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ANTI-ROOSEVELT DELEGATES

M. FITZGERALD TALKS OF KNOWLES' REJECTION.

Lays Blame on Hitchcock Who, he Believes, Has Personal Spite Against Oregon Forest Reserves District.

"I am disposed to answer, that, in view of this Knowles incident, of the attitude of Secretary Hitchcock, of the opposition to forest reserves, of the active support that is given to Mr Hitchcock by the administration, Oregon may even go so far as to send to the next national republican convention a delegation that will refuse to support Theodore Roosevelt," said M Fitzgerald of Burns, lawyer and republican politician, today, says the Portland Journal. "Yet one would be surprised to hear the private expressions to that effect."

Mr. Fitzgerald was referring especially to the rejection of Knowles for register of the LaGrande land office.

"Oregon has suffered at the hand of the secretary of the interior," he said. "It has been snubbed in the snubbing of the delegation, when J. W. Knowles was rejected for register. The people of Harney, Malheur, Grant and Baker county are uttering loud protests against the insult that was offered to our senator and representatives."

"You will understand that the people in Southeastern Oregon are simply furious at some acts of the present administration. They are against the forest reserve policy. I personally am against any forest reserve policy, but many, supporting it if carried out along rational lines, believe the prevalent methods of the interior department are wrong. Furthermore, the people believe, generally, that Mr. Hitchcock has rendered decision after decision in favor of the big corporations and against the settlers. They do not have faith in his good intentions towards the common people."

"I am firmly convinced that Mr. Hitchcock has personal hatred for his state, delights in opposing measures that would make for the good of this commonwealth, that to continue him in his present portfolio means to eliminate Oregon's chances for recognition in any matter that comes under his authority."

"Back of all his feelings on the part of Mr. Hitchcock, in my opinion, is the mistaken idea of A. T. Green, special agent of the department, in whom Mr. Hitchcock places implicit faith, and upon whose representation the secretary acts without question."

"Now consider—Mr. Green reported to Mr. Hitchcock that, because juniper trees grew on certain lands in the Deschutes district, they were not arid, but could be classed only as semi-arid. Anyone posted on Western conditions, knows well that the juniper tree grows only on arid lands. And many of the statements and recommendations of Mr. Green have been quite as intelligent as that cited."

"We of Oregon, and particularly of Southeastern Oregon, have a grievance, and we are not going to hesitate to say so in print. We are just now kicking, and propose to keep kicking until Mr. Hitchcock leaves the cabinet."

Mr. Fitzgerald spoke highly of Messrs. Whistler, Nowell, Sayward and Lippincott, the representatives at out to look into the irrigation of arid lands this summer.

"We hope for great things from irrigation," said he. "We have 8,000 irrigable acres in Harney county and Malheur county has 4,000."

Mr. Fitzgerald was a government out, serving in 1878 throughout western Oregon.

Million Dollar Irrigation Canal

The San Francisco Examiner of Wednesday contains the following: The \$999,787 contract the United States government has entered into with C. A. Warren and the San Francisco Construction Company

of this city for the construction of irrigation works in Nevada arrived here yesterday. It will be signed by the local people before the end of the week and a few days later they will put a small army of men and a lot of teams to work on the big job. The contract is the first of a number of large irrigation canals the Federal authorities will build for the reclamation of the arid wastes in Nevada.

Messrs Warren, Buckman and their associates of the local contracting firm are to construct a canal thirty-two miles long, fifty-three feet wide at the top, twenty-one feet wide at the bottom and fourteen feet deep. It will be capable of carrying a volume of 1,400 cubic feet of water a second. The canal will start from a point on the Truckee river about thirty miles east of Reno and run eastward fourteen miles close to the Central Pacific road, and when near Wadsworth will run southeasterly to the Carson sink, a level, waterless tract about sixty miles in diameter.

It is figured that fully 300,000 acres of agricultural land in the Truckee and Carson valleys will be created by this important work. The government plans to have settlers take this land in 80 or 160-acre tracts under homestead claims. All the water desired is to be supplied by the government from the canal at the rate of \$2 per acre annually. The proposed reclaimed district should, in the opinion of the authorities, easily support a population of 55,000.

About 1,700 men are to be employed at \$2.25 a day of ten hours, and they will be supplied with board at the rate of 25 cents a meal. For this work the contractors have taken the name of C. A. Warren & Co. In digging the canal there will have to be three tunnels, one 400 feet, one 900 feet and one 1,400 feet.

COUNTY COURT PROCEEDINGS.

Liquor license granted to Chas. Rigdon to sell liquor in Wild Horse precinct for a period of 3 months from Sept. 2, license not to be issued until the said Rigdon filed his bond as by law required.

Sam Graves appointed road supervisor of district 9.

Neal McMahon appointed road supervisor of district 3 to succeed Henry Goodlow, resigned.

C. Thornburg having resigned as supervisor of district 1, J. P. Cavender was appointed.

W. E. Alberson appointed supervisor of road district 15.

Marsden & Geary awarded contract as county physicians for a year ending Sept. 30, 1904.

C. G. Frye appointed a member of the county board of road viewers.

M. L. Lewis appointed constable for Burns precinct.

The clerk ordered to draw his warrant in part payment for work of J. T. Barnes on road contract at such times and such amounts as the county judge shall direct. Such applications should be approved by the road master.

George A Smyth appointed supervisor of road district 12 to succeed A. T. Clark, deceased.

Final settlement with F. C. Dible on his road contract deferred until the work is examined by the road master and his report received.

J. E. Johnson awarded contracts to grade and put in bridges on parts of the Lawen-Narrows road and the Fenwick land. Lawen-Narrows road for \$2498 and Fenwick lane \$1583.

ESTRAYED.

From J. H. Seaward's ranch in Barren Valley, one sorrel race mare white strip down nose, scar on nose, branded lazy on left hip, also with bar beneath on right hip and vented with same on right shoulder. I will pay a suitable reward for information as to her whereabouts.

See A. Keetz, Cor., Oregon.

Bailey Hayes, a prominent stockman of the Lawen country, together with wife and babies, are visiting Mrs. Hayes' parents at Cottonwood canyon.—Western Ways.

ANOTHER RAILROAD COMING

COOS BAY, ROSEBURG AND SALT LAKE LINE TO BE BUILT.

To Cross Cascades North of Crater Lake and Extend Through Lake, Harney and Malheur Counties.

The construction of the Coos Bay, Roseburg & Salt Lake Railroad west from Marshallfield to Empire, at the entrance of Coos Bay and from Myrtle east to Roseburg and thence to Salt Lake is to go ahead, says the Oregonian.

Major Kinney, the projector, has just returned from New York to Coos Bay with the announcement that he has raised the capitol needed for the purpose. Surveys have been made all the way through, the plan being to connect with the Gould system at Salt Lake.

The road is now built from Myrtle Point to Marshallfield, a distance of 30 miles, and about 150 men are employed on the extension from Marshallfield to Empire, where vessels drawing 20 feet of water can enter at half tide. The next section is 60 miles from Myrtle Point to Roseburg, which follows up the Coquille river for some distance, then goes through the coast range to Roseburg. From that city the line runs up the north fork of the Umpqua river, crossing the Cascade range north of Crater Lake, and extends through Lake, Harney and Malheur counties into the southwestern corner of Idaho, whence it passes around the end of Salt Lake to Salt Lake City. There it will connect with the Rio Grande Western, the most westerly of the Gould lines.

West of the Cascades this line will tap one of the finest timber belts in Oregon, including the only belt of white cedar on the coast, which lies on Coos Bay. This timber is more valuable than sugar or yellow pine, being used to finish sash and doors. The road will find a good timber trade already developed on Coos Bay, for there are mills there which ship to Australia, South Africa and Honolulu. In the vicinity of Roseburg, it will have a fine farming and fruit country, and it will again run into heavy timber when it enters the Cascades. In southeastern Oregon the road will be dependent on stock traffic, but, when completed through to Salt Lake, it will have a large through traffic in lumber and fruit to the east. Eastern Oregon being chiefly level, open country, this part of the line will be cheap to build.

This road will probably be the beginning of the opening of southwestern Oregon. A road down the coast to the California line and north to Alsea Bay will gather in the lumber, fish, wool and dairy products of the whole coast strip, and bring it to market in Portland and the east. This is one of the rich sections of the state, the development of which has been retarded by lack of communication with the rest of the world. Once connected by rail, it would experience rapid settlement and development.

\$5.00 REWARD.

The above reward will be paid to anyone who finds horses on the range and will place them at some convenient place where I can get them, branded as follows: RE on left stifle, or figure 5 backwards on left stifle. \$5 per head will be paid.

O. O. Dutcher,
Burns, Oregon.

Sumpter Valley Extension work.

Superintendent Lawrence of the construction work on the Sumpter Valley extension was in the city yesterday and reported that work was being rushed as fast as men and money could do it. The Summit will be reached before cold weather sets in and trains will be running to the new town this winter. This means that the mines in the Quartzburg and Susanville districts will be able to work to much better advantage than ever before in the history of these camps

WILL BLOSSOM AS A ROSE

HENRY BLACKMAN PAINTS A PICTURE OF THE INTERIOR.

One Valley 60 by 30 Miles May be Placed Under Water—Projects Involve Immense Tracts of Land.

"I verily believe," said Henry Blackman, who has returned from a journey through the interior, to a Portland Journal reporter, "that within ten or fifteen years Harney county will be the greatest county in the state, outside of Multnomah. The people are awake to their promised future, and are building hopes high and resolute. Over there, are valleys susceptible of reclamation by irrigation. Government parties of engineers are in the field and are running lines here and there. They are looking out for reservoir sites, and they are finding them."

"Take Harney valley, for instance. It is 60 miles long and 30 wide. The land is rich and the water may be led down from the hills in abundance. It would be so wonderful a produce, with water on the land, that it is almost beyond thought to estimate what would come from it."

"In Malheur county, adjoining, is another immense project of the national government. It is along the Malheur river, and endless stretches of arid lands may be brought under the plow or dotted with meadows, when once the water has been turned into the ditches."

"At this time, those lands bear nothing but sagebrush and jack-rabbits. But, it is an adage of the West, that land that has raised sagebrush will raise rich fruits or vegetables with water supplied to moisture it."

"The interior needs railroads. But there is no necessity to worry over that, if only those plans carry in Harney and Malheur counties. The railroad people will go into that region in a hurry, after the water has transformed it from a scene of desolation in places to a picture of plenty and prosperity."

I am not to be understood as saying that that country is a desert as a whole. But, although in many places are rich valleys, the possibilities will be brought out only by extensive irrigation systems."

FAIR WEEK SPORT PROGRAM.

First day—Maiden race for Harney county saddle horses that never run for public money, purse \$75.

One-quarter mile dash, free for all, \$100.

Second Day—One-quarter mile dash for Harney county saddle horses that never run for public money, \$50.

Three-eighth mile dash, free for all, \$125.

Three-fourth mile heats, 2 in 3, trot or pace, for 2-year-olds, free for all, \$75.

Third Day—One-half mile dash, free for all, \$150.

Three-fourths mile heat, trot or pace, for horses bred in Harney county, \$75.

Roping contest.

Fourth Day—Base ball, Canyon City vs. Burns, for cup. Basket ball, Canyon City vs. Burns. Purse \$25. Gun club shoot \$50.

Fifth Day—One-half mile heats, 2 in 3, free for all, \$125.

Three-fourths mile heats, trot or pace, free to all, \$125.

Sixth Day—Three-fourths mile dash free for all \$150.

Relay race \$100.

Seventh Day—consolation purses.

Conditions—All the above events are free for all unless otherwise stated. In all races, five to enter and three to start, but the Association reserves the right to hold a less number than five to fill, by reducing the purse in proportion to the horses entered. All entries to close at 8 o'clock sharp the evening before the race. California Jockey Club rules to govern all races, except weights. All saddle horses to carry not less than 125 pounds. Trotting or pacing races will be governed according to National Trotting Association rules. The relay race is five times around the track; five horses; change horses each time around; rider to change own rig; saddle and blanket separate; saddle cinched with lacing; choice of bits. Entrance fee ten per cent of purse. Money in races to be divided as follows: First money 70 per cent, second money 30 per cent. The Association reserves the right to change any of the above races in the event of their not filling, also to postpone any and all of the program on account of inclement weather.

Furniture cheaper than ever before in this town. We bought right and will sell right. The very nicest in Lace and Muslin Curtains. Ladies, call and inspect. We can please you in both style and price. Bureaus, Chiffoniers, Sideboards, Iron Beds, and in fact everything in our line.—Burns Furniture Co.

Chasney, Cummings and son, Frank, spent several days in West-fall last week, and while there invested in a \$10,000 ranch, known as the Madson place. We understand that Frank will take possession in March. The Cummings men have been friends of ours for many years, and while this may not be much of a recommendation for them, yet they will make friends under difficulties.—Western Ways.

Building improvements.

Miller & Lux have tore down their old stable on their ranch below Second street, and are erecting a new and commodious building. A large force of carpenters are employed in building the stable.—Winnemucca Standard.

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