

BURNS Harney County Oregon

Is the County Seat of Harney County.
Population (1920 Census) 1,000. Population has increased within past year 40%.
Altitude 4,159 feet above sea level.
Passenger and freight service via Oregon Short Line.
Meat Packing Plant.
Flouring Mill.
Electrically lighted.
Excellent grade and high schools.
Hospital.
Churches of various denominations.
It is the centre of trade distribution of a vast territory.
Its social life is the hospitality of the true Westerner.

OPPORTUNITY DAY

Stop an instant and call to mind the names of those who, in Western Oregon, are today owners of great estates. Corbett, Failing, Ladd, Thompson, Waldo and many others with fortunes founded on increase in land values—land purchased in villages which later became cities—land bought at a low price and later sold at fabulous figures. The growth of Bend and the resulting increase in land values has made fortunes for a few men who had vision—you see them every day—know them by their first names. The story of how they acquired Bend property a few years ago was considered laughable, but that same property later became of great value—they have the money. In these pages is presented an opportunity for YOU.

OPPORTUNITY KNOCKS BUT ONCE AT THE DOOR OF ANY MAN---HERE IT IS

**BURNS IS BUILDING RAILROADS AND SAWMILLS,
PREPARING TO MANUFACTURE TWELVE BILLION
FEET OF TIMBER FROM BLUE MOUNTAIN REGION**

Milling to Be Done Under Supervision of the United States Forest Service—25 Miles Grade to Seneca Now Completed

PERPETUAL MILL OPERATION IS ANTICIPATED BY HERRICK

Three Band Sawmill to Cut Seventy-five Million Per Year. Five Hundred Men To Be Employed—Mill Plant to Cost \$1,000,000—Seneca Railroad to Be Common Carrier

Building of the Oregon Trunk Railroad to Bend in 1914 made it possible to begin on a large scale the milling of that great stand of splendid pine timber tributary to that section. It is because of the development of this lumber industry that Bend has grown from a village of 586 people in 1910 to a small, modern city with an estimated population of 9,000. Those who are familiar with the resources of Harney and Grant Counties, confidently predict the same remarkable growth for BURNS.

Government reports show that there is in the National Forest available for milling in Burns, a stand of pine that is at least equal in quality and quantity to that in the Bend country; this includes a considerable quantity of privately owned timber—the total estimated at TWELVE BILLION FEET.

Until late in 1919 efforts to have the United States Government place on the market under its stumpage cut plan sufficient timber to warrant a large sawmill operation at Burns were unsuccessful. In that year, E. W. Barnes, owner of a large amount of timber, which was practical to mill only in Burns, induced the Government to offer for sale this first lot, viz: 890,000,000 feet. Sale was made to the Fred Herrick Lumber Company, and it is notable that this timber brought a higher price than was ever before paid to the Government for Western Yellow Pine in so large a quantity.

The first requirement was railroad transportation and construction was begun on the line from Crane to Burns. This was completed early in the Fall of 1924, the first train reaching the Harney County seat September 24th of that year. Since that time the Oregon Short Line Railway has constructed a modern depot, with permanent residence buildings for its employees. Plans have been drawn and approved for a roundhouse of sufficient size to serve not only the Burns Branch but also the line under construction through the Silvas and Bear Valley to Seneca, in the heart of the timber. It is a provision of the Government agreements with the Companies involved that this latter road shall operate as a common carrier, as does the road from Ontario to Burns.

Under the provisions of this agreement construction of the saw mill plant must be under way during the fall of 1925, and preparations are going ahead speedily to insure the compliance with the government requirements. According to these requirements log ponds must be completed this year to the extent that their success will be definitely assured. They will be available to receive logs as soon as actual cutting begins.

The sawmill unit will consist of three bands, with a

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Your
Opportunity
Is Here
TODAY
The Pioneers
have waited
50 years
for the same
chance you have.
TODAY
One
TODAY
Is Worth
a Hundred
Yesterdays

**BURNS COUNTRY, LARGEST UNDEVELOPED AREA,
ABUNDANT IN RESOURCES, RICH IN PRODUCTION,
IS GREAT POTENTIAL DAIRY, FARMING COUNTRY**

**Opening of Railroad Transportation Breaks Isolation of Fifty Years—
Ranks Second In Irrigated Lands — Possibilities Great**

EXPERIMENT STATION PROVES THAT SOIL IS EXCEPTIONAL

**Burns Country Contains the Greatest Area of Desirable Land Now Available In
Northwest—Grains and Legumes Successful—Marks Passing of
Last Homestead Lands In America**

The Burns Country as it is commonly known, extends north to Seneca, west to Emigrant Creek into and including the timber and part of the Ochoco National Forest, east well into Malheur County and south to the California line. It is plain that present railroad and highway construction, together with the manufacturing and agricultural developments now under way, will demonstrate the natural advantages of Burns as a center of a country of vast dimensions and rich in varied resources.

Because of its isolation and lack of rail transportation, the Burns country has been for fifty years the dominion of the cattle kings. Along all the water courses are stock ranches and the open valleys and higher lands have served for stock ranges. Thousands of acres of marsh land have been drained and the wild hay has been cut for winter feed. The drainage and irrigation operations in the Burns country were of such great extent as to place Harney County in second rank in Oregon for area of irrigated lands as early as 1915. This position still holds. Nearly all of the irrigated land is still devoted to the raising of hay. The possibilities under intensive cultivation are known, proven but as yet undeveloped.

Harney County contains the largest acreage of desirable land available for successful cultivation of any County in the United States, but lack of rail transportation has prevented, until very recently, real agricultural development or any movement of note to settle the unoccupied homestead lands. Now, with the assurance that the Burns Country will be traversed within the year by a common carrier railroad, these lands are being occupied. This movement marks the passing of the last homestead frontier in America. There is much of this land available but the end of the free homesteads on good land is in sight.

The Agricultural Experimental station, six miles East of Burns, has secured results that are startling to those not familiar with the fertility of the soil of the Harney Valley. It has proven conclusively that the Burns Country offers wonderful opportunity to those interested in dairying, the raising of wheat, oats, barley or rye and in the growing of alfalfa or clover for seed production.

Within a radius of comparatively short distance of Burns is undoubtedly more desirable land for farming purposes than is adjacent to any other town in southeastern Oregon, offering as good facilities for handling and trans-shipping as does Burns. During the past year many new industries and business firms have become represented in that city. The agricultural population is increasing rapidly and their production is already beginning to be felt. Burns is providing, as rapidly as is possible, facilities needed by the farming people.



Isolation from the outside world for the past fifty years has been reflected in the growth of the present town. With the coming of the railroad, the opening up of its timber resources which have been awaiting the coming of the money necessary for its utilization and profitable manufacture—the increase in population these industries will naturally bring—all tend to a greater Burns—a city to permanent growth, with well lighted paved streets, water system and the other requisites of a modern city.

Grade and high schools already established assure newcomers of proper educational facilities, which will be increased as necessity arises. Water and sewer systems have been planned along modern ideas. Well laid-out, paved streets, with their added attraction of lines of shade trees will add to the natural charm of the setting of the city, the site of which was chosen by the pioneers after their long trek across the continent.

THE BURNS COMPANY announces the opening of the Bend office at 642 Franklin Street Monday Morning, June 1, at 9 o'clock. Maps of the Burns country, together with photographs and plats of its properties will be available.

It is recommended that prospective purchasers make their selections at the earliest possible moment.

Sales will be under the supervision of D.G. McPherson, Resident Agent. Phone 422.