

## TAKES THE INITIATIVE

### Harney County Court Acts Upon the Good Roads Resolution

### WRITES TO ADJOINING COUNTIES

Letters Addressed to Various County Courts Asking Co-operation in Carrying out the Suggestions of the Oregon-Idaho Development League Resolution--Connect With Crater Lake.

Wm. Hanley and the manager of this great religious weekly believe in pushing the good roads movement while the iron is hot. Immediately upon their return to Ontario from a trip into southern Idaho they took it upon themselves to discuss the matter with County Commissioner Mallett of Malheur county and found that gentleman heartily in accord with the resolution adopted by the Oregon-Idaho Development League. Upon reaching Vale these Harney county boosters had a talk with County Judge Richardson and found the judge ready to consider suggestions. Judge Richardson said he had not investigated the condition of the roads leading from Vale to the Harney county line and therefore would not commit himself, but would gladly co-operate with this county in making investigations with a view of taking up the work.

At the adjourned meeting of the county court last Monday the matter was taken up and the court at once proceeded in a most satisfactory manner. Upon suggestion the court addressed letters to adjoining counties urging co-operation and it is practically assured that fine roads may be expected throughout the interior section of Oregon this season and a connection made with the Crater Lake road so that automobiles may be run over them with safety. Lake has already taken up the matter of better roads with Klamath and it will be noted from a clipping on this page that Prineville will take it up from that place to Bend. The letter sent out by our county court follows:

"Burns, April 6.  
"Hon. County Court,  
"Malheur County, Ore.

"Gentlemen:  
"At the rec. meeting of the Oregon-Idaho Development Congress at Ontario a resolution was adopted recommending co-operation of the County Courts of Malheur and Harney county for better roads. The idea being to place our public highways in such condition as to make them better for the farmer and freighter; but also to attract and encourage travel in automobiles.

"The County Court of Harney County heartily approve of such a plan, and is not only ready to co-operate with Malheur County, but is ready to take up such work with other adjoining counties to the west and south thus covering the territory with a view of connecting with the Crater Lake road, for which the State Legislature recently made a large appropriation, and such other roads as may be advisable.

"This Court believes good roads will attract a most desirable class of people to visit the isolated counties of Eastern and South-Eastern Oregon, and such visits would result in great benefit to the entire territory.

"To this end we ask for an expression from your body as to ways and means and the best method of obtaining such a result? We hope to have favorable consideration of this subject, and would suggest a meeting of the Road Masters of the various districts at an early date and plans perfected to carry forward this important work."

### AUTO SERVICE FOR PRINEVILLE.

"Honk! Honk!" Look out for the autos. Within a month two big automobiles will be spinning over the roads between Prineville and Shaniko, carrying passengers from this railroadless section to the terminus of the Columbia Southern, making the

with too much of a decrease in the number of cows for breeding purposes, it will be a case of killing the goose that laid the golden egg, and as a result the price of feeders will go so high that there will be little profit in feeding for market.

Crook county is too good a breeding ground for cattle to allow this branch of the business to languish, and while it does not at present it would seem wise at this time to at least sound a note of warning and call attention to this tendency among the growers which seems to be rapidly increasing. For instance this season over 500 head of heifers are slated for sterilization, which means practically 500 less calves next season. If the feeders to make up this deficiency have to be purchased outside the county, it means just so much money gone out of the county for stock that could probably have been raised cheaper at home.

The practice of spaying has been engaged in by a few growers who have had in mind the improvement of their herds, the culls being spayed and turned off for beef. With this end in view the plan is a most sensible one, but when it comes to putting the knife indiscriminately into every heifer in the herd it begins to look like race suicide for the cattle industry.

It would be a good thing if the cattlemen of the county would get into an organization of some kind for mutual benefit. There are unquestionably many in the business who are equipped and have the facilities for raising cattle more economically than others, while on the other hand those who have big home ranches and produce large quantities of hay are better prepared to carry on the feeding operations.

Spayed heifers make desirable winter feeders as they keep in condition much more easily than steers, but any marked decrease in the arrivals of the baby calves each spring will put the cattle business in hard lines in this county.—Prineville Journal.

### WHAT HE THINKS OF WM. HANLEY.

The following appeal in last Saturday's Portland Journal. It needs no comment from this paper:

Burns, Or., March 30.—To the Editor of The Journal—I have not the least desire to get into print, and would not at this time were it not that I feel impelled to take up my pen in defense of the reputation of Harney county, Oregon. I most strenuously deny the charge that my friends and neighbors—the prosperous and happy people of Harney county—are cringing cowards, as a certain class of newspapers would have the outside world believe, and furthermore I want to say something about William Hanley who is reputed to be the czar of Harney county; and who, so far as the outside world is concerned, is now laboring under criminal accusation. I have personally known Mr. Hanley for about eight years. He has been zealous in his efforts to induce capital to invest in eastern Oregon for the purpose of developing its resources. I have observed him in his business and social relations. Instead of a criminal or a man with criminal intents, a fence-up of public lands, an intimidating bully, a man eater, I have found him kind, charitable, gentle and progressive, an advocate of good roads, both highways and railroads, a builder of canals, ditches and telephone lines. I believe Mr. Hanley is untiring in his efforts for the development and betterment of Harney county.

A. J. IRWIN,  
Pastor Presbyterian church,  
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## ROUTE MAY BE BLOCKED

### Report of Federal Engineers Said to Be Adverse to Deschutes Line

### DAMS MUST BE PROVIDED FOR

Conditions Said to Impose Serious Obstacle and Might Necessitate Great Expense in Future and May Cause Harriman to Reject That Route to Interior, Says a Portland Paper.

Restrictions to be put on the Deschutes Railroad in the recommendations of Engineers Henry and Hopson of the Reclamation Service are understood to be such that the Harriman line may not be built at all, says a Portland exchange. Obstacles that are thought to be insurmountable, it is understood, are to be embodied in the recommendations to the department at Washington. This report is now ready to go forward.

Neither the reclamation engineers nor Harriman officials, with whom the engineers held a conference before mailing their report, will discuss the recommendations made. It is understood, nevertheless, that requirements to be placed on the railroad are onerous and are such that the railroad company will not make the heavy investment required to build the Deschutes Railroad.

It is understood that the railroad project is to be given the right-of-way over Government reclamation projects along the Deschutes River, with the express stipulation, that if the department later on decides to carry out the reclamation project already mapped out at a point half way between the mouth of the river and Sherar's bridge, the railroad must move its line so as to cause no interference with the Government's plans.

That this provision imposes upon the railroad a condition that is prohibitive is believed in some quarters where information has been received as to what the stipulations of the engineers' report are. If the road were built along a water grade into Central Oregon by the Deschutes route and the Reclamation Service later decided to construct an irrigation dam in that stream, the railroad would have to be rebuilt around the dam, at an elevation of no less than 100 feet above the river, as the plans for the dam call for a 100 foot wall.

The railroad builders do not favor jumping up 100 feet from a water grade and then down again to get out of the way of an irrigation project, in fact, there is some doubt as to whether such a thing is practical because it is thought a road would have to cling to sheer cliffs if built at that elevation above the river.

Perhaps the worst feature of the whole case is that if the Government dam were favored in this way by the railroad and a detour made, private power enterprises and irrigation companies might insist that further jumps be made by the railroad to get over their dams as well.

The Deschutes Railroad is difficult enough of construction at best, railroad men believe. That it will be very expensive is shown by the estimated cost of \$4,755,000 for 130 miles. Many railroad engineers would not recommend the building of a railroad up the Deschutes Canyon at all, so rough is the sledding encountered. The construction will be more difficult than the North Bank road, but in many ways, construction problems are similar. Solid rock cliffs confront engineers at many points and tunnels and high bridges are numerous. Space to lay track will have to be blasted out of the basalt bluffs for miles if the surveys are followed by a railroad.

Additional obstacles to railway construction are not likely to be given a hearty welcome by the Harriman interests. It is pretty well understood already that the heavy cost of the Deschutes rail-

road, as given in the estimates of the projected line, cast something of a gloom over the Chicago offices of the Harriman system. Additional expense and serious operating difficulties are not likely, it is believed, to be met with favor at headquarters.

It is estimated that if the reclamation dam is built it would cost not less than \$600,000 for the railroad to make the jump over it. Such protection of the reclamation service as is said to be contained in the report of the irrigation engineers will not it is expected, find favor with the Harriman officials, and it is being predicted that the Deschutes route will not be followed, in view of the restrictions believed to be laid upon the railroad.

The report of the engineers will probably go forward to Washington today or tomorrow, and prompt action is expected to be taken on it by the department. Then the matter will be up to the railroad to accept permission to build the road with the consequent limitations, or reach Central Oregon by some other route.

When a careful investigation regarding the wool yet to be sold was made there was some surprise among the growers, as it was hardly expected that wool had been so closely bought this early in the season.

One of the important things transacted by the association Saturday was the passing of a resolution thanking State Senator J. N. Hart, Representative McKinney and the entire state legislature, for passing the scalp bounty law. It was the sense of the meeting to give their act as much publicity as possible.

The contract for wool bags and fleece twine was let to a Portland house with the understanding that the Bergman Commission company of Baker was to handle the goods. Orders were immediately placed for 1400 pounds of twine and 1860 bags.

Appointing of official hunters was a matter that came up for consideration, and by unanimous vote Carl and Tom Parker, both of this county were recommended by the association for appointment to positions with the forestry department.

The meeting was well attended and all of the sheepmen seemed to be in an optimistic mood.

### NOTES FROM SUNSET.

The first sermon in Sunset's new school house April 4th by Rev. Irwin. Second preaching May 2nd, also a Sunday school will be organized.

The people of Sunset are making a good many improvements, building and clearing off brush ready to have lots of wheat to ship when the railroad comes.

A good deal of spring grain is being sowed and lots of gardening being planned.

Thos. Dawson has planted almost a hundred fruit trees of different kinds this spring and has just received eight hundred forest trees to plant. There are five different species, ash, elm, cottonwood, boxelder, softmaple. Mr. Dawson thinks firewood will be scarce in a few years and says if all settlers would plant a few trees around their homes it would beautify the valley and in a few years make firewood.

Champ Smith, Jas. Smith and Dr. C. A. Cline have organized a company known as the Steelhead Falls Improvement Company and have filed on the power site at Steelhead Falls, four miles below Lower Bridge on the Deschutes river. Their ultimate purpose is to develop the power there afforded by a straight drop of 20 feet in the Deschutes. Another filing has been made by the Harney County Development Company on the site of Lower Falls, the first fall below Lower Bridge, about two miles below the crossing. This company is composed of Wm. Hanley of Burns, and associates.—Prineville Journal.

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

An enthusiastic Oregonian returning to the East for several months visit, provided himself in advance with a generous sized note book, and kept a record of all his travelling acquaintances and all his old friends with whom he talked in different parts of the country. These people are now getting booklets from every part of Oregon through the Portland Commercial Club. Others can assist very materially in this way.

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