

# The Times-Herald.

VOL. XVII.

BURNS, HARNEY COUNTY, OREGON, DECEMBER 19, 1903.

NO. 4.

## NOT BUILDING RAILROADS

### PORTLAND CAPITAL IS ENGAGED IN BUSINESS.

Harriman System Controls The State and Upon It Rests The Development of Interior Oregon.

"Portland citizens are not in the business of building railroads," such is the word from men of capital in this city says, the Oregonian. They do not mean, thereby, that they will build no more independent railroads, but that they have the capital available for making successful and several "good" railroad enterprises that are proceeding in the northwest.

"Citizens of other towns," said one of the most prominent bankers Portland yesterday, "oftentimes get the notion that millions of dollars are lying idle in the banks of this city. They imagine that money bags bulging with gold are in the vaults, sufficient to carry out any of the railroad projects needed in this state. Such is far short of the truth. The so-called capitalists of Portland, instead of being investors and money lenders, are, for the most part, money borrowers. That is to say, they keep all their own resources busy and more besides. The large commercial houses, that do a big business, it is true, employ immense amounts of capital. But they are using their capital to its utmost and in many cases are borrowing.

Few persons have a balance of \$100,000 in bank, in fact if the number of them were known, state at large would be very much surprised."

Such is one reason assigned for Portland's inability to supply money for this or that railroad venture. It explains why this city cannot see any clear to build a railroad from Harney County from the terminus of the Sumpter Valley Railroad, for example.

Several weeks ago a delegation of citizens from Burns came to this city to enlist the co-operation of Portland toward building the road to Harney county. They were several days, interviewing men of capital and influence. They were led by an exhibit of statistics showing Harney needed a railroad badly and could probably make a railroad to pay. They desired that Portland should induce Mr. Harriman to come body else to take up the project, or better that citizens of Harney should do so themselves. The visitors received assurances of sympathy and good will on every side. They were made to know that this city was not blind to the developed resources of interior Oregon in any part, much less in Harney county. But as to Portland's building the railroad into Harney, that was out of the question.

The visitors were visibly disappointed, though grateful for the reception they had received. They were made to understand that Portland capitalists are primarily businessmen who employ their money in their business, and not railroads. They perceived much as Portland capital is willing to venture into independent railroad ventures it fears to do so, since Oregon is controlled entirely by the Harriman system, without whose sanction it would do nothing and might lose ever it dared to invest. They thought that Portland has railroad schemes already which it is trying to solve, conspicuous of them being the Tillamook project. As that Portland was not idle in independent railroad enterprises, example of the Columbia Northern Goldendale, Wash., was cited as a citizens from Burns.

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Remember These at Christmas. We should avoid giving anybody the mumps or the chickenpox if we can help it. Do not give a friend the cold shoulder without baked beans and hot coffee. A man should not give a lady a kiss unless he thinks she would enjoy it, except in the case of his wife and his mother-in-law.

Do not give red suspenders to a total stranger; he might prefer those of a pale blue shade instead. Do not present a bucking broncho to a tall, pale man of sedentary habits, as he would not likely live long enough to enjoy it. When you give castor oil to a howling infant give it for its intrinsic worth, and not merely as an evidence of your regard.—Lippincott's Magazine.

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## CONGRESS TO BE PETITIONED

### LIVESTOCK INTERESTS PREPARE BILL ASKING FOR CENSUS.

Measure of Vital Interest to Stockmen will Have the Weight of Indorsement of National Convention.

One of the most important issues to come before the convention of the National Livestock Association and National Woolgrowers' Association, which convene in Portland in January, will be that of securing the passage by Congress of a bill providing for a census of agricultural statistics, including a classified census of livestock in the United States. The gathering of this information every ten years by the Government is looked upon as a matter of vital interest to the livestock industries of the country, and it is expected that a unanimous petition for the passage of such a bill will be indorsed by the associations, in convention assembled.

The bill providing for the agricultural and livestock census was introduced at the last session of Congress, but was not acted upon. The livestockmen and woolgrowers propose to take this matter up at the coming convention and make every endeavor to have the bill passed during the present session, that the first census may be taken in 1905. A bulletin was issued yesterday from local headquarters of the convention committee, calling the attention of every stockman to the importance of this proposed act, and urging that he be in attendance upon the convention, prepared to take action urging its passage.

The delegation from Burns did not lay their proposals before either the Chamber of Commerce or the Board of Trade and only interviewed individuals in a private way. DID NOT ASK FOR MONEY. One would infer from reading the above article that the Oregonian or Portland business men were under the impression that Harney county expected them to build a railroad into Burns. This is a misunderstanding.

The delegation of Burns citizens which recently visited Portland accomplished every thing desired and expected. Our representatives never asked Portland to put up the money to build a railroad into Harney county. They desired to enlist the good will and interest of that city, believing it of mutual benefit. They also wanted to show the business men of Portland that we had something to back up our demands for recognition in the way of transportation. Heretofore the possibilities of this section in that respect had not been considered and Portland seemed ignorant of our resources.

Now since they have been made to see our situation and prospects, all that is necessary is for Portland to keep her weather eye in this direction for a while and she will see a railroad running into Burns.

### MAIL SACK LOST.

The Times-Herald regrets that the condition of our mail service between here and Ontario is so bad. It has recently come to light that serious mistakes have occurred and considerable inconvenience and loss has followed as a result.

The stage that left here the morning of Nov. 25, according to reliable information, lost a sack of mail in which there were eleven registered packages and letters. Up to this time neither the sack nor its contents have been found. Among these were between \$4000 and \$5000 exchange and drafts sent out by the First National Bank of this place and \$88 in drafts and school warrants sent out by County Treasurer Miller.

The matter is being investigated and should be sifted down until the blame has been fixed. Such carelessness should not be allowed.

We are handicapped in the way of mail service enough at best and our people certainly are justified in making complaint.

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### FASTER MAIL SERVICE.

The establishment of a mail service on the Klamath Lake railroad, the new line just completed between Laird's Station, Cal., and Pokenama Or., January 1, 1904, will bring Klamath and Lake counties into communication with the outside world 24 hours earlier than at present. Mails for Klamath Falls are taken from Ashland by star route to Pokenama nowadays, but after the first of the year the mails will be transferred to the new line at Laird's and taken by rail to Pokenama.

From Pokenama to Klamath Falls it is 38 miles, and eventually the Klamath Falls line will be extended to the latter place and on into the interior of Southern Oregon. The road is in private hands and is but 25 miles in length. Tapping one of the outposts of the rich lake region of Oregon, it is thought the road will prove a rich feeder of the Southern Pacific.

Circuit Judge Eakin has fixed the date of the execution of Pleasant Armstrong for the killing of Minnie Ensminger last Christmas eve. He will be executed in the jail yard at Baker City January 22.

### Good for Children.

The pleasant to take and harmless One Minute Cough cure gives immediate relief in all cases of Cough, Croup and LaGrippe because it does not pass immediately into the stomach, but takes effect right in the seat of the trouble. It draws out the inflammation, heals and soothes and cures permanently by enabling the lungs to contribute pure life-giving and life sustaining oxygen to the blood and tissues. Dr. Armstrong of Delia, Tex., prescribes it daily and says there is no better cough remedy made. Sold by Burns Druggists.

### MUST TEAR DOWN FENCE.

United States Marshal Emmitt has served notice upon the Nevada agent of Miller & Lux that there will be something doing in the United States court one of these days, says the Carson News.

The big cattle firm has been using 50,000 acres of public land for some years and did not go through the formality of purchasing it. It, however, kept others from getting any benefits from it, by fencing it in. A few months ago the government took-up the matter with the result that it issued warning to all who had fenced in public domain, to tear down or remove their fences immediately.

Miller & Lux were served with the official notice two or three times, but paid no attention to it. The land is in Humboldt county and lies in a large rectangular

tract, of which Miller & Lux own the four corners, and occasionally a few forties down one side or the other. They fenced in the whole tract, however, and apart from their legitimate holdings they included between 55,000 and 60,000 acres of Uncle Sam's land.

That fence which the government will undoubtedly order taken down is estimated to be about thirty miles in length. In similar cases, heretofore, the United States marshal has been ordered to not only remove the fence but destroy it. Should that be the order in the present case Marshal Emmitt will have on his hands the job of his life. Taking up thirty miles of fence posts is no before-breakfast undertaking; still when up they will burn, but to destroy from ninety to one hundred and twenty miles of barbed wire is a still more serious problem. It will require quite a force of men some time to accomplish such an order.

### BOLD CATTLE STEALING.

One of the boldest cattle stealing adventures and apparently successful one that has been reported from that section for a long time took place last week within three miles of Long Creek.

The cattle are about a dozen in number and were in C. C. Blackwell's pasture, three miles east of town. They disappeared one night and have not been heard of since.

The cattle were all fat and in a good condition for beef. They belong to S. F. Branon, Dan Slaven, J. D. Wilmoth, W. B. Mynatt and Frank McGirr. Steve Hares saw two men driving a small bunch of cattle toward Pass creek one evening after dark, which is supposed to have been these cattle. No further trace has yet been found.

### The Lone Star State.

Down in Texas at Yoakum, is a big dry goods firm of which Mr. J. M. Haller is the head. Mr. Haller on one of his trips East to buy goods said to a friend who was with him in the palace car, "Here, take one of these little Early Risers upon retiring and you will be up early in the morning feeling good." For the "dark brown" taste, headache and that logy feeling DeWitt's Little Early Risers are the best pills to use. Sold by Burns Druggists.

Superintendent Ackerman has issued information to the several County Superintendents in the state concerning the eight-grade final examination for the year 1904. The dates set for the examinations are: January 27, 28 and 29; April 13, 14 and 15; May 18, 19 and 20, and June 15, 16 and 17. The programme to be carried out will be: Wednesdays, arithmetic, spelling, physiology; Thursdays, mental arithmetic, reading, writing, civil government; Fridays, language, history, and geography.

### One Hundred Dollars a Box

is the value H. A. Tisdale, Sumner, S. C., places on DeWitt's Witch Hazel salve. He says: "I had the piles for 20 years. I tried many doctors and medicines, but all failed except DeWitt's Witch Hazel with antiseptics and emollients; relieves and permanently cures blind, bleeding, itching and protruding piles, sores, cuts, bruises, eczema, salt rheum and all skin diseases. Sold by Burns Druggists.

Up-to-date job printing at reasonable prices.

## THE WORK SOON TO BEGIN

### ONE HUNDRED MILES OF TRACK TO BE LAID TO BEND.

Is Announced That Construction Will Start Soon After The Contract For The Bond Issue Is Signed.

The statement of President E. H. Harriman that the Columbia Southern Railroad is to be built into Central Oregon means that 100 miles of trackage is to be built next year from Shaniko to Bend, Crook County. Further extension will depend upon later developments. It was the original intention of the company to build its line through to Burns, Harney county, and if the present proposed extension proves a paying investment the remainder of the line will be constructed. As a safe guard against a losing proposition, it has been decided to build 100-mile sections at a time.

President E. E. Lytle, of the Columbia Southern, and President Harriman had a consultation with regard to the building of the proposed line, and all that now remains to be done is the signing of the contracts by Mr. Harriman to take the bonds of the road. It is by this means that the Columbia Southern will be enabled to raise the funds necessary to build from Shaniko to Bend. It is estimated that the section of road will cost not less than \$1,500,000. Bonds are to be issued, and Mr. Harriman has agreed to accept the bonds. It is expected that he will sign the contract before he leaves Portland.

If this is done, work on the road will commence early in next year, it is announced.

Contrary to expectations, the road will not touch Prineville. Since the company was first organized, it has been the general impression that Prineville would be the terminus. The present route will take the main line west of Prineville, and if the town is to be given railroad facilities it will have to be done by a spur line at some later date, it is said.

With relation to the final extension of the road from Bend to Burns, the officials have little to say as yet. That matter is in the air for the time being. However, it is announced that the ultimate intention is to push through to Harney County.

Of all the proposed railroad construction schemes in Oregon, the extension of the Columbia Southern has probably been watched with more interest than any other. A vast empire in the central and southern part of the state lies idle and sparsely settled simply because of the lack of railroad facilities. That the resources of the country are almost boundless is well known. But the use and development of these resources have been held back because of the lack of transportation facilities.

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HOWARD SEDREE, President. R. F. WHITE, Vice-President.  
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