

SUBSCRIPTION RATES: One Year \$2.00 Six Months \$1.00 Three Months .50

JULIAN BYRD - - - - - Message

President Taft says in his message to the special session of Congress "Fix up the tariff." That's all. How different from "Teddy."

Well, Well! The Oregon legislature has redeemed itself to a certain extent. The special session lasted but two days and the business was confined strictly to correcting errors made at the regular session.

John C. Young, Senator Bourne's man has been appointed postmaster of Portland. After Senator Fulton's retirement from the Senate there was no one to hold the appointment up, consequently when President Taft sent his name in last Tuesday it was promptly confirmed.

In filing in the local land office its selections of land in this and Malheur counties the Oregon Valley Land Co., successor to the Oregon Central Wagon Road Co., has placed about 100,000 acres more land on the assessment roll of this county. This land should have been listed before, but as the selections were never made it was impossible. Likely an attempt will be made to collect back taxes which means a considerable item.

The greatest automobile race the world has ever seen will be run from New York city to the grounds of the Alaska-Yukon-Pacific Exposition in Seattle. The race will start on June 1, the day the Exposition opens. A \$2,000 trophy and \$5,300 in cash prizes have been offered by M. Robert Guggenheim, the automobile enthusiast who is a resident of Seattle.

This race is of particular interest to local people as the route chosen brings the machines through Burns. The first transcontinental auto race that was a success was over practically the same route and the two machines "Old Scout" and "Old Faithful" were each here making the trip to the Lewis & Clark fair at Portland. This is a tribute to Harney county roads and one that is of more benefit than we think. On the map outlining the route Burns shows in big letters and the fact that it is an ideal automobile route will bring us a great many more people. Good roads are an attraction these days.

In the March Outlook will be found an excellent illustration of how you have to go away from home to learn the news. Mr. Frank H. Spearman's article on "Building Up a Great Railway System" is an analysis of the development of the Harriman system and incidentally of Mr. Harriman. After indicating the general policy of not building, he says:

"On the other hand, in central Oregon the Harriman lines are pursuing quite another policy in building branches where the traffic is all to be developed; for it is the railway, not the newspaper nor the six mule team, nor the schoolmaster, that is the real western pioneer. The railway comes before the factory, brings with it the plow, opens the mine and sounds the tragic knell of receding forest."

Shades of Ananias! What is there left to be said? Is it possible even the Outlook is part of the railroad literary bureau? Even the coyotes, jackrabbits and magpies of central Oregon will bark more loudly, jump higher and screech more shrilly when they hear of this. Who is Mr. Spearman and who gave him this great scope? He is too easy.

What a joke it would be on Mr. Spearman to turn him loose in the middle of central Oregon and make him walk in any direction until he struck a railroad grade. What a time he would have dodging locomotives. Maybe he has been furnished with a list of the locations and has taken them seriously. But to think of a Harriman line pioneering anything. It is to laugh. -Portland Journal

TAX TANGLE LEFT ALONE.

A special dispatch to the Journal from Salem on Tuesday says: It was decided by the house this morning that no measure should be taken toward remedying the

tax tangle that has resulted from the tax commission act, which implicitly, if not expressly, repeals the gross earnings enactment of 1906. It was admitted that the new measure repealed the gross earnings act, but nevertheless the committee that examined the measure recommended that no change be made.

Representative Dimick of Clackamas submitted a minority report in which he set forth that some change should be made in the new act to remedy the present situation, for by the earnings enactment the state has a settled source of income of about \$35,000, while the revenue to be derived under the provisions of the new act was altogether speculative. That the entire matter depends upon whether the tax commission would assess adequately the franchises and gross receipts of corporations, was the stand taken by Dimick. The act provides that the tax commission may take into consideration franchises and gross receipts and may assess them, but it does not say they shall take franchises into consideration or that they shall assess them. Therefore, it was contended by Dimick, Attorney General Crawford and others, that the people of the state had in the new enactment a very uncertain source of income.

It is also the opinion of the attorney general that the suit against the Pacific States Telephone & Telegraph company now pending in the supreme court of the United States, involving the collection of \$60,000 or \$70,000 taxes under the gross earnings law, has been jeopardized by the enactment of the tax commission act.

ECCLES IS COMING.

It was announced last evening by Grant Geddes, superintendent of the Sumpter Valley railroad that David Eccles, the millionaire head of the railroad and of the Oregon Lumber Company, together with a party of several Salt Lake and Ogden capitalists who are interested in the property, is expected in Baker daily to go over the property with a view of pushing the proposed extension of the road into the John Day valley.

It is understood that the arrangements for the proposed extension are now largely completed and there seems to be no question but that the road will be extended although the proposed route is not altogether decided upon. According to the general understanding surveys have been completed over a couple of routes and the choice of the terminus after the road enters the John Day valley will probably be made by Mr. Eccles and his associates, it is understood, upon the showing of tonnage to be developed which will be made during their coming visit to the interior.

Residents of the John Day valley are delighted over the prospect of the extension of the road, particularly those of Prairie City, as they firmly believe that they will be favored and that that city will be made the end of the line during the coming summer. -Democrat.

LOCAL AND PERSONAL.

Prof. Raymond principal of the public school, was unable to teach the fore part of this week on account of sickness. Miss Susie Smith had charge of his room and Miss Myra King taught in Miss Smith's place.

Sheriff Richardson arrived home Saturday from a trip to Westfall to which point he took his mother-in-law, Mrs. Nelson and her daughter, who were en route to their home in Idaho after a pleasant visit here. Mr. Richardson did not get any trace of the man Tice who escaped from jail here last week.

DIED - Friends in this city were shocked this morning upon receiving a 'phone message from Lawton that Ada, the wife of Ex-county Commissioner C. T. Miller, had died at the family home near Crow Camp last night. No particulars were received other than it seems death was caused by some accident in child birth. She was a most estimable lady and highly respected by her wide acquaintances. She had resided in this county since childhood, coming to Silver Creek about 24 years ago with her father. Besides her husband she leaves five little children, her aged father, M. V. Smith, and Mrs. Scott Hayes, a sister, at Lawton. She is also survived by one brother in California. The remains will be brought to this city to the home of Mr. and Mrs. Julian Byrd and the funeral service will likely be held tomorrow afternoon. Definite announcement will probably be made from the pulpit at the Presbyterian church tomorrow morning as to the hour of the service.

INTEREST IN BOISE-COOS BAY ROAD.

Denver parties are now interested in the construction of the proposed railroad from Coos Bay to Boise, and will probably have a definite proposition to offer the Oregon-Idaho Development Congress, which meets at Ontario, Ore., the latter part of the month, according to information received from Walter Lyon, secretary of the Chamber of Commerce of Marshfield, who was in Boise this morning for a few hours while en route from Washington, D. C., to Portland and Marshfield. Mr. Lyon was formerly private secretary to Governor T. T. Geer of Oregon, and is one of the most prominent advertisers and boosters of that state.

"The prospects for a railroad from Boise to Coos Bay look bright at the present time," declared Mr. Lyon when interviewed by a Capital News reporter. "I can make no definite announcement at this time, but we have several propositions which may come to a head. One of these connects Denver railroad men and capitalists with the proposed Coos Bay-Boise road and it is very probable that we will be in a position to make our plans known to the congress at its next meeting in Ontario."

"I have learned that the Harriman people have made a peculiar proposition for a railroad into the Coos Bay country, asking in general terms the support of 4 per cent of the construction of road. It is certain that Harriman is watching the west and the agitation for a Coos Bay-Boise railroad. He is in control out here and it is, therefore, to his interest to keep tab on the situation. The Hill people are also keeping in close touch with the situation, and while I cannot say that either have made any definite advances, it is certain that they intend to look over the field."

"I have been in Washington ever since the congress at Vale closed and while there was in touch with many of the railroad promoters. While none of them have so far made definite advances I have learned that they are familiar with conditions out this way, and particularly with the talk surrounding the Coos Bay-Boise road. None of them, however, have taken the initiative."

We are very interested at Coos Bay over the development of the harbor there. The residents in our section have raised, by public subscription, \$15,000 to be used for dredging and enlarging the harbor. This money has been expended. We have asked congress, through the war department, to appropriate \$2,500,000 for this work. Of this amount congress made us an appropriation of \$25,000, available March 1st, for use on the harbor. The

money has already been drawn upon. There is no question but that the Coos Bay harbor is one of the best on the Pacific coast and that it has a great future.

The best way to get the new railroad, which, of course, would be a great boon to Boise and Coos Bay, is to boost for it all the time. I am confident that it is coming. We are doing all that we can on our end of the line and I know that you are here. The Vale congress did much toward advancing the interests of the road and the coming Ontario congress will do more. No survey has as yet, so I understand, been made for the route of the proposed road. It may be just probable that the parties who take up its construction will start work from Coos Bay inland towards Boise, or the road may be started at both terminals, Boise and Coos Bay, and build towards each other. I feel that it is coming, and we will keep you in touch with all developments."

Mr. Lyon left the city on the noon train for Ontario, Portland and Marshfield. He expects to return to this section during the congress at Ontario. In the meantime he will endeavor to awaken statewide interests in the proposed road in Oregon and requests that the same be done in Idaho. In speaking of the passage of the state railroad bill by the Tenth legislature, Lyon said he was greatly pleased at the successful work that has been done in its behalf. On his return trip to Boise he will endeavor to get in touch with local business men in the interests of the new rail road.

LOCAL AND PERSONAL.

John Hodder was up from Sunset Wednesday.

For insurance, fire, life, accident, health, see Irving Miller, Burns, Oregon.

The extensive addition to the French hotel is nearing completion and is being furnished.

BORN - In this city, Wednesday, March 17, to Mr. and Mrs. Geo. Byram, a son. That boy will be named "Pat" in spite of all his proud parents can do.

The rapid increase in travel and the large number of new people coming here to locate has taken the capacity of the hotels and some of them are increasing their room. A large addition has just been completed at the French a large building in the rear of the Harney County National Bank is being fitted up for use of the Burns, and Mr. Elliott of the Overland has leased the second floor of the M. R. Smith building adjoining the hotel. Mr. Smith and family will use the first floor.

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Be a Booster--Keep Things Moving We can match you with all kinds of trades. Drop in and let us know what you have to trade or sell. We will do your surveying or sell you fruit trees, shrubbery or seeds to make the home more beautiful and profitable. If you have any wants come to us. We have the goods and can deliver them. Inland Empire Realty Co. Burns, Oregon

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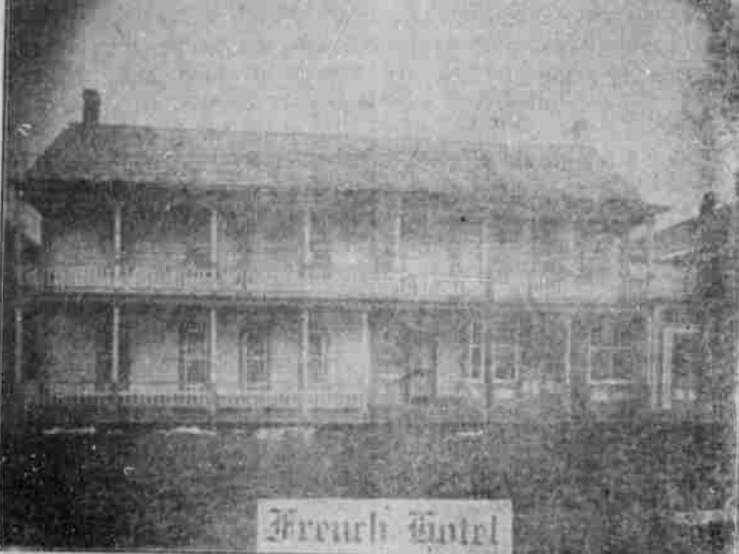
BURNS HOTEL BAR DIBBLE & STEPHENS, Proprietors. WINES, LIQUORS and CIGARS Club Rooms in Connection Courteous and Obliging Bar Tenders EVERYTHING FIRST-CLASS DROP IN Centrally Located and Connected with Hotel Burns

ROUGH RIDERS! 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, Laven, 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. It 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 amply 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. "If It's a Deere--It's Right" 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. C. H. VOEGTLY

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THE TIMES-HERALD Job Printing.