

# The Times-Herald.

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## The Times-Herald.

### THE OREGON SOUTHEASTERN

#### SAID TO BE HEADING TOWARDS WINNEMUCCA, NEVADA

An Old Projected Railroad Line to Connect With the Central Pacific Revived—Incorporation Articles Filed.

There is a pretty well defined theory in railroad circles that the Oregon & Southeastern Railroad Company, which was incorporated the other day in New Jersey, embodies a scheme for a railroad to connect the Corvallis & Eastern Railway with the Central Pacific at Winnemucca, Nev. It is presumed that the recent talk of a line from Eureka, on Humboldt Bay, northeast to Weiser or Boise, was the immediate cause of the incorporation of the Oregon & Southeastern at this time. If this Humboldt Bay road should be built it would penetrate a country that could also be served by a line from the Corvallis & Eastern to Winnemucca, and the first road in the field would establish trade routes that might not be easily changed afterward. It is less than 350 miles from the present eastern terminus of the Corvallis & Eastern to Winnemucca, so the enterprise would not be out of proportion to the capital of the New Jersey corporation, \$1,000,000. The fact that something like \$1900 would be required for an incorporation fee in that state is looked upon as evidence that the people who are behind this project have a serious purpose in view. Their identity is carefully concealed behind the names of K. K. McLean, Horace F. M. Gould and Evan J. Dudley as incorporators.

It is said that the C. P. Huntington estate is heavily interested in the Corvallis & Eastern Railway, which is plainly in a condition of arrested development. The Huntingtons recently got several millions from the sale of the San Francisco street-car lines, and must have much more than is required in the development of their trolley system in Southern California. Therefore, it is supposed that H. E. Huntington, who manages the estate, is favorable to carrying out at this time a long-cherished scheme of his late uncle to build across Oregon to Winnemucca, and thus make something of the family's present holding in that state.

B. J. Pengra, who was Surveyor-General of Oregon and a prominent citizen, devoted many years of his life to an effort to get a rail road on that route. He was largely interested in the Oregon Central wagon road grant, extending across the state from Eugene to the southeastern corner of the commonwealth. Any agency that would open that region to settlement and improvement would add vastly to the value of the wagon road grant. Mr. Pengra had a plan for a rail wagon-road grant and came near getting it. C. P. Huntington aided and supported him in this effort, and it was understood that he would handle the railroad end of the enterprise. That was away back in the '70s. The railroad grant was defeated through the substitution of Jacksonville for Springfield as its Oregon terminus, which would have made the road to be built for that grant a feeder for the Holladay line, rather than for the Oregon Central, a rival enterprise on the west side of the Willamette that was backed by S. G. Reed, J. C. Ainsworth and D. P. Thompson. The Holladay railroad enterprise looked to the connection of Portland with San Francisco by means of the line parallel with the coast, which would also give Oregon its transcontinental railroad outlet. Huntington wished to serve this country by the line projected direct from Winnemucca to the Willamette valley, and was willing to cooperate with the Oregon Central to accomplish this object. When the bill in congress was introduced as to whether it carry

grist to the Holladay mill, Huntington and the others lost interest in it, and it did not pass. That was in the last days of the railroad land-graft business. After that it was impossible to get a grant for a road from Winnemucca to the Willamette valley or anywhere else for that matter.

In 1877 Mr. Huntington, in company with General Colton and Chief Engineer Montague, visited Oregon and made a thorough examination into the railroad situation here. On their way back they left the railroad at Eugene and inspected the country from that point to Winnemucca. It is said that the conclusion was then reached that a railroad between Winnemucca and the Willamette valley would be a profitable enterprise and highly desirable for the Central Pacific. A complete survey was subsequently made, but the project never reached the stage of actual construction.

The completion of railroad connection between Portland and San Francisco in 1887 removed the necessity for a line from Winnemucca to Oregon. But since then the development of the country and growth of traffic have reached a stage that many railroad men think will warrant the construction of the line from the Willamette valley to Winnemucca or to a connection with some transcontinental road near that point.

It is not supposed that a Huntington scheme to lead the Corvallis & Eastern to an eastern connection at Winnemucca would be exactly relished by the Harriman interests, because it would be something more than merely a line for local development. It would be after through business as well as way traffic. The Harriman lines are now very well fixed for handling all the through traffic that may come to them. They don't need an independent line to take traffic from them at Winnemucca or any other point for delivery where the Harriman lines already reach. There is ground for the belief, however, that the Oregon & Southeastern will not bind itself to the Central Pacific at Winnemucca.

There was at one time a move to make the line from the Willamette valley to Winnemucca a narrow gauge road. It was to have connection with the narrow gauge system then in process of building in the Willamette valley, and at Winnemucca the Denver & Rio Grande, also narrow gauge, was to meet the line from Oregon. Now the Rio Grande system is of standard gauge, and it is believed to be owned by the Goulds, who have the Missouri Pacific and other southwestern lines. There has been a good deal of talk lately about a Pacific Coast outlet for the Gould lines, and it is deemed possible that this Oregon & Southeastern may be designed in the Gould interest as well as in the interests of the Huntingtons. This would be carrying out plans that were projected many years ago. It would also be an invasion of Harriman territory by a competitive line. But every new line to the Pacific seaboard must invade territory that has been assigned in some manner in the present adjustment of interests, and it certainly can not be that no more railroads will be built to the Pacific.

How the Oregon railroad situation would be affected by this new enterprise cannot be foretold. It is possible that the new forces may bring power enough to bear to have the Yaquina harbor made available for vessels of deep draft. In that case good use could be made of the Corvallis & Eastern. Or it may be that the new railroad power will insist on getting down the Willamette valley to Portland. These are incidents that will take shape when the enterprise shall be further advanced.—Oregonian.

Job printing—The Times-Herald. The Burns Furniture Co. has a new lot of art squares, rugs, carpet, dining chairs, rockers, extension and cast-iron tables, stock. "Daisy" is anxious to show them.

### I. O. C. F. ANNIVERSARY.

On last Saturday evening, at their hall, Harney Lodge, No. 43, I. O. O. F., held a social session to celebrate the 83rd anniversary of the founding of the order in the United States. On account of a number of candidates for initiation in the R. D. the elaborate program arranged by the committee was dispensed with. After the degree had been conferred on the candidates the doors were thrown open and a large number of invited guests assembled.

Hon C W Parrish, who had been invited to deliver the anniversary address, was introduced, and, although his remarks were brief, they were to the point and highly interesting. Mr. Parrish is an entertaining speaker, and had not the bountifully spread tables been in full view, he might have continued his address longer. Immediately at the conclusion of his remarks, the manager of this great religious weekly, who was called upon to preside, felt that he should say something, but couldn't get his usual fund of oratory just at that time to flow, so the guests gathered around the festive board, and the evening was passed in a very profitable and social manner. The lunch prepared by the Rebekahs was all that the most exacting taste could crave, to which ample justice was done.

The ball given on Friday evening was attended by a large crowd and most thoroughly enjoyed.

### THE YOUNGSTERS WON.

The baseball game last Sunday afternoon between the "Red Stockings" and the "Has Beens" resulted in a victory for the former. The score stood 9 to 11 in favor of the youngsters at the end of the first half of the 9th inning. It was a very good game considering the lack of practice—many of the old team not having picked up a ball since last season. Practically all the scores were made in three innings, there being 8 "goose eggs" on the tally sheet at the close. All the sympathy was with the boys from the start and every balk of the old players "booted" and taken advantage of by the "rooters." It is likely another game will be played in the near future.

### Building Blown Down.

During the heavy wind storm of Monday last the new brick building, in course of construction next to the First National Bank building, collapsed. Hickman Staples, who was passing the building at the time was caught under the falling debris, but was able to extricate himself without assistance, receiving only a few bruises. Mr. Staples was very fortunate, as the place where he was caught was the only one in the whole building from which he could have escaped without serious injury. Work on the building had been suspended for about ten days owing to the lack of lumber to complete it, and was just in a condition least able to withstand such a storm. The work of rebuilding was commenced on Tuesday morning, and the structure will be completed in three or four weeks.—Ontario Democrat.

### Harney Locals.

The following locals from Harney were received too late for last week's issue:

A K Richardson and wife made a business trip to Burns Saturday. Bowers & Co of Harney disposed of about 250 head of horses Friday. The stock market is gradually advancing in Harney valley.

Miss Alma Bowers is spending a few days with friends in Burns this week.

The Tremont Hotel of this place is doing a good business under the new management.

News James Dalton and W C Boyd conducted a fire treasury and

favorable impression on the Harney voters during their recent visit here. We predict easy sailing for both gentlemen.

Harney has lately purchased two lots which her people are endeavoring to convert into a city park.

Mrs Robert Irving and daughters drove to Burns on Friday to attend the Rebekah banquet and visit relatives.

### Additional Locals.

Garden Seeds in great variety at Voegtly & Kenyon's.

Bons—On Friday, April 25, to Mr. and Mrs. Lloyd Johnson, a bouncing boy.

Mrs C. A. Byrd has a fine lot of new spring millinery and more arriving every few days.

Bons—Saturday, April 26, to Mr and Mrs T G Kribs, a baby boy. Mother and son doing well.

Bons—To Mr and Mrs Emery Hill, April 27, a girl. Dr Geary was in attendance, and reports mother and child doing nicely.

Little George Marsden has been suffering for the past week from pneumonia. He is doing as well as could be expected.

The democratic state campaign was formally opened at Baker City last Friday night. George E. Chamberlain, W A Wann, J P Roley, Henry Blackman and W F Butcher were the speakers. A rousing meeting was held and was followed by another at Sumpter on Saturday evening.

N U Carpenter, E H Test, Wm. Jones, J D Daly, Abner Robbins, Wm Hanley, Frank R. Coffin, B F Oiden and M Alexander have been granted permission by the comptroller of the currency to start a First National Bank at Burns, which will be ready for business in the near future.—Ontario Argus.

W R Rutherford, familiarly known to his friends in Burns as "Bud," was one of the debating team of the Monmouth Normal school that met and defeated the Albany College team last week. A very good picture of the young man appears in the Oregonian of April 26. "Bud" is a very bright young man and Harney county is proud of his success.

Geo Shaw informs us that the geese and cranes are about to get away with his meadow and, while he is a law abiding citizen, and would not advise anyone to kill game out of season, he has no trespass notice on his premises. The local ninnies are at liberty to go out and scare(?) them off the meadow as often as they desire. It is not generally known outside of our ranchers that geese are very destructive to a meadow during the spring overflow. They can ruin a meadow in a remarkably short space of time, being even worse than hogs.

John Sweek, eldest son of Mr. and Mrs. C. A. Sweek of this city, who with his brother and sister is attending the Oregon Agricultural College at Corvallis, went before the board of regents of that institution the other day, and upon his representation the public schools of Burns will be placed in the catalogue of the O. A. C. as one of the credited schools of the state. The young man stated that the public school at this place was a thoroughly graded school, and included the sixth grade. Graduates from this school will now be permitted to enter the freshman class of the O. A. C. without further examination.

### Disolution Notice.

Notice is hereby given that the partnership heretofore existing between Samuel Bailey and C. W. Johnson, under the firm name of Bailey & Johnson, was dissolved by mutual consent on January 1st, 1902. C. W. Johnson retiring from the business. All accounts due the said firm are payable to C. W. Johnson. SAM BAILEY. C. W. JOHNSON.

## M. M. CO.

### GENERAL MERCHANDISE,

#### Ontario, Oregon.

We have the most complete stock in town in all lines of

### GROCERIES, HARDWARE, DRY GOODS AND BOOTS AND SHOES.

Our Specialty—The very best of goods and prices as low as our competitors.

No one has the qualities we have in all lines.

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E. H. TEST, Cashier.

#### SUBSCRIPTION RATES:

|              |        |
|--------------|--------|
| One Year     | \$2.00 |
| Six Months   | 1.00   |
| Three Months | .75    |

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U. S. Senators: J. H. Mitchell, Joseph Simon

Attorney General: M. A. Moody

Governor: M. S. Blakburn

Secretary of State: J. J. Lester

Treasurer: F. J. Johnson

Sup. Public Instruction: H. A. Moore

State Printer: W. H. Lucas

Supreme Judges: R. S. Bean, C. Stevenson, E. A. Moore

#### NINTH JUDICIAL DISTRICT.

District Judge: M. D. Clifton

District Attorney: Wm. Miller

Joint Representative: J. S. Rice

Joint Senator: J. S. Rice

#### COUNTY—HARNEY:

County Judge: James A. Sparrow

County Attorney: H. Richardson

Treasurer: J. E. Johnson

Recorder: Geo. Shelly

Assessor: J. C. Bartlett

School Superintendent: J. C. Bartlett

Police Inspector: J. S. Moore

Quartermaster: E. J. Williams

Harney U. S. Land Office: W. Haver

Register: W. Haver

Collector: Chas. Newell

#### SOCIETIES.

4444 ARABIAN Degree No. 33

4444 ARABIAN Degree No. 33

A. O. U. W. Burns Lodge, No. 47

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4444 ARABIAN Degree No. 33

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#### PROFESSIONAL CARDS.

W. J. COLEMAN,  
Stenographer and Notary Public  
BURNS, - OREGON.  
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GEO. S. SZEMORE,  
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BURNS, - OREGON.

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Collections promptly made.

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Physicians and Surgeons.  
BURNS, OREGON.  
Office at residence. Phone No. 29

DR H. VOLP,  
Physician and Surgeon,  
OFFICE AT RESIDENCE.

H. S. BROWN and L. E. HIBBARD  
Hibbard & Brown,  
DENTISTS.  
Office first door east of The Citizens Bank,  
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rant business of Simon Lewis,  
I respectfully invite a contin-  
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as new. Mrs. H. E. SMITH.

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