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WHICH ROAD WILL BUILD

NEW LINE INTO THE INTERIOR NEXT YEAR IS PROBABLE.

Both the O. R. & N. and Northern Pacific Are Figuring on Project Says the Portland Telegram.

Susanville, Dec. 28.—(Special to the Evening Telegram.)—A railroad will be built into the great interior of Grant county next year. Next to the question of better wagon roads the matter of who will build the pending railroad into Central Oregon is what agitates the inhabitants of Grant county towns. David Eccles, president of the Sumpter Valley Road, from Baker City to Whitney, is quoted as saying his company will make an extension into Grant county in the spring, evidently with an eye on the capital of Harney county and possibly after that on to Winnemucca. This assures a road of some description, but mineowners and freighters are distraught between the impending possibilities.

Into few untapped sections is there access from so many sources with such varied interests involved as into the rich interior. These are the alternatives: Sumpter Valley from Whitney; O. R. & N. from the Heppner country; O. R. & N. from some point on the Columbia Southern; O. R. & N. from Pendleton; O. R. & N. from Baker City; Washington and Columbia River, virtually Northern Pacific, from Pendleton.

Aside from the Sumpter Valley prospects an O. R. & N. road from Pendleton or the Heppner country seemed most probable. That road already has three surveys into Grant's interior, all starting from some point South of Heppner. The first runs down the north fork of the John Day, tapping a stock, some timber and a little mining country. It is considered unfeasible, and loses itself in the mountains without going anywhere in particular. The second, running down the middle fork of the John Day, skirts Susanville, its terminal being unsettled. The third, which runs down the south fork, taps Canyon City and is presumably aimed ultimately at Burns.

Routes in from the Columbia Southern, beginning somewhere between Prineville and Biggs Station, and from Baker City, though both feasible, are in the air. The first road in has a world of possibilities ahead. It will be a race between the O. R. & N. and its rival in the Columbia River country, according to well informed men who have studied the peculiar situation carefully. If the O. R. & N. is the road it is well for Portland. If not Portland will fare badly, losing much trade already in hand as well as the possibility of getting more.

Railroad men say that because the Northern Pacific would build from Pendleton the O. R. & N. is likely to choose that point over the Heppner district. It is thought that line may make one of its coup de mains similar to that so successfully carried out in Columbia county Washington, a few years ago.

This fact coupled with the consideration that the men of the interior want an outlet to Pendleton and want it badly, if only by wagon, and that Pendleton business men are wealthy and influential enough to bring the termal there if necessary, makes it reasonable certain that that town will get the plum. In this case Portland's jobbing trade in Eastern Oregon will go up by leaps and bounds while the interior will prosper equally.

From Pendleton to Pilot Rock, 16 miles, a fine wheat country tributary to McKay creek is tapped. From Pilot Rock to Camas Prairie and through Alba and Ukiah to the north fork of the John Day, 44 miles more, passes through a purely grazing country with some timber possibilities. The stock is driven to Pendleton anyway and loaded for the most part on the W. & C. R. Construction of the O. R. & N. would bring a certain amount to

Portland instead of Tacoma and Seattle.

It is after the north fork is passed that the real shipping would begin. Here are immense belts of timber, an instance being a solid section of pine 120 square miles in extent. Here, also, are what are probably the richest mining prospects in the states, though undeveloped. Hundreds of thousands of tons of good grade ore lie on various dumps because it is impossible to ship out under existing conditions. Freight rates on the Sumpter Valley and rates on the long road from Baker City to San Francisco are what the mineowners of the interior have to contend with now. They say they will not stand it longer.

Both Northern Pacific and O. R. & N. officials have driven through the interior carefully and examined opportunities. The railroad if built from Heppner, Pendleton or Baker will create a rush to central Oregon like the old time stampede into Baker City or Grant's Pass.

The Sumpter Valley extended is figured out by authorities to mean ultimately a road to Burns and thence to Winnemucca is easy to build, over 250 miles of mainly level sagebrush country where rights of way are almost free and roadbeds made with ready facility. At Winnemucca connection is made with the Southern Pacific.

Here the real danger lies for Portland, the vast trade, present and future, of the immense Central Oregon country going in this event to San Francisco. Interior ore would have a quick easy road to Frisco. Freight rates on products of all kinds would be made to meet those of the north towns, while jobbing prices would probably be undercut.

Finally, say posted men, an outlet to Pendleton means vast trade divided between Spokane, Portland and the sound; an outlet to Winnemucca means nearly everything to San Francisco; an outlet to Heppner or Prineville means everything to Portland; an outlet to Baker City via O. R. & N. or Sumpter Valley means conditions pretty well unchanged.

Rustlers After Caysuses.

A dispatch from Canyon City last week says: Since the advance of prices for the range horses of Oregon, which suddenly sprang into prominence as desirable animals for South Africa service, horse rustling has become quite a business, the professional cattle lifters of the interior devoting a part of their attention now to this other branch. These animals are numerous on the ranges of Baker, Harney, Grant and other counties, are sometimes not even branded, and are comparatively easy to lift. Rustlers do not even take the precautions they do with the cattle by running them a long distance away, but take them almost to the nearest point to ship to a selling station. Occasionally the rustlers grow bolder and take out a thoroughbred from some rancher's stock.—Vale Democrat.

The Blue Mountain Eagle is in ignorance of such a state of affairs existing in Grant county, and doubts very much if such is the case. One thing is certain a stock thief gets no sympathy from the people of Grant county when caught in the act of purloining stock. He is a sure candidate for a term in the penitentiary, and that ends his career in this county.

Cattle and horses may be frequently driven from the range of this county, but if such a state of affairs exist here as mentioned by the Vale paper it is not generally known.—Canyon Eagle.

Esteb & Ardaitz, sheepmen who were working south with a large band of fat wethers from the San Joaquin country, recently arrived at Haranda and rented a piece of barley stubble, says the Madera Mercury. There were many heads of barley which had fallen to the ground and the sheep had a feast with disastrous results to them. They soon began dying off, and in one it was estimated that between six and eight hundred died. The owners expected about 400 more to die.

WILL ACT ON LEASE BILL

PORTLAND CHAMBER OF COMMERCE WILL ENTER PROTEST.

Meeting Was Called to Take Action on River Improvements and Land Lease Bill Discussed Informally.

At the regular meeting of the trustees of the Portland Chamber of Commerce yesterday morning further action was taken to press before Congress the matter of opening the Upper Columbia to free navigation for the annual meeting of the stockholders of the Chamber of Commerce was set on foot, 47 new members were received, and a recommendation to district the country for the purpose of interstate commerce regulation was adopted, says the Saturday's Oregonian.

Indorsements of the resolutions for Upper Columbia improvements recently adopted by the Portland Chamber of Commerce were received from the Chambers of Commerce of Spokane and Colfax, from the commercial clubs of Lewiston, Dayton and La Grande, and from the Commercial Association of Pendleton. All of these expressed hearty accord with the sentiment of the Portland body and a willingness to assist in any possible way. After the reading of the indorsements Senator Simon, who was present by special invitation, was asked for his views as to the best mode of procedure in order to get favorable Congressional action.

Senator Simon said it went without saying that he was in hearty accord with the sentiments expressed by the Chamber of Commerce and in the resolutions read from the various commercial bodies of the interior Columbia valley. He regarded the opening of the Columbia as a matter of greater importance than the Lewis and Clark celebration. He did not believe there was a member of the Congressional delegations of the three states immediately interested who would not join heartily in support of the project.

"This matter of improving the Upper Columbia," said Senator Simon, "has been before Congress many years. I have not been there many years, but while I have been there I have found it one of the most fruitful sources of work. The boat railway scheme was first adopted and an appropriation made to cover preliminary work in that direction. But now the conclusion has been reached that plan is not feasible and a complete change of base is necessary. The only feasible improvement to get past the Dalles is the canal and locks now proposed. The boat railway has been practically, though not formally, abandoned. I tried last year to get the endorsement of the committee for the new plan of improvement, but this involved the appropriation of \$4,000,000, and the enterprise was too gigantic and too new to receive the approval of the committee then. Congressional approval of the improvement must come largely as the result of a course of agitation and education. I am sure I can promise the unqualified support of every member of the Oregon delegation, and I know that most of the men from Washington and Idaho are also heartily in favor of opening the river. Nothing can be done about it in Congress until work is begun on the regular rivers and harbors bill."

President Hahn asked the Senator if he could suggest any way in which more effective work for an open river could be done. Senator Simon responded that he thought the Chamber of Commerce had already entered upon the right course in agitating the matter before the commercial interests of the interior. He suggested that much might be done if a competent man were to be sent back to Washington to explain and urge the importance of this project upon members of the two houses. This suggestion found immediate favor with the trustees. The secretary was instructed to

present the idea before the leading commercial bodies of Eastern Washington and Idaho, asking their opinion and inviting the name of a man from each state, who with the representative from Portland, should constitute a committee to push the open river project. The intention was to have this committee composed of prominent and active business men.

A letter from J. B. Huntington was read, asking the Chamber of Congress to enact a law permitting leasing of the public grazing lands. Action on this was postponed until next meeting. The Chamber went on record two years ago as opposed to public land leasing, but it was deemed permissible to reiterate the resolution then passed, which will probably be done at the next regular meeting.

The Price of Cattle.

It has been a noticeable fact that a great number of cattle buyers have confined most of their buying during the past year to Harney county. Whether a better grade of stock was secured, or whether the general prices paid were lower there than in grant county, was not known until recently when a buyer informed the Blue Mountain Eagle that stock of all kinds were from \$2 to \$6 per head cheaper there than in this county, and that the grade of stock was very much the same. The price of cattle in Grant county have been advanced by reason that but few growers are desirous of selling, and if they sell at all, an advanced price must be paid.

One stock dealer recently stated that he sold a band of cattle which he had purchased in Harney county to a local stock grower for a less figure than the same stock could be purchased for here, and at the same time made a handsome profit. However, Grant county cattle growers have the advantage of being near a market, and their surplus stock will continue to command the present prevailing prices for some time to come.—Canyon Eagle.

Before That Time.

Booker T. Washington tells an amusing story of an old colored preacher who was endeavoring to explain to his congregation how it was that the children of Israel passed over the Red Sea safely, while the Egyptians, who came after them were drowned. The old man said: "My brethren it was this way: When the Israelites passed over, it was early in the morning, while it was cold, and the ice was strong enough so that they went over alright; but when the Egyptians came along it was in the middle of the day, and the sun had thawed the ice so that it gave way under them and they were drowned." At this a young man in the congregation, who had been away to school, and had come home, rose and said: "I don't see how that explanation can be right, parson. The geography that I've been studying tells us that ice never forms under the equator, and the Red Sea is nearly under the equator." "There, now," said the old preacher "that's alright, I've been 'spectin' some of you smart Alecks would be askin' jest some fool question. The time I was talkin' about was before there had any jagafries or quators either."

Bear Killed Cattle.

Now comes the story from upper McKay creek, or what is known as the Rail Springs country, that during the late fall months a cinnamon bear killed six head of yearling cattle belonging to different stockmen of that section. Mr. Bruin, which was seen several times by different ones, and killed a couple of weeks ago by Pete Red Hawk, an Indian, would apparently lay in wait for his intended victim and when the animal passed he would jump upon it and cut its throat. After the animal was dead the bear would then catch hold of the head, just back of the ear and rip the hide off one side as skillfully as any practiced butcher could do it with his knife. The hide removed, Mr. Bruin would take a hearty meal out of the fat yearling and leave it until hunger drove him back to fill himself again from its carcass. After eating two or three meals out of one he would then kill another and serve it the same way. The Indian who killed his bearship has been given a vote of thanks by the stockmen who suffered from his depredations.—East Oregonian.

O. R. & N. CO. LITERATURE

PASSENGER DEPARTMENT TO FURNISH IT FREE.

Scheme to Settle up The Interior and Upbuilding of Towns—Special Low Rates on Roads From East.

The following letter has been received by the Pendleton East Oregonian from A. L. Craig, passenger agent O. R. & N. Co.:

It is now pretty generally appreciated by railroads entering Oregon and other Northwestern States, that the first requisite to the upbuilding of the cities and towns and for a steady and sustained increase in earnings, is the development of the country. If the farm land is taken up and put under cultivation the towns will take care of themselves and must grow in proportion to the demands of the contiguous country for larger and better markets.

To the end that the agricultural, horticultural, grazing and mining lands may be developed to their fullest capacity the railroads in particular are spending large sums annually for printed matter describing the various districts and employing men especially to interest and secure for the section in which they are interested, any desirable families now located in older settled portions of our country. While the primary object of such expenditures is of course a selfish one, the result is of great benefit to the whole community.

Following periods of severe business depression, such as 1893, to 1897, through which we have just passed, there is always considerable of a movement westward. It however, takes time for easterners to get affairs in shape which will permit them to follow the inclination to go West. The new home must be determined upon and property disposed of.

The coming year promises to bring to successful fruition some of the good work and advertising expended throughout the Eastern states in the past few years. Oregon and the Pacific Northwest is the Mecca towards which many Eastern faces are now turning, and the present prospects for a large movement in that direction was never brighter at the opening of any new year than now.

Anticipating a large business and with a desire to make the movement as large as possible, special low rates for settlers have been announced for March and April, 1902. This will enable the intending settler to reach Oregon as cheaply as if he were bound for some other point much nearer to his present home. The O. R. & N. company, in connection with its parent company, the Union Pacific, is doing its full share towards assisting in this great work; and it is our full expectation that we will bring into this state during 1902 thousands of new and desirable settlers who will find new and happy homes in the great state of Oregon.

Much assistance can be given the railroads, in inducing immigration by those now residing in our state, if each person will appoint himself an immigration agent to the extent of writing and sending printed matter to their old friends in the East. The O. R. & N. has a large amount of such literature, and it will be a pleasure to mail copies to any Eastern addresses sent to the passenger department of the O. R. & N. Portland, Or.

All persons are hereby notified not to remove any building rock from my land.
Burns, Oregon, Nov. 30, 1901.
LEON M. BRWAS.

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