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JULIAN HYRD - - - - - Manager
TAP CENTRAL OREGON?

The announcement that "Mr. Harriman is about to build a railroad into Central Oregon," which appeared in The Oregonian a day or two ago, is another one of those semi-occasional mouthings emanating from some of the Harriman Office boys connected with the O. R. & N. or S. P. lines in this State.

The people of this section have been fed upon such rumors for many years, long before Mr. Harriman emerged from his dingy Wall-street office to find that there was such a place as Oregon.

But let the reader for a moment ponder over the latest pronouncement and think what it means for us to have a railroad built "up the Des Chutes to Redmond."

The simple announcement that such a road is to "tap Central Oregon" is on a par with the railway promises given out for the last quarter of a century.

Taking Burns as the metropolis of the great Harney county, and as the entrepot of an area almost two-thirds as large as the entire State, it will be seen by referring to any map, that with this road constructed we would still be over a hundred miles from a railway station, and the nearest one would be then, as now, at Austin, for Redmond is 160 miles from Burns.

No railway from the Columbia can ever be of any great relief to this country—no number of roads from there can much assist us. Let the Sumpter Valley be extended across two or three mountain ranges; let the Biggs branch come up the Des Chutes and across the hills, and let another be built up the John Day—and what will they amount to in comparison with a road from Boise to Coos bay.

We are free to admit that connections with the O. R. & N. would benefit us to a degree in the way of taxable property, and to some extent would facilitate passenger traffic and cheapen express charges; but as an outlet to the lumber, stock and agricultural interests of the country they would amount to nothing.

To the city of Portland any and all such railways would amount to much, and the Harriman interests seem to be based on the hypothesis that all of the trade of Oregon must go to Portland, regardless of the interests of the subservient country.

We are all loyal to Portland, we acknowledge it, and with pride, as the metropolis of the Northwest; and we hope it will grow in population, in stability, in financial and mercantile importance until it is the mistress of the Pacific—and we will ever be ready to pay tribute to it.

But let the people of Portland and the Harriman people remember that the interests of Portland can best be subserved by treating us all fairly, by assisting in the development of the entire tributary area, and that the building up of Boise, the development of central Oregon and the building of a great harbor at Coos bay will but add glory and prestige and prosperity to Portland.

A WATER CODE.

There will be brought before the present state legislature one or more bills having for their purpose the governing of the water for irrigation and other purposes. The writer has neither a technical or practical knowledge of irrigation, therefore will not attempt to express any definite opinion as to the kind of law most suited to the needs of Oregon. The apparent unsettled state of affairs as to water rights is more or less confusing and the idea of some plan whereby one may have a title to a certain amount of water the same as a deed to real estate appeals to the ordinary individual as the proper thing. Yet, can this be done?

There seems to be a wide difference of opinion on this subject and the legislature should carefully consider all phases before acting. Such radical measures as the Bien law of two years ago will find strong opposition from present water right owners and old time irrigator, who claim it is too radical and vicious. In considering this matter one should not take entirely the views of a radical nor should the man who

has a selfish purpose be given full credence. The idea of passing a law that would be of uniform benefit in the state of Oregon seems almost out of the question—yet it may be possible. One thing is certain, however, that a law giving unlimited power to one man in settling all water troubles will be resisted by many who have a practical knowledge of irrigation. This is especially true if that man be one with only a technical knowledge of irrigation and an appointive officer. A theorist will not successfully handle the water of any stream in Eastern Oregon to the satisfaction of the users. Another thing, if it is the intention or purpose of such a law to do away with litigation, it may as well be dropped—for that also is out of the question. All the scientific knowledge on earth will not prevent men from litigating over water the same as over other disputes.

In considering legislation along this line our representatives should not be governed by the radical, the extremist, or theorist, nor should they act entirely upon the suggestions of the men who have had practical experience, yet the latter have just as much right to be heard as the scientific man who is all theories.

Is it possible to pass a law of this character that will cover all cases and be applicable to all sections of the state?

For instance: In some localities and on some soils more water is necessary than others. It may require an inch of water for a certain period until it has been brought to a high state of cultivation when later, perhaps, one-fourth is sufficient for the purpose. If one has secured title to an inch of water and later finds he doesn't need it, may he dispose of it as he would his land or will some officer come along and tell him just how much he may have and take the rest away from him? We are told that one is entitled to whatever water he may put to beneficial use but who is the judge?

The Times-Herald earnestly hopes that some measure may be passed whereby one may have a title to a certain amount of water for irrigation purposes. The present laws do not seem to cover the ground. An examination of the records of Harney County will disclose a rather startling fact—that more water has been appropriated from the little stream of Silvie river than flows down the Columbia. Yet some claim there is a surplus. This is one argument in favor of a water code in Oregon.

DRY FARM EXPERIMENT STATION.

There is a tendency upon the part of men of affairs throughout Oregon to neglect certain portions, or rather, fail to consider the possibilities of remote sections. They seemingly fail to realize that only a comparatively small portion of the great state of Oregon is really put to use—that the greater part of the state yet lies idle and undeveloped. Local interests and human selfishness have caused them to be short sighted as to the real benefits.

The object of the establishment of a dry-land experiment farm is for the purpose of bringing such land as is now idle into practical and beneficial use; to demonstrate the products most profitable and adapted to the class of land that has heretofore been allowed to lie idle for the lack of knowledge or incentive to improve. It should be located where it would do most good—where it would serve the largest territory. Where climatic conditions and elevation may cover the widest territory and bring under cultivation the largest area.

The great unused territory of Southeastern central Oregon offers such an opportunity at this time and should have first consideration for the reason that there such experiments are needed and there climatic conditions are such as would make a demonstration farm of greater benefit to the entire state. In fact, before a location of such a station is determined upon those who have it in charge owe it to the state to investigate conditions in all portions as it would certainly show a lack of appreciation of the impact of the law to make a selection before looking over the entire semi-arid section of the state.

The Times-Herald will not be so small as to insist that its own territory is the only one that would meet the requirements, but it does contend that some location in this big inland empire is the place for such experiments and until it has received attention along this line this paper will

assert most positively that those who are responsible or have the power of designating the location of the experiment farm have not done their duty to the state and have not the real purpose of the project at heart.

TO THE POINT.

The communication of "An Old Timer" in this issue is strictly to the point. It is impossible to make anything more of this great interior until we get transportation. A market for our products is absolutely essential to the growth and development of Southeastern Central Oregon. A railroad up the Des Chutes, as suggested by Mr. Harriman, does not in any wise "tap Central Oregon." A casual glance at the map of the state and a knowledge of its topography will convince any one of this fact. Oregon seems proud of its Hood River and Rogue River Vallies, yet here is Harney Valley, so little known and so remote from any possible market, where both the former could be set down in and never be noticed—the space they would occupy would be merely a speck as compared to the magnitude of the vast interior that is being held back for the lack of transportation.

The people of Oregon do not know their own state. If this territory was once known and its possibilities realized by Oregonians themselves, they could then really take a hand in helping to "the greater Oregon." Compare in actual area that portion of Oregon that has the advantage of a market with that portion east of the Cascade Mountains completely bottled up; also consider that this is not a desert waste as was popularly supposed a few years ago, then one may begin to realize what "the greater Oregon" would mean if this portion could be brought into actual use and peopled. We have the soil, we have the climate, we have the energy, yet we must continue idle and of little benefit to the state or humanity until we get railroad communication with the outside.

Thousands are crying for land for homes. This is one of the very few sections in the entire United States where there still remains public land—we have lots of it, and good, too—but what inducement is there for people to endure hardships of frontier life when all they can produce at a profit is what they can use themselves? A railroad across central Oregon is absolutely necessary to the development of the biggest portion of this state.

With a light covering of snow to protect the winter grain before winter weather again visits us, and with the big lot of moisture now in the soil, Harney county crops will be record breakers this season. The precipitation so far this year has exceeded former years and if it continues as it has started Harney county will certainly do herself proud the coming season. It is well that such is the case, as it seems that something extraordinary must be done to attract any attention from sources that we deserve, especially as to railroad building. They say "show us tonnage." We can show them territory and what the soil can be made to produce, but we must have a market before the actual production of tonnage can be profitable.

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The Welcone Pharmacy, Burns, Oregon.

"OLD MAN" BENNETT'S POTPOUR.

A very nice and appreciative crowd heard "Old Man" Bennett talk about Rabbittville and other interesting things at the Club hall last night. Unfortunately the regular janitor was called out of town and the hall was not as warm and comfortable for the people as it might have been. The electric lights being off was another misfortune. However, the "Old Man" soon had his audience warmed up and he was followed throughout with marked interest and evident appreciation.

"Live to Smile and Smile to Live" covers the lecture and the "Old Man's" motto is a good one to follow. Some of his readings were indeed fine and his references to life in Rabbittville and its people were quite amusing. Mr. Bennett does not pretend to teach his hearers anything, yet he has some of the best things to enliven people and appeal to their sunny side that we have heard. Mr Bennett is a good entertainer.

A "SMALL" COUNTRY.

There are 36 school districts in Harney county, and some of them are not overly large. But there are ten that are quite sizeable. One of these contains 60 townships or 2160 square miles. Reduced to acres this amounts to 1,154,540 acres.

Another district is rather oddly shaped, being 82 miles long by 22 miles wide. In length it would reach from the fair grounds at Portland to The Dalles. If the latter district had its school in the center a pupil living at an extreme end would only have a trifling trip of 41 miles each way, or 82 miles each day to travel!

A good idea of the size of these districts can be had when we consider that the larger is exactly—acre for acre—twice the size of the state of Rhode Island, and considerably larger than the state of Delaware.

If the former district was populated as densely as Rhode Island it would have over 750,000 inhabitants. In other words you could place the all of the people at present in Oregon in that one school district, and they would have considerably more elbow room than the people of Rhode Island have.

Having disposed of my livery and feed stable to Henderson Elliott, all accounts due me should be settled at once.

SIMON LEWIS.

Woods Liver Medecine in liquid form regulates the liver, relieves sick headache constipation, stomach, kidney disorders and act a gentle laxative. For chills fever and malaria. Its tonic effects on the system felt with the first dose. The \$1.00 bottle contains 2 1/2 times as much as the 50c size. Sold by The Welcome Pharmacy Burns, Ore., Fred Haines, Harney, Ore.

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HAS GOT THIS MONTH

Two screaming stories by Ellis Parker Butler and Lindsay Denison, each racing to see which will bump your funny bone hardest.

One tragedy that will grip your heart.

And articles by Russell, Paine and Dickson that cut deep into things.

LOOK OUT FOR EVERYBODY'S THIS MONTH. THE CAT IS BACK

FOR SALE BY H. M. HORTON.

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is our speciality and we have the best equipped laboratory in the interior. We use only the best and purest of drugs and chemicals, and our prices are right. Yours for business

The Welcone Pharmacy, Burns, Oregon.

Remember the Inland Empire Realty Co. furnish competent help free. If you need help call and see us.

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If you care for style and lot of people do, it can be had in any Vehicle on our floor. We are prepared for the fall trade. Our stock is at its best. We show a remarkable assortment of Vehicles, including Carriages, Road-wagons, and Buggies, for this season of the year.

Our house is a regular Savings Bank for those who wish to buy. Call in and make us prove it. Harney Co. Imp. and Hdwe. Co.

The Times-Herald has received some new stationery stock including score cards, program pencils, etc., for its many patrons.

AUCTION

I will hold regular auction sales on the first and third Saturdays of each month at the C. A. Swoek barn in Burns. Bring in anything you have for sale and get your money for it. Special attention given to sales in the country.

W. T. SMITH, Auctioneer.

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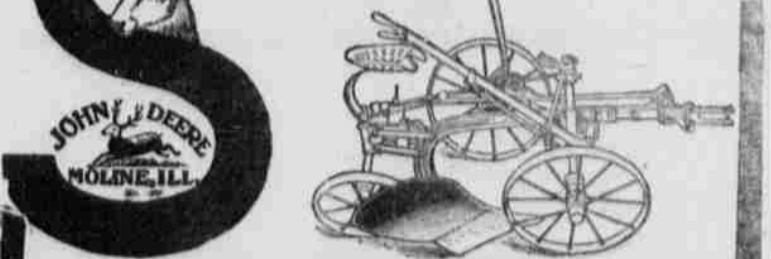
FOR COW BOYS ONLY:

I wish to explain in a few lines in this paper how you may always be well dressed, shoes, hats, etc. Come in and talk the matter over with me—you can leave your suit at my place as long as you want to. Leave your overalls here when you want your dress-suit, go to the dance and have a good time. When the party is over come in and change again and your suit may remain here until you want it again.

Say, for instance, you ride a horse after cows close to Harney, Drewsey, Vale, Lawen, Diamond, Narrows, etc., and something would be going on there. All you need to do is send a postal or telephone if necessary and your clothes leave Burns by the next stage. After your good time return it to me in the same manner. I will attend to any further lookout for it. Boys, I will do this all free of charge and I can give you suits and overcoats from \$17 and up. Trousers \$5 and up. Come in and let's talk about it. I have six of the boys already. No responsibility in case of fire.

A. SCHENK, Merchant Tailor.

STAG SULKY PLOW



The Stag is one of the latest and best additions to the famous Deere Line of Riding Plows. Is light in weight, simple and durable in construction—full of genuine merit, and has shown its mettle and utility in every test it has been put to. It has simply demonstrated by its good work its right to be classed as a strictly up-to-date, high-class farm tool. It is certain to suit the most critical farmer and be a money-maker and a labor-saver for him.

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and does its work perfect ease to the operator and team. It is manufactured and sold as a tongueless plow—a tongue not being necessary to best results, but one is supplied at slight cost to those who prefer it that way. The Stag is the simplest riding plow built,—anyone who can hook up a team and drive 'em straight can operate it successfully. It possesses many superior features not found on other plows, and it takes a whole book to illustrate and describe them. Better write for it today and all the information you want about this superior implement.

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