offers of finely tailored Suits, Overcoats and Cravenettes cannot go on forever; our sole object is to clean up—all the winter weights must move; the suits involved in this great clearance are of the best foreign and domestic woolsens; among the overcoats are the best of this season's models and fabrics; button-to-chin cravenettes in light and dark shades.

## Splendid Reductions in Youths', Boys' and Children's Suits, Overcoats, Reefers, Furnishings and Headwear

States Minister Egan, who added that the president was only awaiting an invitation from the university. **Change in Spokane Service.** Commencing Sunday, January 24, O. R. & N. train 4, known as the "Spokane Flyer," will leave Portland 7:30 p. m., arriving Spokane 5:30 a. m. Train 5, known as the "Portland Flyer," will leave Spokane 7:30 p. m. as at present, arriving Portland 9:30 a. m. **T. R. TO LECTURE AT COPENHAGEN** (United Press Leased Wire.) Copenhagen, Jan. 23.—President Roosevelt will probably come to Denmark, either before or after his African hunting trip and will deliver a lecture at the University of Copenhagen. This announcement was made today by United States Minister Egan, who added that the president was only awaiting an invitation from the university. **Change in Spokane Service.** Commencing Sunday, January 24, O. R. & N. train 4, known as the "Spokane Flyer," will leave Portland 7:30 p. m., arriving Spokane 5:30 a. m. Train 5, known as the "Portland Flyer," will leave Spokane 7:30 p. m. as at present, arriving Portland 9:30 a. m. **Geographical Survey.** The geographical survey has formally denied the statement going the rounds that its experts had decided that one fourth of Alaska was a coal field. The latest official estimate is that there are about 24,000 square miles of coal areas in that country.

## BRONSON SAYS NO HOUSE CLEANING

As Governor He Will Make Changes Only for Positive Cause.

(Special Dispatch to The Journal.) Salem, Or., Jan. 23.—Secretary of State Frank W. Bronson, who will succeed to the governorship when George E. Chamberlain resigns, about March, to take his seat in the United States senate, expressed in an interview today that in all probability there would be no changes in the administrative departments that have been filled by appointments under Governor Chamberlain, because the unexpired term is so short. It is the intention of Mr. Bronson not to disturb the boards that have been appointed by Governor Chamberlain to make any changes in the management of any state institution by putting in new superintendents or other officials, unless investigation should reveal urgent need of such steps. The secretary of state does not know of any change that will take place upon his coming to the governorship. The office of secretary of state will remain in charge of Chief Clerk S. A. Koenig, who is regarded as qualified to take charge of all details of the office. Mr. Bronson will not yet ready to announce who will occupy the confidential position of private secretary to the governor, to succeed W. N. Gattens, or whom he will install in the clerical department of the executive office. The responsibilities of Mr. Bronson will be uncommonly great at his position, as it is recognized he will have two votes on the executive board, ordinarily composed of the governor, the secretary of state and the state treasurer. This board has charge of each and every institution provided for under the laws of the state of Oregon and practically directs the government of the state as provided by the constitution and the laws. Mr. Bronson will serve out the unexpired term of Governor Chamberlain, or until the first Monday in January, 1911.

## Loose Finger When Gun Goes Off.

Wesley, Idaho, Jan. 23.—Ray Bradshaw, son of R. E. Bradshaw of this city, was the victim of a serious accident this morning while hunting north of this city. He was carrying a .22 gauge shotgun which he was carrying accidentally discharged. He lost the forefinger on his right hand and the index finger was badly hurt.

## NEWS FORECAST OF COMING WEEK

Taft to Panama and Uncle Sam Home From Cuba —Big Conventions.

(Special Dispatch to The Journal.) Washington, Jan. 23.—The proceedings of congress, the trip of President Taft to Panama and the inauguration of the president of Cuba will share public attention during the coming week. Leaving Charleston on board one of the cruisers of the navy, Mr. Taft will proceed direct to Panama, where he will spend a week or ten days in a personal inspection of the progress that is being made in the construction of the canal across the isthmus. In this inspection he will have the benefit of professional help and opinions from half a dozen of the foremost American civil engineers who will accompany him to Panama as his guests.

## Independence Day Celebrations.

The second establishment of Cuban independence will become an accomplished fact on Thursday, when Governor Roosevelt will retire from office and Jose E. Miguel Gomez will be inaugurated as president of the republic. The inauguration will be made an occasion for elaborate ceremonies, the presence of several vessels of the American navy will contribute to the brilliancy of the occasion. William J. Bryan is among the prominent men who will be in Havana to witness the inauguration.

## Emperor William Will Reach His 60th Birthday.

Emperor William will reach his 60th birthday on Thursday, and arrangements being made for the observance of the anniversary throughout the German empire. Broughton Brandenburg, the writer, will be placed on trial in New York today on a charge of grand larceny in the second degree for selling the article published during the last campaign, which was alleged to have been written by former President Grover Cleveland. With elaborate ceremonies and high church dignitaries participating, the Rev. Dr. Alfred Harding, recently elected bishop of the Episcopal diocese of Washington, will be consecrated in Trinity church, in the national capital, on Monday morning. Bishop Daniel S. Tuttle of Missouri will preside over the ceremonies. **Livestock Convention.** One of the most important gatherings of the week will be the twelfth annual convention of the American Livestock Association. The convention will assemble in Los Angeles Tuesday for a session of three days. The revision of the tariff and the correction of unreasonably freight rates are among the important matters scheduled for consideration. President Roosevelt will be the guest of honor at the midwinter dinner of the Gridiron club, which will be given at the New Willard hotel Saturday night.

## GRAND COYOTE ROUNDUP PLANNED BY BIG SHEEPMEN OF KLICKITAT

(Special Dispatch to The Journal.) Husum, Wash., Jan. 23.—A grand roundup of coyotes is being planned by Leo Brune, the owner of large bands of sheep near Granddalle. The drive is to take place as soon as the coyotes pups are old enough to make the chase interesting. The plan is to make the circuit, 15 miles in length, along the south side of the mountain north of Granddalle, and to have eight men to the mile, starting from the top of the mountain and driving to the river. The entire distance will be made on foot, the many fences making it impossible to use horses for the drive. A network of men and guns, with dogs, will close every avenue of escape. The coyotes have been playing havoc with Mr. Brune's sheep, and although a good many have been trapped, he is anxious to exterminate the whole bunch of pests. Invitations for the drive will be extended to a large number of hunters living in Klickitat county on this side of the Columbia river, as well as a number from Wasco county, on the Oregon side.

## LARGE FIGURES FOR LOCAL LOTS

The Hirschberg property—three lots at the southwest corner of Fifteenth and Overton streets—was sold last week, through the agency of E. J. Day for \$36,000. The name of the purchaser was not made public, but it is known to be a local capitalist. The block bounded by York, Roosevelt, Twenty-first and Verasteg streets was sold last week by Gustave Freiwald to J. H. Thatcher for \$45,000. It has 200 feet of trackage connected with the ter-

# Special January Rates

## No Pain No High Prices

Why Do You Hesitate?



WE GIVE YOU A TEN-YEAR WRITTEN GUARANTEE.

FLEXIBLE FLESH-COLORED PLATES,	BRIDGE TEETH, 22-CARAT.....	\$3.50
REGULAR \$20.00, NOW.....	GOLD FILLINGS.....	\$1.00
GOLD CROWNS, 22-CARAT.....	SILVER FILLINGS.....	.50¢

**WHY PAY MORE?**

If you are nervous or have heart trouble, the Electro-Painless System will do the work when others fail.

Bank References: Open Evenings and Sundays. Lady Attendant.

## Electro Painless Dentists

Corner Fifth and Washington Streets. Across From Perkins Hotel

## PORTLAND RAILWAY, LIGHT & POWER COMP'Y

Bulletin No. 1

The Portland Railway, Light & Power Company is a public-service corporation, and we realize that the most valuable asset a public-service corporation can have is the good will of the public. We are trying to be candid and sincere in all our dealings with the public and with the city, and we frankly admit that we shall consistently strive to secure and maintain the good will of the people of Portland.

It is an important part of our business to run a street railway and to run it efficiently. We feel that we can do more, ordinarily, by attending to our business than by entering into discussions or explanations.

The secret of getting along with the other fellow in this world is to have a better understanding of his troubles. The man who is the sharpest critic is often the best friend when he understands the other fellow's job.

Comparatively few people realize the difficulties of modern street railway operation. When anything goes wrong, everybody notices it; whenever everything goes right, nobody notices it. We want to have everything go right and everybody to notice it. We feel that we are making friends with the people of Portland, and that our efforts to give the best service possible are being appreciated. This is not the accomplishment of a day, but the result of grinding work and large expenditures for some years past, and we desire to show the public what we have done and are doing for the improvement of the service; what problems we meet with daily, and some of the methods which would be mutually helpful and beneficial to the railway company and the public.

You make take this fact as assured, that it will not be possible to remove all sources of complaint. There is the amiable gentleman who kicks at home and growls all day at his office. We cannot expect to escape him between time. He will probably kick at the publication of these articles. But, leaving him out of the question, it is still plain, from the nature of the business, that there will frequently be unavoidable troubles and inconveniences.

We carry a large portion of the population of Portland twice a day. Counting the transfers, people step up and down from the cars 320,000 times a day. The streets of Portland pass backward and forward through crowded streets, covering about 29,000 miles, or one and one quarter times the circumference of the globe, in a single day. There will always be accidents under these circumstances. Then, too, the conductor's lot is not a happy one. He has to collect money from people of all sorts and dispositions. He alone is expected to keep his temper, and it is his duty to do so. If he does not, upon proper complaint, he is disciplined, and perhaps discharged. We endeavor to secure the highest class of employees. We are proud of the character and courtesy of our men, and we believe that, as a body, they have not their superiors in the country. Still they are only human, and they make mistakes. Many a reasonable kick will necessarily be registered against us. The unreasonable kicks come hard. We feel that we can do away with many of them if the public understands the streetcar business a little better. We want to present to you a series of articles discussing some of the problems, together with a statement of how we are meeting them.

As for the reasonable kicks, we want to hear them. They help us. We realize that we can best serve ourselves by serving you. An outsider can sometimes suggest remedies for existing conditions which have escaped the men engaged in the detail of the work. Suggestions are solicited. If, by telling you our story, you will understand us better, and the spirit of mutual helpfulness will be advanced, we shall feel that our work has been well done. We welcome honest criticism, particularly if it is good-natured.