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## DEPENDS ON RAILROAD

### Evidence in Merger Case Brings out This Fact.

### AN EASY ROUTE TO BUILD

"There can be no development until Railroad Comes," says Col. C. E. S. Wood while giving Testimony in the Merger Trial in Portland.

Col. C. E. S. Wood and Wm. Hanley gave most valuable testimony during the session of the court by the government to dissolve the merger of the Harriman lines in Oregon. The testimony of these gentlemen showed that it effected this part of the case. The Journal gives in part as follows:

"There can be no development until the railroads come." This assertion made by Colonel C. E. S. Wood during examination in the closing session of the government's suit to dissolve the merger between the Southern Pacific and the Union Pacific. In Portland, contains the objective point of all the evidence produced yesterday.

Undeveloped Eastern Oregon is identically the same kind of country as developed in Eastern Washington. Eastern Oregon has the same possibilities of immense production that has been realized in eastern Washington to raise wheat, barley, vegetables, alfalfa, fruit, without means of transportation to markets, is literally useless. This is the testimony of Colonel Wood, supported by statements made by Captain William Grimes and James H. Flannagan, prominent business men and development specialists from Marshfield, Coos Bay, also suffering from lack of transportation; by T. M. Baldwin, a banker from Prineville, and by Wm. Hanley, eastern Oregon cattleman.

Colonel Wood added his contention that a railroad may be built over the Cascade Mountains at almost any point, but that the only two available water routes from north to south were the Malheur and Deschutes river canyons.

"But," said the witness, "I think considerable thought should be taken before the Deschutes river is given over completely to railroad construction. The Deschutes river has the strongest, most powerful flow among all the rivers of the United States. Its power is many times greater than that of Niagara Falls; it is annual equivalent to the power produced by 9,000,000 tons of coal. When Oregon is developed the water power furnished by the Deschutes river will be the most wonderful in the world; will be priceless value, to the people of the state."

There are 30,000,000 acres undeveloped land susceptible of high cultivation in Eastern and Central Oregon, Colonel Wood declared. William Hanley bought a small tract from the old wagon road grant and raised thereon, in farming, 60 bushels of wheat to the acre; 80 bushels of barley. A little calculation shows that 30,000,000 acres would provide homes for 187,500 families, giving a quarter section, or 160 acres of land. Letting the average production be 40 bushels of wheat to the acre, the crop would be the stupendous total of 120,000,000 bushels of wheat. This lack of revenue, the evidence produced went to show, is the result of a failure to provide transportation through the country of Eastern and Central Oregon.

Colonel Wood told how he had first come to the Oregon country in 1879 as an Indian fighter, a lieutenant in the regular army, chasing Indians over all the Oregon and Washington country he became familiar with the topography of the entire section. When he came there were no roads in either state. The land in both states was of the kind, bunch grass and sage, where wheat is sure to grow. Washington got the railroads and the desert blossomed, became thickly populated, fully developed.

Oregon was neglected—Indian country today, as at that time. "The railroads, only, succeed in driving out the Indian and reclaiming the land," concluded the witness. In all the government's examination of witnesses by C. A. Severance, a distinct plan was visible. Witnesses were chosen with a view to showing how much Oregon, east and west, suffers from lack of adequate and competitive transportation facilities. The evidence, as given by the most prominent business men and the most loyal boosters of Oregon, girdled the state, and supplied a panoramic word vista of the entire situation. For the Harriman interests W. W. Cotton showed remarkable knowledge of the topography of Oregon and the status of development and development enterprise in every part of the state. His most telling point was the admission he secured that from west to east a railroad may be built at almost any point over the tableland of the Cascade mountains, even though Harriman has a monopoly on water routes and, dog in the manger like, refuses to allow others to build where he will not.

### NOW YOU'RE TALKING.

Regarding the merger testimony taken in Portland last week the Telegram has the following in part to say editorially of the matter:

The Harriman merger hearing just closed is in its local application of quite as much consequence to Oregon as the principle involved in the Northern Securities case. It was the result of a series of investigations made two years ago by the Interstate Commerce Commission.

In brief, what did the testimony elicited in Portland show? That the bottling up of the state has been effectually accomplished by buying all rival interests that showed either intention or ability to build into neglected territory. As an example, when a financially responsible syndicate had been gotten together to buy the Corvallis & Eastern, and extend it east and west across the state, Harriman, at the psychological moment, stepped in and bought the property himself. With it he received surveys which had been made over a perfectly practicable route. Evidence was brought out to show the complete financial responsibility of those who were negotiating to secure the road.

Many witnesses testified that the entire Central Oregon empire was quite as great in its productive possibilities as the Yakima and Palouse valleys, and that nothing but a railroad was needed to make its 30,000,000 acres of tillable land a solid wheat and fruit belt like those Washington valleys.

It was likewise shown that there is a natural water grade route for a railway to tap this vast region up the Deschutes canyon almost to Bend, thence through Crystal and Lake valleys, across the great tableland that forms the watershed for the Deschutes, Crooked, Malheur and other rivers, and thus on eastward to connections with the Oregon Short Line. Men who know that the whole region like a book say this route is perfectly feasible, and offers no serious engineering difficulties. All this, it was demonstrated, Harriman held in the hollow of his hand through the control of strategic routes and passes and the ownership of the little feeder lines extending south from

the Columbia and finally the control of transcontinental connections, if all other almost insuperable difficulties were overcome, would still leave those who had the hardihood to build at his mercy.

On the other hand, and very significantly, it was shown that in Eastern Washington, which is "open territory," and therefore keenly competitive, the Harriman interests had expended millions of dollars in building laterals and feeders all through that country, while in Oregon, which has always been Harriman territory, and therefore non-competitive, absolutely no extension had been made since the merger.

From all of this it is apparent that to what ever degree Oregon or parts of Oregon suffer from a blight, to that degree the Harriman system is responsible. These facts should be borne in mind, and the vital question which the state thus faces should receive careful intelligent attention. Sections of our state are paralyzed through the do-nothing policy of the Harriman system. There would be enormous accessions to our population, our assessable wealth and our production, if the Harriman system would only do its plain duty and redeem the glib promises so often made of building into Central Oregon. But the people of the state have been treated with the most contemptuous indifference. Their needs receive no consideration and no attention. They are simply left to flounder as best they may. But let another road try to enter the field, and then heaven and earth are moved to block up strategic passes and seal up the territory from them. Even so the Harriman system will not build unless it is literally forced to do so.

It is high time that the people of the state took the bit in their own teeth and attempted to give the Harriman system a dose of its own bitter medicine.

### OUR WATER POWER.

Oregonian News Bureau at Washington, D. C. sends out the following: Before the government can make much progress looking to the conservation of water powers in the state of Oregon, the geological survey will be obliged to make rather extensive examinations of the various streams of the state to determine their power possibilities, and the approximate location of desirable power sites. Up to the present very little is known about the opportunities for power development that are still unappropriated. In a general way, it is known there are attractive power possibilities on most of the mountain streams, both in Eastern and Western Oregon, but to what extent these streams may be used for power development is not known until the geological survey, under instructions from Secretary Ballinger, makes hasty surveys, which in some instances will result in the withdrawal of these sites from entry, or filing, pending legislation by Congress. Much progress with these surveys is expected to be made this summer.

### Do It Now

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This is a more dangerous disease than is generally presumed. It will be a surprise to many to learn that more deaths result from it than from scarlet fever. pneumonia often results from it. Chamberlain's Cough Remedy has been used in many epidemics of whooping cough, and always with the best results. Delbert McKeig of Harlan, Iowa, says of it: "My boy took whooping cough when nine months old. He had it in the winter. I got a bottle of Chamberlain's Cough Remedy which proved good. I cannot recommend it too highly." For sale by all good dealers.

## WHY NOT FOR RAILROAD

### The Constitution Permits it in All Other Things.

### HANLEY ASKS THE QUESTION

The Salem Journal takes up the Matter in a Strong Argument and says that Constitutional Lawyers are Funny Animals—They are Amusing for a Fact.

The Federal grand jury has indicted William Hanley of Burns for illegal fencing of public lands. His trial will come off some time during May at Portland.

It will be another addition to the judicial reform farces enacted in Oregon.

Mr. Hanley organized a company and his company bought a large tract of the French-Glenn lands. Some of these lands are fenced and some are not, Hanley and his company have never fenced an acre of land nor even kept up the fences they bought with the land. In the meantime William Hanley is doing things to open up central Oregon. He is one of the principal promoters of the movement for a railroad from Boise Coos Bay. That movement includes the fight for the district built railroad, an application of an old principle to a new disease—railroad strangulitis.

Wm. Hanley's clear business brain conceived the idea of the district principle applied to building railroads. When the bill to create port districts to improve water transportation was being considered by the Development congress he asked the question "Why not a law to create railroad districts?" If it is constitutional to create a district to provide better waterways, why is it not just as lawful to create the district to improve land transportation? If a district can tax itself for its own benefit to improve a waterway, why not to improve a highway?

Constitutional lawyers are funny animals that a plain man like Bill Hanley, can't understand. It is not unconstitutional to tax the people to build the portage railroad on the Columbia to relieve the eastern Washington grain growers. It is not unconstitutional to appropriate money for an automobile road to Crater Lake. It is not unconstitutional to build locks and canal at Oregon City, present them to a corporation, and then help the general government buy right-of-way from a railroad company for a canal at the falls of the Columbia. It is not unconstitutional to enact the Oregon water code to create irrigation districts that will build canals and reservoirs by taxing the lands and issuing the bonds and exercise eminent domain. But before you can create a railroad district law you must amend the Oregon constitution.

The constitution provided for only three supreme judges. The people voted down an amendment to provide five supreme judges. But the legislature expands the constitution and enacts five judges.

To create offices the constitution is often wrenched and violated. Self expansive officialism complacently fills the positions forbidden by the constitution. Great is the constitutional lawyer. Idaho enacts the district built railroad law and the Hanley idea is spreading over two states. William Hanley and his friends may organize a district for central Oregon without waiting for the consent of the constitutional lawyers. Watch the Hanley idea grow.

The live men on Coos Bay are starting to build a railroad to Roseburg without waiting for the constitutional lawyers. The next development congress will be held at Burns, the home of William Hanley, 150 miles from a railroad. The Oregon-Idaho Development congress will go on with its campaign of doing things for a greater Oregon. In the meantime watch the district built railroad idea grow.—Salem Journal.

### DRY FARM LOGIC.

"Throughout eastern Oregon are to be seen unmistakable evidences of the fulfillment of the biblical prediction that the waste places were to be made glad; that the desert would be made to blossom as the rose. And it is no a miracle, but the sturdy and well directed hand of man, taking advantage of the natural yet latent resources of the country," says a staff correspondent of the Journal who is at present traveling through Eastern Oregon.

"Some people imagine there is something about dry farming that is mysterious. As a matter of fact, the entire system is described readily by the word cultivation. Cultivation to conserve moisture is all that is needed to produce crops, and when the land is understood and handled properly it requires but a few inches of rainfall annually to give to the farmer an average crop of wheat. The moisture is in the soil sometime during the year, but most systems of cultivation allow it to evaporate early and the crops get no benefit from it. Dry land farming is a simple method of so plowing, harrowing and seeding that not a particle of moisture be lost. The soil is not touched until the time for planting has arrived, then plowing, harrowing and seeding, the three processes which indicate the crop to be produced, are done the same day, so that the seed may sprout quickly and get the earliest possible start.

"To retain moisture in the soil after planting, the principle of a mulch is applied. Dampen a cube of sugar and lay in on the table. Place a quantity of finely powdered sugar on the top of the wet cube, and it will lie for hours and not absorb enough of the moisture to affect it seriously. This principle applied to land causes the farmer to work a thin layer of soil to a fine mulch and allow it to rest on top of the growing crops to keep the roots of the grain supplied with water. The cultivation also kills the weeds which usually absorb as much moisture as a crop of grain. "The theory of moisture in the growth of crops is being changed entirely in the modern practices in farming. In all irrigated districts the first great trouble is encountered when too much water is turned into the crops, whether the land be planted to fruit trees, vegetables or cereals. As experiments are conducted farmers find that the supply must be cut off at times, and cultivation substituted to get the best results.

"It has been shown in successful projects that two cultivations at the proper time are equal to one irrigation. And in the end better effects are always shown on the crop, especially in quality. This demonstration has had a wholesome effect on the dry farming experiments in different parts of the state. As the great stock ranges disappear dry farming systems will take their place. And where now the sheep strays unmolested save for the coyote, soon will be found prosperous homes, made possible by the conservation of moisture by thorough and scientific cultivation of the rich but arid soil of eastern Oregon.

Biliousness and Constipation.

For years I was troubled with biliousness and constipation, which made life miserable for me. My appetite failed me. I lost my usual force and vitality. Pepsin preparations and cathartics only made matters worse. I do not know where I should have been today had I not tried Chamberlain's Stomach and Liver Tablets. The tablets relieve the ill feeling at once, strengthen the digestive functions, purify the stomach, liver and blood, helping the system to do its work naturally.—Mrs. Rosa Potts, Birmingham, Ala. These tablets are for sale by all good dealers.

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**BIGGER THAN GOVERNMENT.**  
The Oregonian News Bureau at Washington: Stating that they can build as cheaply as the government and complete their work in much less time. Clinton

Hurt & Co., of Boise, builders of the Twin Falls and other Carey act irrigation projects, have petitioned Secretary Ballinger to withdraw the Reclamation Service from the Malheur country and leave that field to them. They propose to include in their project about 100,000 acres not embodied in the government project. In support of their petition, they produce evidence that they now have at their command, for immediate use, sufficient funds to carry their project through to successful completion.

It is further stated in the brief that it is not feasible to divide the Malheur field, the Government building one project and private capital reclaiming what is left. This would greatly increase the cost of construction, as it would reduce the acreage of the Owyhee project one-half, substantially doubling the cost of irrigating the land along that river.

"Unless the controversy which will inevitably arise between the private projects and the proposed Government project is amicably and equitably adjusted in advance of construction, we think the construction of the Malheur project will be involved in legal complications extending over many years and the principal losers and sufferers will be the land owners, who are dependent upon the Government project for water." Reference is here made to three private projects already located in the heart of the Malheur country; the Malheur Irrigation Company project on the west side of Malheur River; the Willow Creek project along Willow Creek and the Wilson ditch, near Ontario.

"The responsibility for such delay and for the loss that must inevitably follow therefrom must rest somewhere," says the brief.

The last legislature provided for the establishment of the experiment station at Hermiston, and also for another yet to be established as a dry farming station, the one at Hermiston being on irrigated land.

The expenses of operating are borne equally by the state and by the general government, \$2,500 each. In case of the dry farming station the land and equipment must be provided by the county in which it is located. The selection of the site will be made by representatives of the government and the O. A. C., and there are at least four sites under consideration, one each in Morrow, Sherman, Gilliam and Harney counties. The selection will probably be made known at the next meeting of the board of regents, about July 1st.

The conditions are so different along the Columbia and over in Harney that a station in any one of the three first counties would be of no benefit to the people of Harney; while a station in Harney would be of little use to the river section. So it is unfortunate that the legislature did not provide for one station in this vicinity and one in Harney. However, as such was not done we hope the regents will take all of the facts into consideration and act for the most good to the most people.—Irrigator.

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