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The Great Harney Country
Covers an area of 6,428,800 acres of
land, 4,634,961 acres yet vacant subject
to entry under the public land laws of
the United States.

VOL. XXII

BURNS, HARNEY COUNTY, OREGON, FEBRUARY 27, 1909

NO. 15

WE ARE AGAIN ON MAP

Harriman Plans East and West Line Crisscross Undeveloped Part

DECLARES WAR ON HIS RIVALS

Recent Bond Issue Will be Used to "Nail Down" Territory to Which Hill and St. Paul Roads Are Building--Wizzard to Spend Millions in Northwest Work--Pleases Oregon Much.

A Chicago special to the Oregonian says: A large part of the millions which the Southern Pacific management has decided to raise by bond and stock issues is to be devoted to a battle which Edward H. Harriman is going to wage in the Northwest, with James J. Hill and the St. Paul interests, for the possession of valuable territory. It is understood that an official announcement will soon be made of important extensions to be made by Harriman in Oregon and other portions of the Pacific Northwest.

The state of Oregon is to secure railroad advantages which were not dreamed of a few years ago, and which will bring that state into the forefront of the Northwest in the way of future development. The advent of the St. Paul into the transcontinental field, the activity of the Hill lines in surveying new territory, and the probability that the Northwestern will soon decide to seek a Coast extension, have made Harriman determined to secure all of the valuable territory in the Northwest that is valuable to obtain.

This territory was as valuable several years ago, so far as future possibilities were concerned, but the fact that other railway systems have cast longing eyes upon the golden Northwest has caused Harriman to bestir himself. It is stated in connection with the new issue of securities that many millions will be devoted to extensions and new lines to supplement the Harriman network of roads in the West and Northwest.

Harriman will settle the Portland gateway fight by building his own line from Portland to Tacoma, and using the Milwaukee right-of-way beyond that point to Seattle. Work on this line has already been started, and the agreement with the Milwaukee road has been signed.

It is also known that Harriman has decided to rush his Shasta route to speedy completion. The line has been built from Weed, Cal., to Klamath Falls, and is to be continued on north to a connection with the present main line at Natron.

It is well understood that the Harriman people have decided to build an east and west line across Oregon, starting at Ontario on the east, on the Snake river, and extending almost due west to Natron. A third line will be built, it is said, along the Deschutes river, south from the Columbia river to a connection with the Shasta line at a point north of Klamath Falls. These lines will "nail down" a large portion of the unoccupied Oregon territory for the Harriman interests.

The decision to appropriate such a large part of the money realized from the bond flotations by the Southern Pacific to Oregon projects confirms the announcement already made of a line into Central Oregon up the Deschutes River, as well as to Puget Sound from Portland. The completion of the line north to Klamath Falls from a connection with the main line of the Southern Pacific at Weed, Cal., and thence on north to another junction with the main line at Natron Or., has been regarded as a live project for some time. Work is going forward steadily on this construction and the road will be completed into Klamath Falls it is believed this season.

That Harriman is realizing the value of the territory he has neglected for so long is indicated by the activity of the Central Oregon line, and work on the Puget Sound extension. Both these

projects will probably be well along by the middle of the summer. The mid-Oregon line, from Natron to Ontario, has not progressed beyond the surveys, but maps have been filed, and it is understood there is nothing in the way to hinder the progress of this construction when the decision is reached to go ahead.

The news from Chicago that much will be doing by the Harriman lines throughout the Northwest within the next few months and that announcements of additional roads to be made soon, cannot but be hailed with delight by the people of this state and those interested in its development.

SENATE PASSES THE RAILROAD BILL.

Places Constitutional Amendment before People of State in 1910.

The Oregonian gives the following account of the passage of the railroad building resolution:

By vote of 16 to 14 the Senate this afternoon adopted the constitutional amendment for state railroads following a favorable report of a majority of the committee on judiciary, Hedges being the minority. The vote was: Ayes—Abraham, Albee, Bailey, Bingham, Chase, Coffey, Hart, Johnson, Kellaher, M. A. Miller, F. J. Miller, Nottingham, Parrish, Selling, Sinnott, Bowerman—16.

Noes—Barrett, Beach, Caldwell, Cole, Hedges, Kay, Merriam, Nult, Norton, Oliver, Scholfield, J. N. Smith, C. J. Smith, Wood—14.

Those who spoke against the amendment were Hedges, Barrett, Kay, Beach, J. N. Smith and Oliver. On the other side the speakers were Hart, Sinnott, Johnson, Abraham, Coffey and Selling.

The amendment will be submitted to the voters in November, 1910, and if then approved will authorize enactments by either the people or the Legislature for construction and operation of railroads by the state or by any subdivision or district.

Hedges' minority report, recommending that the amendment be not adopted, was voted down by the same vote as that which adopted the majority report and the amendment. The debate for the amendment was led off by Bingham, who wanted the people put in position, by constitutional change, to supply needed railroads to make up for the neglect of the Harriman system. He declared the constitutional change would probably force Harriman to build.

Barrett, of Washington, responded by saying that he did not want to see Oregon go into the railroad business. "This ought to be a conservative body," said he. "It ought to oppose building of railroads by the state. We ought to stand here and protect the people and not open the treasury of Oregon to that purpose."

Hart, of Baker, in answer to Barrett, said it was the duty of the Legislature to let the people pass on the question. "We are confronted with a condition, and not a theory," he said.

everywhere, and when you get done you will have nothing but railroads and no property."

Beach resumed to say that he opposed public ownership. He declares it a populistic idea. "Populism leads to socialism and socialism to anarchy."

J. N. Smith, of Marion, declared that the constitution should not be changed to suit anybody who should come to the Capitol with a "grouch" or wanting something. He said that the men who advocated this change would be ashamed of it in six months.

Johnson, of Benton, opposed public ownership, but thought that the amendment should be passed up to the people for their vote. If this should not be done, he said, the people would rise up in indignation and adopt the amendment by the initiative.

Coffey, of Multnomah, cited the Erie Canal as an example of progress accomplished by state construction and ownership, of a big transportation utility.

Nottingham argued that state ownership of railroads could not be more wasteful than Harriman's ownership, which had taken large amounts of money out of the state.

Selling, of Multnomah, supported the amendment, saying that the wealthy and brainy men who had come to Salem advocating it showed that it was wanted. He declared that if the amendment should be adopted by the people it would not be necessary to build any railroads.

Sinnott, of Wasco, said that Oregon should declare itself free from Harriman's monopoly by adopting the amendment. He said even if the people should lose \$5,000,000 in a railroad across the state their profits in other directions would be \$20,000,000 or \$30,000,000.

Hedges said he feared not the original outlay, resulting from state construction, but subsequent expenditures for maintenance and operation. He insisted that the example of the Erie Canal is not pertinent because of the greater problem of operation of railroads. He declared that the project of state ownership would bankrupt the state.

Abraham, of Douglas, considered the amendment "as wise as the constitution," and that the alternative was freedom or slavery.

When the roll was called on the vote, Nult, of Jackson, a Democrat, announced that he did not accept the public ownership doctrine.

Miss Love Takes Part in Recital.

Miss Agnes Love of Burns, who is carrying studies in the pianoforte department of the New England conservatory of Music, Boston, made a public appearance at a recital by some of the more advanced students of that well known eastern institution on the afternoon of Feb. 13. Her selection for the occasion was the Scherzo in B flat minor for the pianoforte by Chopin.

This work was rendered with the firm precise technical power which is regarded as essential before a student of the oldest and largest of American music schools is permitted to take part in a public performance. Miss Love had the concluding number of the programme. The applause with which her work was greeted indicated an interpretation which seemed very successful to what is perhaps the most critical of all American audiences, one drawn from among the five thousand or more students of music in the New England capital.

The opportunity to appear at such recitals as the one in which Miss Love had a prominent part is accounted among the many advantages of studying music in Boston. The attendance at them is invariably large, and the performances are conducted in a thoroughly professional spirit so that the students meet with actual concert conditions in their work. In the Conservatory alone there are more than 2500 students. The chance to perform is therefore naturally highly appreciated.

Come to the McMullen photo gallery for your portrait on post cards. \$1 per dozen.—Agnes Sayer.

TELLS MORE OF HARNEY

Mr. Bennett Warns Portland She May The Lose Trade of an Empire

THE RAILROAD MUST COME SOON

San Francisco Already Reaching Out For Business of Great But Undeveloped Harney, Malheur and Lake Counties--"Annexation" Would be of Vast Benefit to All Oregon.

Irrigon, Or., Feb. 18.—My last letter left me at the P ranch, at the head of the Dunder and Blitzen river. The name meaning thunder and lightning, is said to be well taken, for in that region there are many electric storms during the growing season, and the owners of the valley think this one of the prime factors in the great productiveness of the land.

I am not going to follow my journey closely on my way from the head of the Blitzen to Burns. Suffice it to say we passed many miles of as fine land as there is in Oregon and some not worth much save for grazing. There is a large area of the public domain eastward from Malheur lake, subject to homestead entry, and many settlers are now going into that valley. But as said before I would caution any person before going there that the way of the homesteader is likely to be a arduous one; and unless a man wishes to rough it and labor hard and incessantly he had better think twice before going so far from the railway.

However, if a fellow is made of the right stuff and has capital enough to put up a house, get a team and a few cows or sheep, he can pull through and come out in a few years with a competence. But for the man with nothing but his labor to fall back upon it will be tough sledding.

There is room in Harney at the present time for some industries which have been overlooked, or at least have not received the attention they seem to warrant. One of these is the production of alfalfa seed. Everything there seems to be propitious for this industry, and the price per pound is usually good enough to allow the product to be hauled out by freighters and yet allow a good margin of profit.

Another is the poultry industry. The day I left Burns eggs were selling there at 60 cents per dozen, and hard to get at that, while chickens were as high in proportion. Of course feed is high, grain being 2 1/2 cents a pound, but the climate is so propitious for poultry raising and the demand for the products so great that there is room for many poultry ranches. As to turkeys, I saw not more than half a dozen on my travels.

The dairy business is hardly touched. The average stock raiser will not bother to milk a cow until some one invents a method by which he may milk on horse back. There is very little dairy stock in the valley, and until quite recently there was none. There has been a "law" there among the cattlemen for many years taboing the importation or breeding of Jerseys or Holsteins, at least allowing them no place on the range.

But recently a few of these breeds have been taken in, and from now on the dairy business will receive more attention, as it

should. The day I left Burns butter was selling at a dollar a roll, and not a very choice article at that.

One of the best indications of the prosperity of Harney may be gained from her bank statistics. There are two banks in the county—the First National and the Harney County National, both at Burns—and they are among the strongest in the Pacific northwest. I did not gain this from the statement of the bankers themselves, but rather from what they did during the panic, and from a conversation with the national bank examiner. He told me that the Harney banks carried the largest reserve of any two banks in any county in Oregon. As an indication of their strength, I may mention that neither of them paid any attention whatever to the holiday proclamations during the panic a year ago last fall, but did business just the same as ever, only they made more loans than usual, the two banks letting out about \$100,000 during the dark days. No other banks in the state made such a record.

There are certain statistical facts which I would like to give in a sort of running fire, as it would be wearisome to go into minute details: The death rate in Harney is the lowest in Oregon; they have positively no malaria; they have as good schools as there are in the state, there is not a hobo or tramp in the county there is not a prisoner in the jail or lockups; they raise some of the finest fruits in the foothills of any county in the state, they have more cattle than any other county in the state; it is the richest county per capita in the state, they have as fine a climate as there is in Oregon; by the conservation of the waters nearly every acre of land can receive at least one wetting a year.

The Harney valley is the future granary of the northwest, there are 1,052,125 acres of vacant land (surveyed) subject to homestead entry, there are 1,550,275 acres of unsurveyed land, there are 20 townships, 460,800 acres in their forest reserves, there is an abundance of fuel for at least a generation, they have magnificent water power, the people are universally progressive and prosperous, and above all is one of the most orderly places in the state.

With railway communication Harney could, and would, furnish within a very few years as much grain as the Big Bend country, and Oregon would through Harney, Lake, Malheur and Klamath, become the banner grain state of the union.

What this would mean to that section does not matter so much as what it would mean to the state at large. Oregon as a whole needs to annex that section far more than the people of that section need annexing for their own good.

And when I use the word "annex" I do so with the idea plainly stated that Oregon as a whole must do something soon or the Gould road will come up from the south and the trade of that whole vast area, a third of the state, will be "annexed" to California. Of that there is no doubt. Already the Gould road has reached Winnemucca, and soon, sooner than we suspect, feeders will be run north into Malheur, Harney and Lake, and then in later years we will have to fight to get the trade back.

The people of that section are loyal to Oregon. They want to be a part of the common wealth, but they are also loyal to themselves, their families and their communities, and if we reject them, they will go to those who give them an outlet.—Addison Bennett in Portland Journal.

A GOOD SUGGESTION.

Representative Brooke, while in the legislature secured a passage of a bill to appropriate \$10,000 for an interstate bridge at Ontario. This will open up Ontario a trade from the bench lying across the river and give direct communication to all of this part of Oregon with Idaho through a free bridge. The next step if Ontario should complete her contract with the state and put in this interstate bridge would be for an interstate road through Oregon and on to Boise. This road should be an automobile road, built on as near a water grade as possible and go across the state of Oregon through the interior of this vast undeveloped section of land lying in Harney, Malheur, Crook, on to the coast and through the Willamette Valley to Portland. With an automobile line to Crater Lake, and another through the center of Oregon, and through the Willamette Valley to Portland, on a water grade or as near such as possible, do we realize that it would mean the immediate development of this country, and would induce the building of railroads. There is no investment which the state could do that would be such a blessing to the people and which would bring back the money expended in the increase of property values and resultant taxes. The main trouble with Oregon is not in spending too much money but it lies in spending a little. Oregon can not make auger holes in her development work with gimlets. If she is going to build herself up she has to get out of this penny wise policy, quit her harping over the little Normal Schools and her educational institutions and do something to bring about her development. Oregon is a disgrace to herself with her petty policies and joking system of procedure. It is time for the Oregonian in the tall tower to get rid of swaddling clothes and do something to bring this state out of the old regime of burying itself beneath its wonderful climate and dog-in-the-manger system of practice.—Vale Oriano.

A Common Cold.

We claim that if catching cold could be avoided some of the most dangerous and fatal diseases would never be heard of. A cold often forms a culture bed for germs of infectious diseases. Consumption, pneumonia, diphtheria and scarlet fever, four of the most dangerous and fatal diseases, are of this class. The culture bed formed by the cold favors the development of the germs of these diseases, that would not otherwise find lodgment. There is little danger, however, of any of these diseases being contracted when a good expectorant cough medicine like Chamberlain's Cough Remedy is used. It cleans out these culture beds that favor the development of the germs of these diseases. That is why this remedy has proved so universally successful in preventing pneumonia. It not only cures your cold quickly, but minimizes the risk of contracting these dangerous diseases. For sale by all good Dealers.

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