

The Times-Herald.

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CONSOLIDATED JULY 22, 1896.

BURNS, HARNEY COUNTY, OREGON, FEBRUARY 3 1897.

VOL. X. NO. 10.

Grand Clearance Sale

at

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For Sixty Days, Until After April 1st, 1897.

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Buys at prices never before equaled!

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Outing Flannels 15 yards for \$1.00
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Fifteen per cent discount on Ladies
Furnishing goods.
Ladies Underwear and Corsets

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Clothing.
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The Times-Herald.

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HARNEY LODGE, NO. 77, I. O. O. F.
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7:30 p.m.
M. I. Lewis, N. G.
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OREGON NEWS.

The following, from the Oregonian will no doubt be of interest to the people of this county:

"Articles of incorporation have been filed for the organization of the Oregon Equipment Company, with a capital stock of \$100,000. Recently a meeting of the stock holders was held at room 512 Chamber of Commerce building, for the election of directors and the adoption of bylaws. The following directors were elected for the ensuing year: David M. Dunne, Geo. W. Bates, T. J. Geisler, Sidney Smyth, E. W. Paget, Louis H. Campbell, and C. N. Scott, and later the following officers were chosen: Sidney Smyth, president; L. C. Campbell, vice president and general manager; T. J. Geisler, attorney; Charles N. Scott, secretary, and George W. Bates, treasurer.

"The objects of the new company are the manufacturing and operation of the Campbell system of transportation of freight over different routes, principally to act as feeders for steamer and railway lines now in operation, connecting remote sections with the trunk lines. A speed of six miles an hour is expected to be attained with a train of six loaded cars, having a capacity of 15 tons each and drawn by a 30 ton locomotive built on the plans proposed by the Campbell system. Sharp curves and heavy grades are no impediment to this system of transportation, which will be operated over roadways about 16 feet wide, requiring neither ties nor rails. Plans for the construction of such equipment

under this system for three different localities in Oregon, Washington and British Columbia will be pushed to completion.

It is reported—this time with evidence of good faith—that the Oregon Central & Eastern will be extended in the spring. If so, it will be built to the Deschutes river before the year is out. It is a well-known fact that Mr. Hammond's road will never pay until the line runs somewhere that somebody wants to go. Its financial condition cannot be materially improved until the eastern terminus is built to a more prosperous section of the country. At present the terminus is at some unknown place in the eastern part of Linn county. To make it a paying property Messrs. Ronner & Hammond will have to expend a fortune to get the road through the Cascade mountains.

The body of old man Willy, who was buried near Vale seven years ago, was taken up and moved to the Vale cemetery Monday. The coffin was in a fair state of preservation and was quite easily handled, but the most peculiar phase of the affair was that the body was turned over in the coffin and was lying upon the left side, resting upon the left arm which was doubled underneath it. This could not have been occasioned by the moving, which was done so carefully that the shroud, which had become a mere powder that could be blown away, was not disturbed by the handling. The beard on his cheeks had grown to about three inches in length, though when he was buried it was not more than a quarter of an inch long.

Fred Senn was over from Ritter Sunday, calling at this office. Mr. Senn has discovered an old river channel along the course of the Middle Fork, and informs the Eagle that it prospects rich in gold. The channel is from 300 to 400 feet above the present channel of the river, and for a distance of about two miles the present channel has crossed the ancient channel several times. Mr. Senn intends to expend the remainder of the winter in prospecting his find, and will put a hydraulic on the ground in the spring. Water can be easily gotten on the ground from the streams putting into the Middle Fork.—Eagle.

It is stated authoritatively that a resolution will probably be introduced in the legislature, asking that congress or the president to set aside Crater lake and its near surroundings as a national park, giving it similar standing with the Yellowstone park and the Yosemite and letters to prominent Mazamas are being sent out asking them to lend their services in enlisting the co-operation of the members of the legislature in the movement.

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WRITE US FOR PRICES.

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