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HARRIMAN IS FROM MISSOURI

RESULT OF PRESIDENT MOHLER'S CALIFORNIA TRIP.

Wants to Know That Traffic Would Justify Building a Road into Central Oregon --Portland May do it.

A dispatch from San Francisco of recent date says: President Mohler, of the O. R. & N. Co., reached this city this morning from Portland and accompanied by W. W. Cotton, attorney for the company, and Theodore B. Wilcox, representing the commercial bodies of the City of Portland, went to the offices of the Southern Pacific Company to have a conference with President Harriman.

It was known that the object of the conference was to make arrangements for the extension of the O. R. & N. In Central Oregon, and although the meeting was behind closed doors, it has been learned that the plan is to meet the California Northwestern, whose northern terminus is at Ukiah, Mendocino County, in this state, but which line has been heading northward during the past year.

In railroad circles it has long been thought that Harriman had acquired the California Northwestern road, though its purchase has never been authoritatively announced. Today this is looked upon as practically certain, and it is also regarded as certain that today's conference means a through line to Portland that will form part of the Union Pacific system.

The parties to the conference have not seen fit to divulge the proceedings, but railroad men here are quite sure a means will be reached to secure the end above outlined.

The Oregonian of later date than the above gives the proposition quite a different coloring. It says: A question has been raised as to the character of the country through which a line projected into Central Oregon would run and has resulted in temporarily blocking negotiations with E. H. Harriman, of the Union Pacific lines. When the first pledge was made by Mr. Harriman that the proposition from the O. R. & N. would be made into Central Oregon, it was believed that the county to be tapped would furnish a profitable and permanent traffic. Now there has come other reports and the deal is off for a time.

President A. L. Mohler, of the O. R. & N. and T. B. Wilcox, who went to San Francisco to confer with Mr. Harriman, returned yesterday with the ultimatum of the railroad manager that the country's resources must be shown conclusively before any of the O. R. & N. money would go into the proposed road.

The result of the conference held at San Francisco last week was an instruction to President Mohler to make a personal investigation of the Central Oregon country and to report immediately to Mr. Harriman. In the event this report is satisfactory, Mr. Harriman will stand by his pledge to build the line, but, if a poor showing is made, the promise is likely to be withdrawn.

The investigation of Central Oregon's resources is not to be made by the O. R. & N. alone. A request will be made that the local commercial bodies interested in the proposed extension shall send representatives in Eastern Oregon and make an investigation as thorough as the railroad representatives.

In the event the O. R. & N. refuses to build the proposed extension, the people of Portland might be called upon to construct a line themselves. Naturally they would not proceed upon the reports made to the O. R. & N., but would accept the story of their own representatives.

The story recently telegraphed from San Francisco to the effect that Harriman was planning an extension of the "Oregon Central"

for the purpose of blocking Hill's scheme to build into San Francisco is not regarded as worthy of any credence. There was a story afloat in San Francisco at the same time that the California, Nevada & Oregon would be built into Central Oregon, diverting that trade to San Francisco.

That the southern line is to be extended is now regarded as certain and it will probably be built as far north as Lakeview. From that point to Bend, where the Columbia Southern's new terminus is proposed, is a short distance and one that could easily be crossed by a railroad. But railroad men do not believe the California, Nevada & Oregon will go that far. Harriman's pledge to protect Portland's interests is accepted as a guarantee that no Southern Pacific line will be allowed to divert the traffic to San Francisco.

Just what the Columbia Southern intends to do, now that Harriman has tied up the Central Oregon proposition again, is not explained by the company officials. They claim to be able to make their extension without any aid from the Union Pacific or the O. R. & N., and insist that their bonds were only offered to Harriman as a matter of courtesy, since he held the first issue.

Jack McCulley Dead.

The Council (Ida) Advance has this to say of the death of J. E. McCulley, who is well known in this section and who at one time was a prominent business man in Burns:

J. E. McCulley, proprietor of a saloon and hotel at the mouth of Grouse Creek, 12 miles south of Warren arrived the other day and registered at the Overland. He had been ailing several months, and his condition becoming rapidly worse, he came to Council for treatment. Friday it was seen that his condition had not improved, but no one dreamed the end was only a few hours off. Saturday his condition seemed better, but it was only the beginning of the final change that occurred Sunday evening, April 26, when he passed away. M. W. Addington took charge of the personal effects he had with him, \$128.80 in cash and checks and a valuable gold watch, with the photo of two handsome girls on the inside case, but no clue as to who they were or where they might be found, or anything to indicate the whereabouts of friends or relatives. The body was laid to rest in the Keseler cemetery on April 27.

Ontario Argues:

J. D. Billingsley and wife have returned from Burns. Mr. Billingsley informs us that Judge Clifford decided against him in his suit against the Devine estate regarding the ownership of 800 acres of the Alford ranch. As yet Mr. Billingsley has not decided whether he will appeal the case or not.

The first arrival of cattle for shipment this season came in yesterday, consisting of 1000 steers, belonging to Parsons & Hanley. They were from Harney county and were a month on the road. About 1500 more will be here today or tomorrow.

H. Y. Blackwell, the well known cattle buyer, has been an Ontario visitor for several days. Henry has 600 head of choice cattle awaiting shipment at Huntington.

It Cured Him.

A practical joker tells this up on himself, and declares it cured him of a bad habit.

On my arrival in San Francisco as a joke I sent to a friend of mine, well known for his aversion to spending money, a telegram with charges to collect, reading, "I am perfectly healthy."

The information evidently was gratifying to him, for about a week after sending the telegram an express package was delivered to my room on which I paid \$4.50 charges. Upon my opening the package I found a big brick, on which was pasted a card which read: "This is the weight your telegram lifted from my heart."

WOULD LIKE CATTLE SALES

O. R. & N. MAY MAKE PORTLAND A LIVESTOCK CENTER.

Commercial Bodies Asked to Give Encouragement to Conduct Stock Sales in That City.

If the O. R. & N. could receive the proper encouragement from local commercial bodies, that railroad would use its best efforts to make Portland the livestock center for the entire Northwest, says the Oregonian. Instead of holding its auctions of thoroughbred cattle in the interior towns, all such sales will be conducted in Portland, and stock fanciers would be brought to this city to participate in the bidding.

The railroad company is making an effort to bring thoroughbred stock into the Northwest country, and has imported, pedigreed cattle on several occasions, selling the stock to the best bidder, irrespective of the prices obtained. The object of the railroad is, of course, to raise the grade of Northwest stock, and in this manner to encourage stockraising. In the end a new traffic would be created, and the railroad's interests would be advanced by the plan. But in the meantime the farmers and stock-raisers are benefiting through their ability to secure blooded stock at figures within their reach, instead of being compelled to import cattle from Eastern farms at heavy costs.

Some time ago the O. R. & N. made a proposition to the people of Portland offering to conduct these stock sales in Portland if the proper encouragement was offered. The object of the railroad was to center all this business in Portland and make of this city the Northwest stockcenter. Naturally it would be to the railroad's interest to have this accomplished, for Portland is entirely within the O. R. & N. territory, while other cities liable to achieve that reputation might not be. But the railroad officials believe that the city was as much or more interested than the railroad company, and that some effort should be made to secure the regular sales of stock.

For some reason, the commercial bodies to which the proposition was referred never progressed in the matter beyond the committee stage. The railroad officials waited for some time for an answer to their proposition, and then went ahead on the old plan.

While the railroad men will not discuss the situation, either with relation to its past or future bearing, it is generally understood that the O. R. & N. might be induced to again consider the plan of holding these sales at Portland if encouraged to do so.

How Arrow Heads are Made.

We didn't know until today how the Indians made the flint arrow heads that are often found all over the country. They had no tools to work with, and the question how they made them was not answered. "Abe" Mathney, who was for years a head big chief of the Washoe tribe, says the squaws broke flint rock into small pieces by putting it into the fire. They then select a suitable piece for an arrow head, held it on the fire until it got hot, then put a drop of water on it, which chipped off a small particle of flint, and by this slow and tedious process the squaws shaped their arrow heads, says the Elmerado Republican.

SURVEYING NEW LINE.

A dispatch to the T-Telegram from Baker City says: A fully equipped engineering corps, under the direction of Chief Engineer George W. Howe, of Union, Or., has begun work on surveying the proposed trolley line from Baker City to the Johnday Valley, via Upper Burnt river. A preliminary survey will be made and then the party will be brought back to the beginning and a line located, cross-sectioned, and

estimates prepared for construction.

It is learned that contracts have been placed for rails, cars and general equipment with the John G. White Company, which is now engaged in building a branch line on the Southern Pacific. The Baker City-Johnday line is being promoted by Major J. W. Bonta, who heads a strong syndicate of Pennsylvania capitalists, owners of the Oregon Wonder and Will Cleaver groups of mines near Prairie City. It is principally to afford an outlet for these mines that the trolley line will be built, although Major Bonta announces that he will ultimately extend the trolley in the Harney Valley, with Burns as the objective point. The line will be operated by electric power, derived from a chain of plants to be established at various points along the line.

Lambs Placed in Tents.

Thomas Jones, the druggist, came in yesterday afternoon from Ontario having been on a trip into the Burns country. Mr. Jones is interested in a band of sheep. He secured two large tents this spring to be used during the lambing season. In talking of the matter yesterday he said his partner had informed him that the cost of the tents had been saved every cold night. Stoves are placed in the tents. Newly born lambs are taken into this shelter and kept there until they get fairly on their feet. In this manner all loss has been avoided. There has been so much cold weather that the loss would have been heavy if the tents had not been provided. At the time of his last report the percentage of increase was 115, so successful had the men been in saving the lambs. —Boise Statesman.

The Huntington Herald says Mrs. Frankie Brenton is visiting friends there.

The Winemucca Standard reports M. Scheubner, of Deno, in that city to meet Mrs. Scheubner who had been on a visit to San Francisco. They were preparing to leave for their Harney county home.

STRAYED.

One red line-backed yearling heifer branded H. S. connected on right hip, no ear marks. A suitable reward will be given for her return or information leading to her whereabouts.

Harry C. Smith.

Snakes.

There are two very finely prepared skeletons of big snakes in the National Museum in Washington, and in making them ready for exhibition the utmost pains were taken to preserve the cartilaginous extremities of the ribs, which with ordinary treatment are lost. Without these little pieces of cartilage the skeleton can hardly be said to be complete. Just as they are the feet upon which the reptile walks, as it were. In fact, a snake walks on the ends of its ribs and in that manner achieves locomotion.

Some big serpents, however, like the boas and pythons, really have blind legs, though they are quite rudimentary. Pythons, you know, are solitary creatures, crushing their prey in their coils. They have no poison glands, but they can bite terrifically with their many teeth, which turn inward like hooks. So that a person once seized would have little chance of disengaging himself save by chopping off the head of the animal.

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Put on the Register.

"Was a Kisser."

"Strange," said the man with the strong cigar absentmindedly.

"What's strange?" asked the man with the meerschaum.

"I was thinking of a friend of mine who claims to have found an absolutely perfect fountain pen."

"Always writes, never drips ink and never gets out of order?"

"That's what he says."

The man with the meerschaum pipe shook his head.

"What do you think of it?" he asked.

"I hardly know what to think of it. He's joined no club that I know of, and yet everything indicates that he is working for a record." —Chicago Post.

Snapshots.

Wife—Henry, what was the matter with you when you came in last night? Husband—Nothing that I know of. Why?

Wife—Well, you kept walking around the bed with your hand on the railing, saying, "Here's the banisters, all right, but where's the stairs?" —Detroit Free Press.

Pretty Far Off.

A summer resident in a New Hampshire village, a lady who, in Horace Walpole's phrase, "sits at the top of the world," was making her first friendly call of the season upon the family of an old widower.

Only the father was at home, one of the girls being absent on a visit to the other sister, who had been married during the past winter. Naturally the talk turned on the daughters.

"Yes," said the father, "Mary made out real well. But I don't know's I'll ever work Elizabeth off. There's a young man been coming here steady now for two year, an he's no further on yet, ma'am, than me an you." —Youth's Companion.

"So Long."

I first became familiar with this salutation at Malta in the seventies. It was then in common use among the Maltese of Valetta, but was by them pronounced "sn-lahn."

At that time I was a local form of the Arabic "salam," and my surprise was great when returning to England in the eighties I found the phrase prevalent in London. —Notes and Queries.

England's Tippling Act.

A queer English law, called the "tippling act of 1751," provides that an innkeeper cannot recover for debts for liquor amounting to more than \$5. The son of an eminent English throat specialist lately ran up a bill of \$250 at an English public house and leased a refusal to pay upon the validity of this act. As the statute was still on the books, the judge was obliged to acknowledge its force.

Religious Services.

Services at Christian Science Hall every Sunday at 11 a. m. and 8 p. m. Service Wednesday evenings at 8. Subject for Sunday, May 17, "Soul and Body."

Rev. A. J. Irwin will preach at Harney the 2nd Sunday of each month at 11 a. m. and 7:30 p. m. Sabbath school every sabbath at 2 p. m.

Sunday school at Harney the first Sunday of each month at 10 o'clock a. m. On the second, third and fourth Sunday of each month at 3 o'clock p. m. Preaching service every second Sunday at 8 p. m.

At the Presbyterian church Burns, Rev. A. J. Irwin pastor. Divine services the third and fourth Sundays of each month at 11 a. m. and 7:30 p. m. Sabbath school at 10 a. m. every Sabbath morning.

Preaching services at the Baptist church every 1st and 2nd Sundays, morning and evening. Sunday school every Sunday at 11 a. m. prayer meeting every Thursday evening.

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