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RIGHTS OF WAY CONFLICT RAILROADS AND IRRIGATION SELECT THE SAME ROUTE.

No Agreement is Reached Either The
Construction of Road or Reclamation
Scheme Must Be Abandoned.

What is the best for Central Oregon, an irrigation project by which several hundreds of thousands of acres of land along the Malheur river in Eastern Oregon will be reclaimed from the desert and made highly productive, or a railroad from east to west across the state? If both improvements are necessary for the development of the state, what sort of a compromise can be arranged between the officers of the reclamation bureau and the stockholders of the Corvallis & Eastern Railway, whose right of way up the river is in conflict with the lines run by the Government engineers? These are questions which are engaging the serious attention of those interested in the full exploitation and development of Central Oregon as a whole and not as regards any particular section or division of the state, says the Oregonian.

A serious condition confronts the railway builders of the state as well as those interested in the irrigation development of interior Oregon. The government project in Malheur and Harney counties, as is the case in Eastern Washington and the Palouse valley, is in direct and perhaps fatal conflict with the railway survey lines that have been run in prospect of construction.

The occupation of the Washtucna coulees by the O. R. & N. in Eastern Washington has stopped the construction of the irrigation work in that section, and the prospect at present would appear to point to the abandonment of the scheme by the government for years at least. So in Malheur County the surveys of the Government threaten to obliterate the railway surveys up the Malheur canyon and wipe out the only feasible route for an east and west road through the state.

Since first railway surveys have been made through Central Oregon it has been held by railway men that the most feasible route by which to enter the interior of the state has been across the land from east to west along the line of survey made by the Corvallis & Eastern, through Bend, along the northern edge of Malheur Lake and up the Malheur River to Ontario and a junction with the main line of the O. R. & N. there. To the north of the river the country is too rough and broken to allow of an advantageous route for a railroad, while to the south it is practically as bad. This fact is shown by the surveys of both the Corvallis & Eastern and of the United Pacific, the stakes of the latter company being driven on top of those of the former.

Some 14 years ago the Corvallis & Eastern began the construction of a road through the canyon and spent approximately \$200,000 in building grades and constructing stone piers and abutments for bridges across the river. In the distance the line runs through the canyon. The proposed road was to have crossed the river 21 times and a large amount of preliminary work for these structures was done. Rails were shipped in for a portion of the road and are now on the ground. It is estimated roughly that 100 miles of the road would run through the canyon of the Malheur river.

When the engineers of the reclamation service were sent into the interior of Oregon they looked over the different projects and came to the conclusion that the Malheur scheme was a good one. They have been working at their plans for some time and have the lines of survey run for canals which are to divert the water from the upper river and the lakes and carry it down the canyon for use in the valleys along the route close to the vicinity of Ontario. These plans have been favored at Washington. All along the line are occasional conflicts with the right of way map-

ped out by the railroad companies, while from Vale west to Harper's ranch for a distance of 12 miles or more the lines run are identical, the stakes for the Corvallis & Eastern, the Union Pacific and the Reclamation department being driven practically in the same holes.

The engineers allege that they have picked out the only route by which they can lead the needed water onto the land to be irrigated. The reports of the railroad engineers state that the lines mapped out by them are the only ones over which a practical railroad could be constructed into the interior of the state from the east. It is understood that Mr. Calvin general manager of the O. R. & N. at the time, had a report of the conflict prepared by his engineers and that the O. R. & N. has been in knowledge of the difficulty for some months. The Government engineers have but just begun to look on the railroad side of the question and are taking into consideration what the carrying out of the plans would mean for the good or ill of the state at large.

The transportation committee of the Chamber of Commerce, allied with other business interests of the state, has taken up the agitation of interior railroad-building, and plans for the construction of roads are now being considered. The men back of the agitation have not gone into the game for the sake of pleasure, but are working for results, and their plans take into consideration the construction of a line along the survey of the Corvallis & Eastern Road. Their interests are then at stake and they are beginning to wake up to the peril. They want, and intend to have railroads, built into Central Oregon, and have started a project which will end with the realization of their dream as in the case of the Portage Road at The Dalles. In fact, many, if not all, of the interests which were behind the construction of The Dalles road are now backing the interior project, and they cannot afford to have their plans balked by the bottling up of their eastern outlet.

What steps will be taken to alleviate the trouble are not now apparent, as the danger has so recently been seen that no action or discussion has as yet been undertaken. It is probable that some compromise will be worked out, for both the irrigation scheme and the railroad should and must work hand in hand for the development of the interior. What the compromise will be cannot be foretold, but it must be made, so it is argued. The irrigation will be lacking in value if the products can have no rail transportation to a market. On the other hand, the transportation cannot be furnished if the present plan of irrigation is carried to completion. The Malheur project would benefit several hundred people now, and many more in the future. It would reclaim many thousands of acres of land from the sagebrush and sand of the desert, but the railroad would bring the whole interior state to the markets of the Coast, and would open the gates of the world to those who are now living shut in by hundreds of miles of stage road, part of the time impassable.

B F Johnson has completed arrangements to open a wood yard in the city. He has recently purchased two lots near his residence and will soon begin filling the space with both pine and juniper. He intends to carry a large supply, one which will not become exhausted during the summer months when wood is scarce and hard to get. Arrangements have also been made for a four horse power gasoline engine which will be shipped from Portland and installed in a few days. Mr. Johnson will have the engine in the yard and keep on hand a great quantity of sawed wood ready for delivery. The project is one which has never been undertaken before on such an extensive scale and will be of material benefit to those who find it difficult at various times to keep supplied with fuel.—Prineville Journal

ANOTHER TELEPHONE LINE LARGE TERRITORY TO BE CONNECTED THIS SEASON.

Something Over 70 Miles of New Line Now Assured—May Possibly Extend to Extreme South of County.

What will prove one of the most beneficial, as well as profitable enterprises that will bring a big portion of Harney county in closer touch with this city, was made possible this week when a few of the prominent stockmen of the Stein Mountain country took up the matter of extending a telephone line from this city to that section.

J. R. Jenkins of the sheep firm of Jenkins Bros., fathered the scheme. In conversation with M. L. Lewis, who has perfected arrangements to build a line from here Silver Creek, Mr. Jenkins found that by getting a certain amount of the funds subscribed with which to build the line it would be taken up at once. This amount was not asked as a bonus, but to be advanced on coupons good for service over the line.

Mr. Jenkins at once took up the matter and with James Mahon, the Anderson Valley stockman, subscribed more than one-half of the amount sufficient to insure the building of the line. The proposition was laid before several business men of this city who at once added various sums.

Not all the amount has yet been subscribed, but several prominent and wealthy stockmen of the territory to be tapped who had formerly stated their desire to be connected by telephone with this city, and who had signified their willingness to assist in such an enterprise, have not yet been seen. Sufficient is now sight, however, to satisfy Mr. Lewis and his associates that it will all be subscribed. In fact they are so confident that an order will at once be placed for the necessary material for the new line.

It is proposed to connect on at Lawen and the line used in connection with the present system, run in on some drops and central switch as now used by the long distance line.

The new line will connect Anderson Valley, Happy Valley, Diamond, Venator's and C. R. Peterson's making it in all more than 70 miles of new line. This will bring a very rich and promising section of Harney county into quick communication with this city and the outside world as well. It will be a convenience much needed and long desired.

This is another step toward development and progression that is highly gratifying to The Times-Herald. No doubt later this line will be extended on to reach the most isolated portions of this county to the south. In fact such a thing is possible even this season. The transferring of the millions of acres of that section from Lakeview to this land district is no small factor toward the increased business relations with southern Harney county. That portion has long been isolated and has never had the conveniences even in mail facilities that it should have had, and now since it has been placed in this land district the increased amount of business would demand quicker communication.

If the promoters of this proposed telephone line would consult with the residents of that section there is little doubt but they would receive considerable encouragement and possibly extend the line at once. It is at least of sufficient importance to cause investigation by the people who have the business end of the affair in charge.

BREED OF STRIPED HORSES.

Prof. H. Cassar Ewart, a noted educator and naturalist of Edinburgh, Scotland, has arrived at Chihuahua, on his way to a remote and unexplored region of the Sierra Madres, in the extreme southwestern part of the state. He is accompanied by several other scientists, and the object of their expedition is to investigate the off-

heard of report that there is a large drove of wild horses of most peculiar appearance in that part of Mexico, says an exchange.

These animals are said to be striped and bear a close resemblance to the zebra. They are said to make their home in a rich valley which is almost shut in by the towering cliffs of the mountains.

It is the theory of Professor Ewart that all horses were at one time striped and that their present colorings and absence of stripes are due to intermixing the breed. He has been studying the question for several years and recently finished an exhaustive research into the prehistoric remains of horses on the islands of Porto Rico and Jamaica.

The account of existence of a large drove of striped horses in the Sierra Madres seems to be authentic. Long before white men had penetrated the almost inaccessible region, Indians who lived in the mountains told of having seen this drove of horses. About fifteen years ago an American mining prospector named Hampton Bradley, who formerly lived at Parral, where he owned and operated the Marco mine, made a trip into the mountains. He was gone for about three months and upon his return he told of having visited the valley where he saw the drove of horses. He said that there were several thousand of the animals and that their feeding ground embraced many thousand acres of rich, level land with a small stream of water running through it.

STRUCK THE LEDGE.

Hamp Officer, who has been at work for some time in the Lee copper mines, returning the first of the week from that section. He says work is being steadily prosecuted, in the way of determining the character and extent of the ore clutes. On the property in which Mr. Officer is interested, no samples of ore had been obtained from the ledge proper. Where opened up it was more or less shot to pieces, and while there were bits of fine quartz, and some good sized chunks of all right looking ore, much of it was "horse." It was largely this class of stuff on which the first assays were based, and of course much better returns is expected from the ledge where it settles down to business.

Just such a ledge was struck on the point where the last prospecting was done, at a depth of about 12 or 15 feet. Unfortunately for the present, at least, it became necessary to reconstruct the hoisting apparatus before proceeding with the work of prospecting the ledge. While this was being done a cave-in ensued, which completely buried the newly opened ledge to a depth of several feet in debris. So of course no samples were obtained from the mine proper, and the only satisfaction gotten from the work is the proof of the continuous nature of the mineral bearing vein.

The boys are encouraged with what they have found so far, and will proceed to develop the mine as soon as the preliminaries are attended to.—Grant County News.

WANTED—Agents, Hustlers, Salesmen, Clerks and everybody who wants to enjoy a good hearty laugh to send 50c for "Tips to Agents." Worth \$50 to any person who sells goods for a living. If not satisfactory your money back. Circular for stamp. The Dr. White electric Comb Co., Decatur, Ill.

SHEEP MEN HAVE NO KICK WELL SATISFIED WITH CONDITIONS AND PROSPECTS.

Have Fine Range, Exceptional Large Crop of Lambs and Prices Still Climbing—Shearing Starts Next Week.

"The sheepmen of the Stein mountain country never had a more profitable season before than this one promises," said J. R. Jenkins to a representative of this great religious the other day. "They never experienced better weather for the lambing season and the percentage of this spring's crop will come nearer the too mark than any other season. At least, that is the situation with us and I see no reason why others should not be in the same boat."

"The range, too, is far beyond the average at this season of the year, consequently the sheep are doing correspondingly better. One buyer has been out our way, but he is evidently looking for snags, as none of the stockmen of our section could be induced to sell at his figures."

J. F. Mahon and A. S. Swain were also visitors during the week and they report conditions the same as Mr. Jenkins has been quoted.

Mr. Jenkins was in to secure some necessary fixtures required for the big shearing plant of Jenkins Bros., which will begin the work of releasing the sheep of the fleeces the first of next week. The wool yield will be fully up to the average this season and many more fleeces will be shorn by the machines than formerly.

The shipment of the many thousands of pounds will soon take place and will bring a big amount of money into Harney county.

Are you going to the Railroad if so do not forget the O. C. Co.

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The power that gives you life and motion is the nerve force, or nerve fluid, located in the nerve cells of the brain, and sent out through the nerves to the various organs. If you are tired, nervous, irritable, cannot sleep; have headache, feel stuffy, dull and melancholy, or have neuralgia, rheumatism, backache, rheumatic pains, indigestion, dyspepsia, stomach trouble, or the kidneys and liver are inactive, your life-current is weak.

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—ROSA E. WEAVER, Sturtevant, Ia.
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