

BUILD RAILROAD AT ONCE

MARVELOUS WEALTH OF DISTRICT WARRANTS CONSTRUCTION.

Many Prominent Men of Portland Urging Advantages of Extending Lines into Central Oregon.

The Portland Journal says: Extension of the Columbia Southern railroad 100 miles, from Shaniko to Bend, will be commenced, it is said, within the next few months. Final decision awaits the completion of a thorough investigation being made by Harriman line officials with regard to conditions of the country through which the route passes.

It is reported that a positive conclusion will be reached within the next two weeks. The interval will be spent by General Manager J. P. O'Brien, W. W. Cotton, Chief Engineer Boschke and R. E. Miller, general freight agent of the Oregon Railroad & Navigation company, in making a trip over the surveyed route of the Columbia Southern between Shaniko, the present terminus of the road, and Bend, a thriving interior town of 800 people on the Deschutes river, in Crook county.

Mr. O'Brien, when asked today declined to confirm the report. It is positively known, however, that these officials are making an exhaustive report on the territory described, and that they will leave early next week to make a trip by wagon from Shaniko into central Oregon.

While the officials will say nothing as to their trip or its object, the investigation will have but one result—the extension of the line—as conditions warrant a railroad through the great agricultural and livestock section lying between Shaniko and Bend.

As is generally known, the transportation committee of the chamber of commerce, composed of L. A. Lewis, chairman; Henry Hahn, T. D. Honeyman, S. M. Mears, Edward Newbegin and Arthur H. Deviers, has had under consideration for some time the problem of obtaining for this state increased transportation facilities. While this committee has in direct charge the matters involved, the movement is participated in by nearly all the business men and many of the property-holders of this city. The committee has employed J. N. Teal as its legal adviser.

In April of this year the matter of building new lines was taken up with the general manager of the O. R. & N. company and Southern Pacific in Oregon, and since then there have been a number of consultations and interviews.

The particular matters taken up with the O. R. & N. company direct were the building of a road from some point in the Willamette valley through southeastern Oregon and adjacent territory, a road from Portland or vicinity to Tillamook, an extension of the road from Elgin to the Wallowa country, and the building of the Riparian cutoff to Lewiston. At the same time there was taken up with Mr. Lytle, president of the Columbia Southern Railway company, the advisability of the immediate extension of that line from Shaniko to Bend.

As the committee was unable to get any definite assurance from Mr. Lytle, Mr. Teal was directed to take up the matter direct with Mr. Harriman. Accordingly, on May 26, a telegram and letter were sent to Mr. Harriman respecting the situation, and under date of June 8 a letter was received from William D. Cornish, vice-president of the O. R. & N. Co., advising the committee that an examination of the territory would be made, and that as soon as the examination was completed and a conclusion reached, General Manager O'Brien would communicate further with the committee.

It is confidently believed that the inspection about to be made will corroborate reports heretofore had on this country. Figures and estimates collected by the committee show that the cost of building the extension will not be excessive, and they feel that in urging immediate construction of this line they are really doing a service to the railroad company. To Shaniko for the first 70 miles the road has been very profitable.

The necessity for this road was pointed out many years ago by W. H. Kennedy, for years chief engineer of the Union Pacific and O. R. & N., who stated that he had more

than once recommended its building.

For some reason it is very difficult to get railroad managers to understand the physical conditions and characteristics of this state. In other states, under like conditions, there has been no hesitancy in building, and the committee hopes that the same policy respecting this state will be inaugurated.

The distance from Shaniko to Bend is about 100 miles, and from Biggs to Shaniko 70 miles. The total length of the Columbia Southern, if extended, would be 170 miles. The greater portion of the extension would be in Crook county. Crook county has immense natural resources, and needs only transportation facilities to become very thickly populated. Its area is 7,756 square miles, or about 4,963,840 acres. It now produces from 5,000,000 to 7,000,000 pounds of wool a year, has 2,400,000 acres of timber land outside of the reserve on which is estimated to be growing 10,577,000,000 feet of standing timber, and is now producing farm products of \$1,000,000 in value, and livestock of about 21,750,000.

DRY FARMING.

Considerable attention is being attracted throughout the west at present to what is known as "dry farming" or the tilling of the soil and the raising of crops on arid and semi-arid regions without irrigation. Of the millions of acres heretofore considered nearly worthless a small portion has been placed under "ditches" and are being irrigated, producing heavy returns on all crops. But if the efforts of those interested in "dry farming" prove successful, there will be added to the cultivated areas hundreds of millions of acres now used only for grazing purposes. The system used in dry farming is ridiculously simple. Late in the summer the soil is plowed very deep. It is then laid over in loose furrows, and when the meager rainfall comes, the loose soil retains the moisture where it would not even remain damp in hard ground. To prevent evaporation the soil is loosely scratched. The following spring the crop is put in and cultivated in the same manner as in other states. Already several small farms in eastern Wyoming have succeeded in securing a yield of 35 bushels an acre of first class wheat, where formerly no wheat whatever was grown except under the irrigation ditch. Equally as large crops of corn, alfalfa and sugar beets are promised to those who follow the same course of cultivation. Those who have been experimenting with the system for several years declare their lands increase in power to hold water from year to year; and state with five years of dry farming they will produce crops equal, if not larger, than are produced in the rain belt under the most favorable conditions.—Ex.

Sport Program for 4th of July.

July 3—first race—1-mile dash. Harney county saddle horses that never run for public money, purse \$50.

Second race—2-mile heats, trot or pace, 2 in 3, Harney county horses that never won a race, purse \$75.

July 4—2-mile dash free for all Harney county saddle horses, purse \$75.

100-yard foot race, free for all, purse \$7.50.

220-yard foot race, free for all, purse \$7.50.

4-mile foot race, free for all, purse \$10.

Baseball game, purse \$25.

July 5—1-mile dash free for all, purse \$100.

Second race—3-mile heats, trot or pace, 2 in 3, free for all horses raised in Harney county, purse \$100.

An entrance fee of 10 per cent will be charged in all races, 5 to enter and 3 to start. The running races will all be governed by the Pacific Coast Jockey Club Rules. Purses divided 70 and 30 per cent. Purses in the trotting races will be divided 50, 25, 15 and 10 per cent.

The Carter House Barber Shop at Ontario, Lee Caldwell proprietor, is one of the most elegant tonsorial parlors in all Eastern Oregon. Hot and cold baths with a spray bath connected. Lee's old time friends are invited to call on him while at Ontario.

Job printing—The Times-Herald

COAL STRUCK ON SUMPTER VALLEY.

Like a clap of thunder out of a clear sky came the announcement yesterday that the contractors grading the extension of the Sumpter Valley Railway south from Tipton had struck a blanket bed of coal about one mile from that point. The location of the coal vein is in the Forest Reserve. Once again Sumpter Valley railway comes to the front as the promoter of the largest interests of this community.

Every body knows that the question of fuel is one of the living issues of Baker City and Baker county today. Ordinary cord wood costs \$4 to \$5.00 a cord and coal is worth delivered in Baker City \$7.00 to \$8.00 per ton. It cost something to heat a house or building during a Baker City winter. Anybody or any company, that can find some way to reduce the fuel cost in Baker City will render a public service. It seems that the public work of the Sumpter Valley Railway has solved the problem, if the find proves what the first samples indicate. And yet, the railroads of Oregon are only the object public grafters.—Baker City Democrat.

HERDER DROWNED.

M. D. Gwinn and Wm Isaac were in the city Wednesday. They informed us that they lost a greater part of a large band of sheep in a peculiar way last week. The animals were grazing on a bottom at the foot of Cal's gulch, near Jun-tura, when a cloudburst occurred and the water to a depth of six feet came down the gulch in a torrent, washing the sheep into the Malheur river. Later information states that the herder was drowned and 1000 sheep perished.—Ontario Argus.

Huge Task.

It was a huge task, to undertake the cure of such a bad case of kidney disease, as that of C. F. Collier, of Cherokee, Ia., but Electric Bitters did it. He writes: "My kidneys were so near gone, I could not sit on a cushion; and suffered from dreadful backache, headache and depression. I recommend this great tonic medicine to all with weak kidneys, liver or stomach. Guaranteed by City Drug Store; price 50c."

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MRS. CECILIA STOWE,
Oracle, Nature's Nurse Club.

176 Warren Avenue,
Chicago, Ill., Oct. 23, 1902.

For nearly four years I suffered from ovarian troubles. The doctor insisted on an operation as the only way to get well. I, however, strongly objected to an operation. My husband felt disheartened as well as I, for home with a sick woman is a disconcerting place at best. A friendly doctor advised me to get a bottle of Wine of Cardui for me to try, and he did so. I began to improve in a few days and my recovery was very rapid. At this in eighteen weeks I was another being.

Cecilia Stowe

Mrs. Stowe's letter shows every woman how a home remedy for female weakness and its complications, Wine of Cardui cures that sickness and brings health and happiness again. Do not go on suffering. Go to your druggist today and secure a \$1.00 bottle of Wine of Cardui.

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