

### FAMOUS FORTY YEARS IN THE WILDERNESS

#### Hope of Burns Folk Will Be Realized

#### VISIONS ACHIEVED

#### Half Century of Effort to Bring Wonderland Into Its Own Reached

(Burns Times-Herald, April 7, 1922)

Active settlement of Harney valley may be said to have commenced in 1883. Prior to that time the established settlers were few and far between. For forty years the people living here have had visions of transportation and development only to be disappointed. We have lived in a rich but remote and isolated part of Oregon, and until the advent of the automobile it required two days or more to reach the nearest railroad point. It has been a country the "Lord forgetting" and "by the world forgot." Its sturdy people have lived 40 years in the wilderness, often disappointed but never discouraged.

July 28, 1902, the national government withdrew temporarily from sale or other disposal under the public land laws, all the timbered area north of Harney valley; later the withdrawal was made permanent and the Malheur national forest established, thus hemming in and rendering valueless the timber in private ownership—because, within itself it was not sufficient in quantity to justify the building of a railroad for its removal.

In 1916, James Weston had a dream of a railroad from Crane to Burns. He entered into negotiations with one David Miller of Boise for the building of such a road, had a survey made and secured the right of way between the two towns. Section 112 of the charter of the city of Burns was amended August 1, 1916, so as to authorize and empower the common council to buy, build, equip, acquire, maintain and operate railways, and to issue negotiable warrants or bonds of the city to the aggregate amount of \$125,000, to aid and encourage the enterprise, but the war came on, Miller left Boise under a cloud while Weston was turning the first spadeful of earth on the new grade. The dream came to naught—it was not in the cards.

Enter E. W. Barnes in August, 1919. His experienced eyes quickly perceived the value of both quantity and quality of the timber in our virgin forest and he, in his characteristic style, took his coat off and got busy. The first move was to secure a county cruise of the timber in private ownership from which to lease an estimate of the timber in the reserve tributary to Burns; the cruise was completed

### Oregon Short Line Depot in Burns

One block from where the main street of the City of Burns joins the Central Oregon Highway is located the passenger and freight depot of the O. S. Line railroad. This depot, which is just completed is of modern design and has all the known conveniences for both the patrons of the railroad and the employees, whose offices are located within it. The new roadhouse, which is to be constructed at an estimated cost of \$50,000, will be in close proximity to the depot. The depot, shown here, is located approximately 1 1/2 blocks from the eastern boundary of Longview Addition and it is proposed to run a Pine street to the depot, giving newly platted property.



and, fortified with this together with his own estimate he went east and succeeded in interesting a lumber company in the proposition which he expended many thousands of dollars investigating the field. About Christmas, 1920, the clouds commenced to gather over Barnes when, owing to

### Site of Herrick Lumber Co. Sawmill Plant



ty road, which will soon be the location of the Central Oregon Highway, by the location of the mill pond over the present location of the State road. The present Central Oregon Highway, the railway line to Ontario and the city of Burns can be seen in the picture. It is about one and a quarter miles from the north end of the mill site to Longview Addition.

sickness of the boss extraordinary, the eastern concern decided to retrench instead of expanding and this left Mr. Barnes to his own resources. Without making his disappointment known, and doubtless, he continued operations at his own expense for an entire year. Having completed the preliminary

### EVERY PURCHASER of a lot in

#### Longview or Fairview Additions

to the City of Burns will receive one paid up share in the cooperative water supply system serving the property.

### CHIEF FORESTER SAYS OREGON TO DEVELOP FAST

#### Malheur Forest Has Fine Body Pine Timber

#### BRINGS IN RAILROAD

#### Service Greatly Interested In Agricultural Development of Burns Country

Colonel W. B. Greeley, chief forester of the United States forest service in a statement made to the "Timberman" in July, 1922, speaking of the Harney valley timber belt, said:

"Oregon is going to witness within the next ten years or so a tremendous increase in lumber production which is bound to come to supply the lumber markets of the eastern and central states where the local supply of timber is rapidly diminishing.

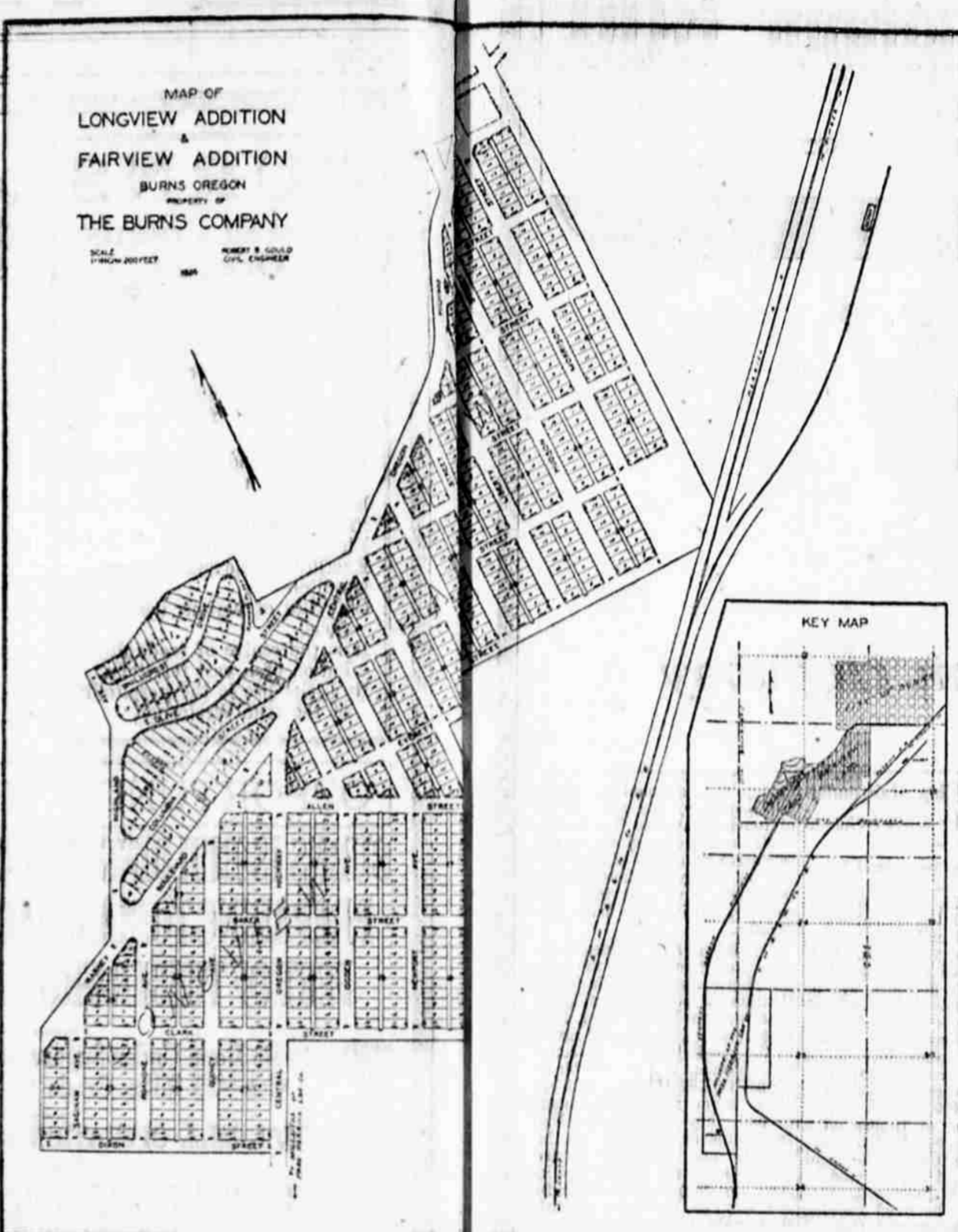
"This will increase heavily the business on the national forests and put very heavy demands upon the forest service to meet the increased cut and carry out the principles of keeping the cut from each locality within the growing power of the forests so as to make the industry perpetual. An interesting local feature has just proved this general process. One of the things worked out by me while here is the development of a large timber operation on the Malheur forest for the purpose of opening up Harney valley. In that locality is one of the finest bodies of western pine timber that is left anywhere, with probably at least six billion feet of government timber hitherto inaccessible from railroad. The service is very much interested in the development of Harney valley for agriculture, irrigation and general development of the country. Government timber can probably be one of the factors in bringing in a railroad on which the whole development depends. We have plans under way now for advertising for sale something over 800,000,000 feet of government timber with a 20 year cutting contract in Harney valley at the head of Harney valley. One of the terms of the proposition will probably be a requirement that a common carrier railroad be installed up to Bear valley opening up the country around Burns and from Burns up to Bear valley with railroad transportation."

Small cash payments and installments extending over a period of fifteen months on the Burns Co. property offer good terms.

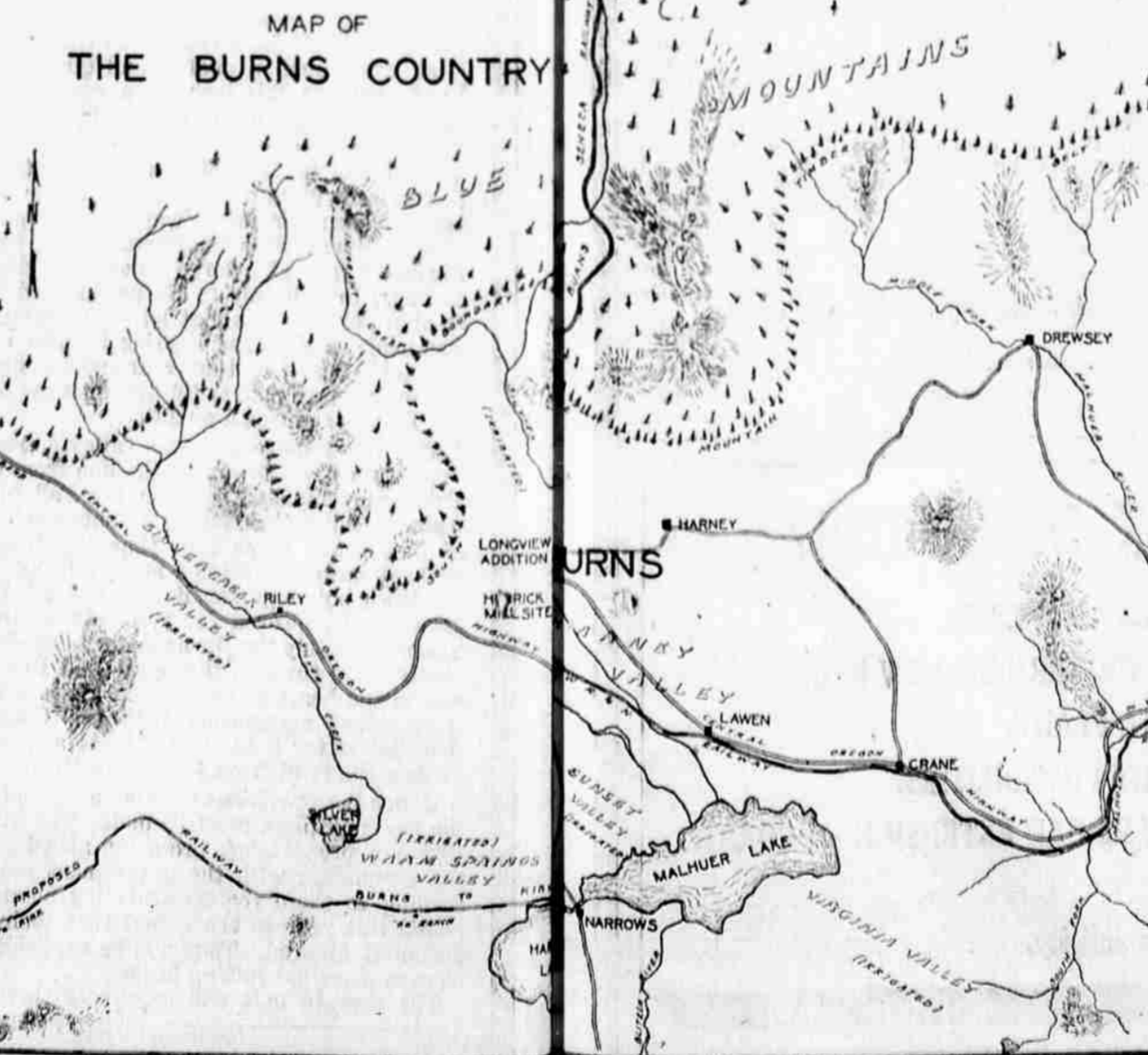
ney counties. With this Mr. Barnes left for Washington in January, 1922, financed by the people of Burns.

Supported by the untiring efforts of the Oregon delegation in congress, the valuable assistance of W. D. B. Dodson, general manager of the Portland Chamber of Commerce, and Colonel E. E. Faville, a member of the Portland chamber and personal friend and classmate of Secretary of Agriculture Wallace, also by Ralph Williams and James L. Conley, the vigilant personal attention of Mr. Barnes secured the passage of this essential bill by the house of representatives.

(Continued on page 4.)



The plat above shows Longview Addition, the key map in the lower map shows the timbered and irrigated sections of the Burns left hand corner showing the location of Longview Addition as to the city of Burns, the Oregon Short Line railroad to Ontario, the Central Oregon Highway, which is macadamized all the way through the Addition, here is the scene of the development activity in the state of Oregon for many years to come.



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### ALL LONGVIEW, BURNS ADDITION, IN CITY LIMITS

#### Addition Between Burns, Herrick Mill Location

#### EACH SIDE HIGHWAY

#### Business and Residence Lots City Water Throughout, Offers Investment

LONGVIEW ADDITION offers to the purchaser a choice of level land which will undoubtedly become a part of the business section of Burns, or gently sloping lands adjoining, ideal in contour and location as residence property. The soil is deep and free from rock so that excavation and street improvement work can be done at very low cost. None of the land is precipitous, there is good drainage and no part of the addition is reached by the annual flood waters of the Silvas river. Longview Addition is entirely within the present city limits of Burns.

Nearly 500 lots are contained in the level plattings. Soil here is of unknown depth. Numerous wells have been sunk on this and adjoining property in the past, water being reached in satisfactory quantities at as little as fifteen feet depth. Broad streets of 80 foot width extend throughout in north and south directions and streets running east and west are sixty feet wide. Twenty foot alleys traverse every lot in the level section. The soil is extremely fertile. Trees recently planted have grown amazingly fast and lawns and flowers adaptable to the country can be grown with little effort. Lots in this level platting are offered at from \$125 to \$350 each.

The hillside property, adjoining that part of the town where are now located schools, courthouse, hospital and better residential district, has been platted in width from 60 to 150 feet. It has been laid out with the desire to secure beauty and easy accessibility. It is believed that this section will become one of the choice residential districts of the Greater Burns. About 100 of the lots in Longview Addition are in this district. They are offered at prices ranging from \$125 to \$350.

Fairview Addition, with some lots yet unsold, lies between Longview Addition and the present business district. This land is all level and building activity is now under way. Residences in either Fairview or Longview Additions are in easy walking distance to the present built up section. From either of these

### Hillside Property in Longview Addition



proven so adaptable to conditions existing in the Burns country. The small white sign at the right of the road marks the southern city limits of Burns.

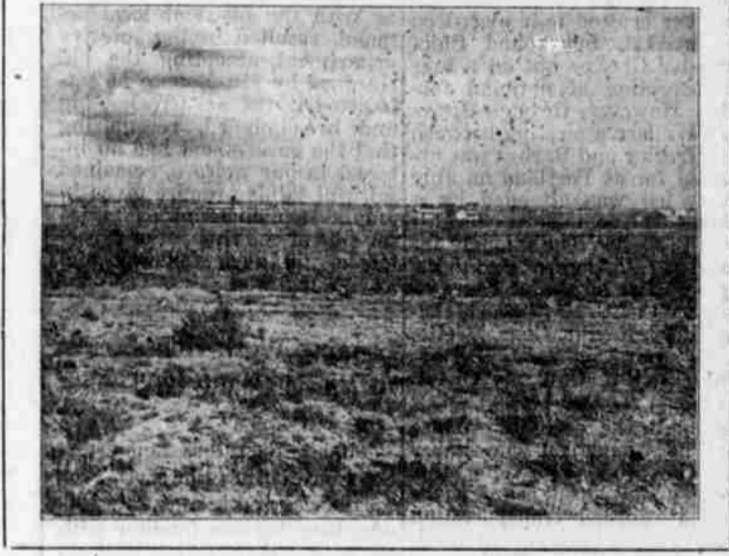
additions it is but a fifteen minute walk to the mill site. The railroad from Burns to Ontario touches both Fairview and Longview Additions and it is but a short distance from any part of either addition to the passenger and freight depot, The Central Oregon Highway

the site of the future lumbering and manufacturing district. Comparison of prices of lots here offered with that paid for property in other localities on the Pacific coast for the past ten years is invited by The Burns Company. Because of their advantage as business and residential property they are showing their faith in the

to produce for them a desirable increase without the hazards of being in "boom" localities. There is not now and probably will not be a "boom" at Burns. Burns will grow swiftly and surely, faster in the coming few years that is usual. The residents are showing their faith in the

### Level Property in Fairview Addition

This is a view of the level lands of Fairview Addition, taken from the southern edge across a short strip of Longview Addition. At the left is the Oregon Short Line depot and yards, three blocks from the Addition. In the distance are two of the homes of famous Silvas River "Cattle Barons." The skyline is typical of the Burns country and is indicative of the climatic conditions of the country. The greater part of Fairview Addition has been platted in 50x100 foot lots, each facing streets ranging from 60 to 80 feet in width, with the future business activity of foundations and buildings in alley space of 20 feet. In Fair-



view Addition will develop much the Herrick Mill and Depot. Rock

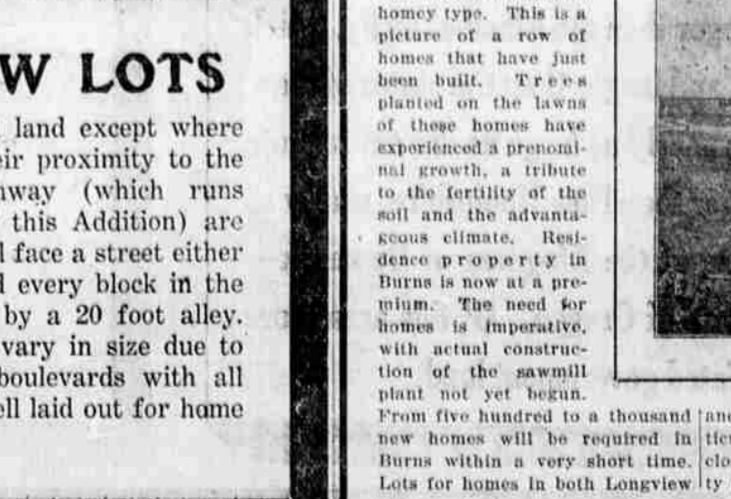
from Burns to Bend, runs directly through the center of Longview Addition and along the west side of Fairview Addition. A complete water system of size to afford an ample supply of pure, palatable water for domestic purposes, is now being constructed by The Burns Company and will be the first water supply to be installed at Burns. With each lot the purchaser receives a paid up share in the Water Company and the property owners will thus ultimately acquire control of the water system.

Both these additions are ideally located in proximity to the present business section and to

defence property and considering the great future generally conceded the Burns country the prices asked by the company are exceedingly reasonable.

You are invited to call at the Bend office, 642 Franklin avenue, where you will be supplied with any information of the Burns country or the company property. Phone 422.

### Type Residences Being Built in Fairview



From five hundred to a thousand and Fairview Additions are particularly desirable because of their close-in location, their accessibility to the site of the Fred Herrick

### BURNS GROWING FAST; PROVIDE IMPROVEMENTS

#### City Votes Water Bonds to \$280,000

#### PROGRAM GOOD ONE

#### Thirty New Homes Being Built; Purchase of Platted Property Brisk

(Burns Times-Herald)

During the past few weeks there have been over 30 new residences erected in Burns. New additions have been platted and placed on market with brisk sales. Acreage tracts surrounding the platted portions of the town have attracted buyers and altogether the town and immediate community shows a healthy growth.

The citizens of Burns recently voted to amend the charter authorizing the city council to issue \$280,000 worth of bonds to install water and sewer systems. Active work on this modern improvement is to begin during this fall and winter. The surveys have been made and the actual construction is only a matter of taking care of a few details.

With water and sewer on town will be even more attractive to the home builder and business man.

For the purpose of advancing more road improvement an organization of taxpayers was recently formed in Burns. This club will be a permanent organization and will be active in advocating better roads in Harney county.

#### Business Opportunities

The following information is from a pamphlet issued by the Burns Commercial club on Harney county:

There are three principal towns. Burns with a population of 1000, Crane 400, Drewsey 100. With the saw mill and railroad development under way we expect a large increase in population. There is now a demand for several businesses that have never developed as this has been an interior town. There will be the usual demand of a growing town for mercantile establishments.

The three towns mentioned have excellent schools. High schools at Crane and Burns. The Catholic, Nazarene, Presbyterian and Baptist churches, Christian Science reading room, Public Library at Burns, and all leading fraternal societies all minister to the needs of the community. A well appointed hospital is located at Burns. Two National banks at Burns and State bank at Crane serve the country. Burns has a flour mill and meat packing plant.

### Drill Sinking Wells in Longview Addition



property will receive with his deed a share in the cooperative water supply system. The Burns Company has gone into careful and extensive research to be assured of an abundance of pure water throughout all its properties.

The securing of water in a great part of the Burns country, particularly within the boundaries of the city of Burns and vicinity is not the difficult task that it is in the Central Oregon sections of Crook, Deschutes and Jefferson counties. Here, by sinking wells from fifteen to thirty feet in depth an apparently inexhaustible supply of pure, palatable water for domestic use is available. The Burns Co. is drilling wells on this property and will lay pipes making water available for use in both Fairview and Longview Additions. Each purchaser of

### PRICES

Lots in Longview and Fairview Additions to Burns are priced at from \$125.00 to \$350.00 each, according to location.

### TERMS

Ten per cent. of the price of the property purchased in cash. The balance to suit the convenience of the purchaser up to fifteen equal monthly payments at 6% interest. Five per cent. discount will be made for cash purchases.