

LIEVES HILL BACKS IT

Right of Way Through the Malheur Canyon Pass

FROM IDAHO TO THE COAST

Paper Says Col. C. E. S. Wood and William Hanley on Right of Way--Harriman Interests Have Had Control of Canyon for Years, But Never Built a Road in It.

alse Capital News says: of a railway move in the country which may considerable significance, reached Boise. Col. C. E. and William Hanley, it is stated, have been busy for two weeks securing a right-of-way through the Malheur canyon west of Burns. They have secured a right-of-way through the canyon for many miles and below.

Harriman system had secured a right-of-way through the Malheur canyon has held for years and it is supposed that it has precluded anyone else from any right-of-way there, but Col. Wood and Hanley, it is stated, have obtained a good title held by the Harriman.

Wood is the resident representative of the Malheur & Cascade Wagon Road company, a company owning several thousand acres of Oregon land mostly obtained from the government as a road grant many years ago. Hanley is at the head of the William Hanley company, French, Glenn company, owning thousands of acres and thousands of head of cattle in that country.

It was not until 1909 that the plat of the survey of this township was filed in the land office. As soon as he could make a filing on the land, this entryman did so, his filing bearing the date of August 6, 1906. There was some effort during the cross-examination of the entryman to make it appear that he offered a commutation proof because he knew that he could not offer five-year proof. The point does not seem to us to be at all well taken. That proof was offered in December, 1907, only three years after this entryman established residence on the land, and the fact that he offered commutation proof should not, in our judgment, be permitted to prejudice his case in any particular.

"SCOTTY" DOWN TO SILVER COIN.
Walter Scott, better known as "Scotty," the Death Valley Mystery, was in Winnemucca last Friday from his mining property located in Black canyon, in the Humboldt range, says the Humboldt Star. "Scotty" was here like any other prospector and purchased a bill of grub, which he took to camp. He is not the "Scotty" of old who made such dazzling displays of wealth. Although he seemed to be well supplied with money it was of smaller denominations than when he flashed \$1,000 bills to pay for a round of drinks. His money this time was of the white metal and he had a pocketful of it, for when he went to pay a bill he pulled out a full handful of silver coins, just to show the boys that he was still there with the coin, even if it wasn't of the yellow kind that started the world talking of his great wealth recovered from the sun baked hills that surrounded Death valley.

The last time Scotty was here some of our saloon men were almost stricken with heart failure when the mysterious prospector and champion money spender would throw down on the bar enough money to buy the place. He seemed to delight in displaying fat rolls of greenbacks that

he carried in every pocket. Perhaps Scotty has worked out the rich pocket he had in Death valley or is getting tighter with his money and holding a better grip on his bank roll. However, if this mine in Death valley has faulted on him, he is in a good place to make another sensational find, for at Black canyon some of the richest gold ore in the state is being taken out. It was here that Indian Ike uncovered rock so impregnated with the yellow metal that he is now called the millionaire Indian of Humboldt county.

LINE MAY BE LAID FROM COOS EAST.
The construction of a railway from Coos Bay, across the state of Oregon, to a connection with an electric line already in operation in Idaho is the professed ultimate intention of the Coos Bay & Inland Electric Railway Company, a recently incorporated company, with offices in the McKay building, says the Oregonian.

With the co-operation of the Roseburg Commercial Club, this company is now securing rights of way between Roseburg and Marshfield, and at a meeting of the club held Thursday night representatives of the company pledged themselves to provide a bond in the sum of \$100,000 to be forfeited if they do not complete the construction of the road between Roseburg and Marshfield within 24 months after the survey is completed and the rights of way secured.

The officers of the Coos Bay & Inland Electric are: President, Jacob Haas; secretary and treasurer, Charles Ringler. Mr. Haas is a former hotel man, having conducted hosteleries in Spokane, Seattle and Portland. Mr. Ringler is a former traveling man, with some capital. Associated also with them is Frederick D. Kuettner, who for some years prior to August 1, last, was auditor of the Spokane, Portland & Seattle Railway and the Astoria & Columbia River Railroad.

According to Mr. Kuettner, the principal backers of the enterprise are Idaho bankers, now controlling an electric railway in that state. Mr. Kuettner declined to reveal the identity of these men, but said that they had become interested in the Coos Bay enterprise with the idea of ultimately connecting up the two lines. Almost on a straight line east of Coos Bay, in Idaho, is an electric interurban line, operating lines between Caldwell and Boise, a distance of about 30 miles. It is said that an electric line extended across Oregon, east and west from Boise to Coos Bay, would be entirely feasible.

A HARVEST BALL.

Narrows, Sept. 27, 1909.

One of the most enjoyable events of the season was the Harvest Ball given at the Sod House ranch by Mr. and Mrs. Thomas Morrison on Saturday night, September 25th.

A good sized crowd was present from the settlement south of the lakes, Narrows and Sunset Valley.

At midnight a bountiful supper was served and although every one ate as much as possible there were enough of the good things left to feed another crowd twice as large.

The music was furnished by Sid Comneys and Chas. Reed.

Every one enjoyed themselves immensely and all speak highly of the hospitality of Mr. and Mrs. Morrison.

How to Cure a Cold.

Be as careful as you can, you will occasionally take cold, and when you do, get a medicine of known reliability, one that has an established reputation and that is certain to effect a quick cure. Such a medicine is Chamberlain's Cough Remedy. It has gained a world wide reputation by its remarkable cures of this most common ailment, and can always be depended upon. It acts on nature's plan, relieves the lungs, aids expectoration, opens the secretions and aids nature in restoring the system to a healthy condition. For sale by all good druggists.

Job printing--The Times-Herald.

A BIG COUNTRY TO OPEN.

Territory About as Large as Illinois And Indiana Combined

DESCRIBED BY CHICAGO WRITER

Central Oregon, the Largest Section in United States Without Railroads, Soon to be in Touch With Outside World--200 Square Miles of Wonderful, Latent Wealth Awaits.

The following interesting article regarding the Central Oregon railroad situation was written by William E. Curtis, special correspondent for the Chicago Record-Herald:

If you will look on your map of the Pacific Northwest, you will see a great triangle formed by the Oregon Short Line and the Oregon Railroad & Navigation company's tracks on the north, and the Southern Pacific on the south and west. Ogden, Utah, and Pocatello, Idaho, are at the apex; Portland at the northwest and Sacramento at the southwest angles. This triangle embraces two thirds of the area of Oregon; the northern one third of Nevada; about one fifth of California, and three counties of Idaho, a territory about as large as Illinois and Indiana combined. It is the largest section of the United States without railway facilities, and it seems strange that no company has ever built in there.

The important part of the territory is Central Oregon, 200 square miles of wonderful latent wealth, which only awaits transportation facilities to realize a development as rapid and as profitable as other portions of Oregon. It is larger than the famous Willamette valley, and is similar in the variety of its resources. There are millions of acres of agricultural land, enormous forests and vast ranges along the mountain slopes upon which herds of cattle and sheep are now grazing. The country is now quite well settled by farmers and ranchmen. It produces several million pounds of wool, several million bushels of wheat and other staples, which are hauled in caravans of wagons over the trails to the nearest railway points. And, notwithstanding the heavy cost of this form of transportation, both wool growing and cultivation of the soil are profitable.

As in other parts of Oregon, the rainfall is sufficient for wheat, oats and other grains, but vegetables and fruit require irrigation, and large tracts of arid land must have artificial moisture in order to be utilized. The water supply is abundant. The map shows innumerable little streams and several large rivers, and the settlers in many places have already formed co-operative companies for building irrigating canals.

In the mountain ranges which traverse Central Oregon there are said to be rich deposits of gold, copper, silver and lead, but they have never been developed or even explored, so that the mineral wealth of the triangle I have described is merely a matter of conjecture, but agriculture, forestry, fruit raising and dairying will furnish occupation and support for half a million people at least.

While there are no reliable statistics available, it is estimated that at least one half of the territory is unoccupied government land subject to entry, and a considerable part of it is in forest reserve.

The Oregon Short Line, the Southern Pacific and the Oregon Railroad & Navigation company, all controlled by the late Mr. Harriman, have built short feeders from their main tracks into Central Oregon, but the difficulties and expense of construction have deterred them from furnishing the transportation that is required for the development of the territory. There have been numerous surveys for lines north and south and east and west, and topographical maps of the entire district may be found

on file in the offices of the engineers of both the Hill and Harriman systems, which, as everybody knows, are antagonistic, and are supposed to be determined to resist encroachments upon their respective territory. Thus far the Harriman lines have gone only as far north as Butte, Mont., and to Seattle, but Mr. Hill has recently invaded the Harriman territory at a cost of \$50,000,000 by laying a track along the north bank of the Columbia river from Spokane to Portland.

A treaty of peace has recently been entered into by the rival systems so far as the Puget Sound country is concerned. A joint agreement, by which the Northern Pacific will be given a monopoly along the coast of the sound from Seattle to Vancouver, B. C., has been signed by the officials of the Union Pacific, the Southern Pacific, the Great Northern and the Northern Pacific. Under this arrangement, the Northern Pacific will construct two or three, and if necessary four tracks, from Seattle to Vancouver, and will haul the through cars of all roads. But this evidence of harmony and cooperation does not apply to the development of Central Oregon.

Mr. Harriman has promised for several years that he would furnish the people of that section with the facilities they require, but he did nothing. There had been a great deal of complaint about his indifference, and newspapers of Oregon demanded that he should spend at least a portion of the large sums of money that had been earned by the Oregon Railroad & Navigation company in that state, by extending its tracks to those sections which have no railway communication.

In February, 1906, W. F. Nelson, now dead, and V. D. Williamson of Portland, organized what is known as the Oregon Trunk railroad, under the laws of Nevada, with a capital stock of \$1,000,000, and obtained a right of way through the canyon of the Deschutes river which rises in Central Oregon and flows into the Columbia near The Dalles. This canyon is said to furnish the only water level route for a railroad into central Oregon, and in some places is so narrow as to admit of only one track. Secretary Ballinger was a director of the company, until he went into the cabinet. But they did nothing to utilize their rights and the existence of the company was practically forgotten until the latter part of August, when it was announced that John F. Stevens, formerly chief engineer of the Great Northern railway, and at one time president of the Panama canal commission, had purchased the franchise and intended to build a road into Central Oregon, connecting with the Hill line upon the north bank of the Columbia river.

three thousand men were employed as rapidly as they could be procured and there was a great show of activity. This was explained when Mr. Stevens disclosed his presence in a rather dramatic manner by an announcement that he had purchased the franchise and all the rights and property of the Oregon Trunk company, with money furnished by James J. Hill, personally, and intended to build a bridge over the Columbia river at the mouth of the Deschutes canyon so as to get an outlet over the North Bank road to Portland and to Spokane. From the latter point he would have connections with the east over the Great Northern and Northern Pacific. Mr. Stevens made it very clear that Mr. Hill personally was behind him, and he intended to develop central Oregon and the triangle I have described by the construction of whatever railroads were necessary.

MEN'S OPPORTUNITIES GREAT.

It is very common to hear people say, "I came to this country 10 years too late; the great opportunities of getting cheap lands and entering into business have all been taken." This is the rankest kind of nonsense. There never was a time in the history of Eastern Oregon when there was a chance for the man who has his head screwed on right that there is today.

Often we hear some one remark: "Well, if I had only gone into Rye Valley when Walter Fernald and the other old-timers did I would have been wealthy, too." No, you are mistaken, for a man who views things in this light would never prosper no matter what his environments might be. Had he been in Rye Valley in the early days he would have pined his life away because the country was sparsely settled and in a fit of despondency would have traded everything he had for a saddle horse to ride to Umatilla Landing, where he could get away from the solitude of Eastern Oregon.

The fact is, today is the great time, for all are located in this section of the country. The present is filled with the greatest chances ever placed before a people. But land is worth a hundred dollars an acre now. So it is and before you have lived here very long it will be worth three hundred dollars. Business is crowded, you may say. Not so, there is plenty of room for a firm or an individual who will attempt to give the people a square deal. But do not rely so much on merchandising, show business or something of that kind. Get back to the soil and aid in developing Baker County. The resources are so great that the lifetime of a man who is now 25 years old will be spent before any degree of perfection can be reached in raising and handling crops that this county will produce.

These are facts, stranger, and if you spend two months in Baker County and fail to find something that you can make good at, then may the good Lord have mercy on your soul, for there is not a place in this wide, wide world where you will succeed.--Baker City Herald.

To quickly check a cold, druggists are dispensing everywhere a clever Candy Cold Cure Tablet called Preventics. Preventics are also fine for feverish children Take Preventics at the sneeze stage, to head off all colds. Box of 48--25c. Sold by Reed Bros.

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