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has the largest circulation and is one of  
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Oregon.

# The Times-Herald.

**The Great Harney Country**  
Covers an area of 6,428,800 acres of  
land, 4,721,000 acres yet vacant subject  
to entry under the public land laws of  
the United States.

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NO. 52.

## HARRIMAN ROAD IS COMING

\$4,160,000 SET ASIDE FOR "PROJECTED LINE" ACROSS STATE.

Extension of the Harriman System Certain in View of Completion of Hill Roads—Great Empire is Waiting.

The Northwest division of the Harriman railway system has set aside \$4,160,000 for the construction of a "projected line," in 1905 and 1906 and has announced the fact, but will not make public the details of the line under consideration, its location or its extent, says the Oregonian.

General Manager J. P. O'Brien, when asked as to whether or not this appropriation had to do with the construction of the long dreamed-of road through the central part of the state, gave a knowing smile, but no words. "I have been asked that question a good many times today," and I will have to answer you, as I did those others who wished to know, that I have nothing to say one way or the other.

"That information was expected," Mr. O'Brien was told. "But will you tell whether it is the Tillamook road, the Coos Bay line or some other?"

"I have heard that the company was interested in the Tillamook road," was the reply, "and I want to say that the O. R. & N. or the Southern Pacific has no interest in that road. We have no connection with Mr. Lytle and the line into that country is not our project. The Coos Bay road is already provided for and the appropriation of \$4,160,000 does not apply to it."

"Then the extension of the Southern Pacific from Natron and across the state is the only line left which will, or would, require that amount of money to construct?" But Mr. O'Brien smiled once more and kept his counsel.

Railroad talk, and many indications, and a ripened course of events, to say nothing of prospective competition, all point to the one conclusion that the Harriman system is at last to send its trains across the central plains of Oregon, and that before another year has passed. The line was recommended for construction long ago when General Manager Mohler was at the head. Since that time it has been held in abeyance. The surveys have been made, the cost has been estimated, and of late surveys in the employ of the Southern Pacific have been again over the territory.

Encroaching railroad competition, of which the public has some knowledge and of which Mr. Harriman doubtless much more, is forcing the hand of the Southern Pacific and O. R. & N. interests and compelling them to occupy the rich field of Interior Oregon, or leave it to those who are coming. It is not the nature of Mr. Hill and the Northern Pacific to come so close to an undeveloped country, as will be the case when the north bank route is completed, and then pass it by. The Chicago & Northwestern line is seeking a route to the Coast through the medium of the old Central Oregon overland trail, and the restless building of this company under the guise of the Wyoming & Northwestern and the Idaho & Northwestern has revived the story and given it added life and force. From the south a hostile line is reaching up the Klamath country from Nevada to California until Central Oregon is practically the converging point of many systems.

The Northern Pacific is coming to Portland directly and certainly and by so doing will have an easy and a shorter line from the Coast to Chicago. The Harriman lines are sought face to face with this serious competition and something has to be done. This road now used along the Columbia and over the Blue mountains is all up grade and tortuous, and in comparison to many other routes along. Something has to be done and is now about to be done.

From Portland to Natron on the present Springfield branch of the Southern Pacific is an easy grade, laid practically in a straight line.

The lift across the Cascades by the use of modern engineering is no harder or greater or longer than that across the Blue mountains, now in use. The line across the central part of the state is one long reach of easy grade and easy construction through a fabulously rich and practically virgin country. Joined at Ontario with the O. R. &

## N. and Oregon Short Line the raw road would make a short and direct route to the East.

These are the grounds for the belief that the Harriman system will construct the Central Oregon road.

Mr. Harriman never makes appropriations and announces them unless he is about ready to begin to use them, by which it may be inferred that construction on the new projected line will not be long delayed. November 1, 1906, is the date set for the first Northern Pacific locomotive to come into Portland over the north bank line down the Columbia. From that date the competition in passengers and freight business between Mr. Hill and Mr. Harriman will wax warm. The sum of \$4,160,000 has been set apart for a projected line to be constructed in 1905 and 1906, and the Central Oregon line will equalize the advantage gained by the Northern Pacific in coming to Portland on its own tracks.

A great empire will be opened by the construction of the Central Oregon road as it is intended to go. From Natron the rails will climb the banks of the Middle Fork and will follow in a general way the old wagon road through and across the Cascades to the vicinity of Crescent lake. From there the way is easy across Lake and Harney and Malheur counties to Harney and Malheur lakes, thence up the Malheur River to Ontario and a junction with the O. R. & N.

All of this country is wonderfully rich in prospect and in present fact, and is easy of access once the mountains are recrossed. Douglas County, with its mines; Lake Harney and Malheur counties with their stock and their millions of acres of fertile lands waiting for a market and people to till them, offer an unrivaled field for the support of a much needed railroad. In Douglas County there are 132,775 acres of public land waiting to be taken, in Lake County 2,346,293 acres in Harney county 4,250,301 and in Malheur County 4,978,952 acres. Along the Malheur River 100,000 acres of rich land are waiting to be irrigated, while Klamath County holds 320,000 acres.

In Lake County, hundreds of miles from a railroad and a market, are 250,000 sheep, 75,000 cattle and 20,000 horses from which the 4000 people realize in spite of conditions, an annual income of \$750,000. Harney County has 250,000 cattle and 500,000 sheep from which \$1,000,000 is annually received, while here are to be found the largest individual stock ranches in the United States. Harney Valley alone produces 40,000 tons of hay and 10,000 acres of alfalfa, while in the county are 300,000 acres of tillable land susceptible of irrigation.

Malheur County each year produces 2,000,000 pounds of wool, to say nothing of the richness of the soil or the agricultural advantages. It is into this country which now blooms so richly as an undeveloped wilderness that the Central line will find its way. It will cut many miles from the present Harriman route to the east, while at the same time it draws its sustenance from the vast territory tributary to it, its main line and feeders. A year from now we will see the trains running on schedule time.

### "I Thank The Lord"

cried Hannah Plant, of Little Rock, Ark., "for the relief I got from Bucklen's Arnica Salve. It cured my fearful running sores, which nothing else would heal, and from which I had suffered for 5 years." It is a marvelous healer for cuts, burns and wounds. Guaranteed at the city drug store; 25c.

### A MATTER OF HEALTH

**ROYAL BAKING POWDER**  
Absolutely Pure  
HAS NO SUBSTITUTE  
A Cream of Tartar Powder, free from alum or phosphoric acid  
ROYAL BAKING POWDER CO., NEW YORK.

## A LACK OF UNITY IN WORK

COUNTY SCHOOL SUPERINTENDENT MAKES SUGGESTIONS.

Asks School Boards to Allow Teachers one Day out of Each Month to Visit Their Neighboring Schools.

To the Teachers and trustees of the Schools of Harney County:—While visiting some of the schools of Harney County I find among the younger teachers a lack of unity in school work. By investigation I find this condition to be the result of a lack of knowledge as to the work done by their fellow teachers, after studying over this matter for some time, I have come to the conclusion, that if the teachers could have the privilege of occasionally visiting the schools of other teachers, watch their methods and profit by the best, much good could be accomplished, and each teacher better prepared for her work, and be of higher value to her school. This has led me to make the following suggestion to the trustees: Give your teacher one day out of each month as a visiting day, and give them an opportunity to visit their neighbor schools and discuss with them their school methods. The school children of your district will feel the value of these visits, and your schools enough better to pay. Try it.

Again, I find that in a great many of our school districts children are allowed to remain on the ground after school hours, play games, mark buildings and fences, and write obscene sentences on out buildings, and even walls of the school buildings. This must positively be prohibited, and teachers should make this ruling that students leave the grounds as soon as school is closed, and see to it that the ruling is carried out. No teacher should leave the school grounds until every student has quit the same, and remember the school room and grounds should be sacred to the building of character, as well as an institution for a schooling in the knowledge of books. Yours in the interest of our schools.

M. E. Rigby,  
School Superintendent.

Coming to Harney County.

G. A. Hurley, Deputy Prosecuting Attorney of Polk County and secretary of the Independence Development League, has such great confidence in the future of the northeastern section of the state that he is going to leave a remunerative law practice in Polk County and become a resident of Burns or Lakeview. Mr. Hurley was in Portland last night on the way to his new home.

"I believe that the country near Burns is to undergo the greatest development of any part of Oregon during the next four or five years," said Mr. Hurley at the Perkins. "It is practically sure that Harney County will be tapped by a railroad during that time and if it is rapid development is going to follow. In spite of the lack of transportation facilities Harney County now raises about one third of the stock of the state. It is also a good agricultural section and will be even better when some of the irrigation projects are realized. It will be very easy to use the water of Silvie River for irrigating purposes and by doing so a great area of practically barren land will be made fertile.—Oregonian

### SUMPTER VALLEY HEADED FOR US.

Burns is The Objective Point say the Officials in Answer to Queries.

A Sumpter special to the Telegram says: Sumpter is congratulating herself on the running of regular trains to Austin, opening up a rich country for business here. The first regular train went to Austin Tuesday, and carried a large excursion of business men, who are already laying plans for getting their share of the business of that country.

The country through which the road travels after leaving Sumpter is covered with heavy growth of pine timber. Much of this is owned by the Oregon Lumber Company, whose big mills are located at Baker City; the logs are hauled 50 miles over the road to the mills. The Government reserve embraces much of the vacant land in the

## vicinity of the present terminus, and the action of the Sumpter Valley Company in building into this territory demonstrates it has the object of opening up that vast section of country beyond the present stopping place.

The road it is declared, cannot be made to pay from the present traffic. It has long been a matter of conjecture where the objective point of the road is located, but this matter is pretty well settled by the admission that the town of Burns, in Harney County, is the place selected. Further extension of the line point directly to Prater City and Canyon City, on the John Day River, but there is a prevailing impression that these towns may be left a few miles to one side. The company has not made any statement.

After leaving Sumpter the road climbs to an altitude of more than 5000 feet, where the summit of the mountain between Powder River and Burnt River Valleys is reached; then plunges immediately down to the little town of Whitney. As soon as this point is reached another ascent is begun with a continual upgrade until the village of Tipton comes into view. This place also occupies a point over 5000 feet above sea level. From Tipton it is eight miles to Wright's Station, and three-quarters of a mile more to Austin.

The road is a narrow gauge, but has been built to accommodate a broad track, and has cost more than \$12,000 a mile. Grades are so steep in places that the wonder is expressed that trains can be run over them.

### BIG SHEEP DEAL.

O. W. Porter, the well known sheep man of this city the latter part of this week disposed of 16,000 head of sheep to Bailey & Saunders.

The sheep brought the following prices and are to be delivered the 7th of this month.

Merino lambs \$2.50 coarse wool \$2.75, ewes \$3.50, and yearling wethers \$3.25.

Mr. Porter expects to close out his entire sheep interests by winter and take a much needed rest.—Huntington Herald.

### MEETING WITH SUCCESS.

Mayor Lackey, C. E. Kenyon, and J. R. Blackaby, the committee appointed to secure the right of way from Ontario to New Plymouth for the railroad between Ontario and Emmett, and A. N. Solie, were on the Idaho side last week and addressed two meetings, the residents pledging their support to secure the land desired. The committee is meeting with much success in securing the right of way.—Argus.

Ho there!—If you want to sell your property why don't you list it with Smith & Lewis? They will see ten buyers to your one. They will find you a buyer for your ranch or city property, your horses, cattle or sheep. Call and get acquainted with them—the latch string always hangs out. Main St Burns, Oregon.

Editor Byrd of the Burns Times-Herald gives us a dig on our computation abilities but is still of the opinion that Plug has a great head on him. Well, never mind, Julian. When we are figuring on the stork we get rattled, but will fix it with the noted bird for a boy for your next time.—Argus. Second the motion.

Having sold the furniture business, C. A. Byrd will now turn his attention to painting and paper hanging and solicits a share of your patronage. He will also conduct a cabinet and repair shop.

### Son Lost To Her.

"Consumption runs in our family, and through it I lost my Mother," writes E. B. R. of Harney Co., Me. "For the past five years, however, on the slightest sign of a Cough or Cold, I have taken Dr. King's New Discovery for Consumption, which has saved me from serious lung trouble." His mother's death was a sad loss for Mr. Reid, but he learned that lung trouble must not be neglected, and how to cure it. Quickest relief and cure for coughs and colds. Price 50c and \$1.00; guaranteed at city drug store. Trial bottle free.

## AN ANNUAL STOCK SHOW

CHAMBER OF COMMERCE AT PORTLAND ARRANGE IT.

It is Planned to Include all Pacific Coast States in an Annual Exhibition of Industries and Livestock.

In response to a call issued by the Portland Chamber of Commerce, a body of the representative business men of the city met at the rooms of that organization yesterday afternoon for the purpose of discussing plans for the promoting of an annual exposition in this city.

The proposed movement is on the same order as the former expositions of several years past, with the exception that it is to be on a much larger scale and also that a feature of the new idea is the holding of a livestock exhibition in connection with the industrial part of the enterprise.

Almost every human being evinces more or less interest in animals and an exhibition of the possibilities to be attained by stockraising will always attract immense throngs of people who never fail to visit an exhibition of blooded stock when the opportunity affords, which was borne out by the large crowds in daily attendance at the stock show held at the World's Fair. Stockraisers all over the Northwest have desired such an exhibition for many years, for it will bring them into competition with the eastern breeders who will gladly avail themselves of an opportunity to show in Portland, and this will serve to create a greater effort on the part of the breeders in this locality, as well as in California, to have exhibits of livestock that will be on a par with those of their Eastern competitors.

The livestock industry in Oregon, as well as in other sections of the Northwest, while it flourishes to a certain extent, is not as extensive as it might be, and an annual exposition would serve to enliven those interested in this branch of industry into enlarging the scope of stock raising.—Oregonian.

For Sale—Five choice lots in Ontario, 40 lots in Lawen, 10 lots in Burns; 160 acres of good land a part of it natural meadow 10 miles east of Burns, unimproved; 160 acres near Saddle Butte with present crop of wild grass standing, has a house and good fence. Particulars can be obtained at this office.

Married—Monday evening at the Parsonage, W. R. Crawford, of Harney City and Mrs. Mary Meek, of Erie, Ill. Rev. W. F. Chase officiating.—Vale Gazette.

Alfalfa at Geer & Cummins.

## E. N. NELSON

Has had over 24 years experience in

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Second door north of post office.  
Burns, Oregon

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Blacksmithing and Horseshoeing.

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ALL WORK GUARANTEED.

Main St., Burns, Oregon

## \$25.00 REWARD \$25.00.

Notice is hereby given that hunting and shooting upon the enclosed lands of the American Land & Live Stock Co. located in townships 39 & 40 S. Range 35 E. and township 39 S. R. 36 E. W. M. Harney Co. Oregon (better known as the Trout Creek and Colony Ranches,) is strictly forbidden. Any person or persons found hunting or trespassing with a gun in their possession on above described property will be prosecuted to the full extent of the law. A reward of \$25 is hereby offered for evidence that will lead to their arrest and conviction. AMERICAN LAND & LIVE STOCK CO. BY E. B. HILL RANCH MANAGER.

### A Disastrous Calamity.

It is a disastrous calamity, when you lose your health, because indigestion and constipation have sapped it away. Prompt relief can be had in Dr. King's New Life Pills. They build up your digestive organs, and cure headache, dizziness, colic, constipation, etc. Guaranteed at the city drug store; 25c.

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.

N. Brown & Sons sell Golden Gate Coffee.

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Table furnished with everything the market affords. Your patronage solicited.

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ONTARIO, OREGON.  
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