

## BOOSTS HARNEY COUNTY

Newspaper Writer Tells of The Great Harney Country's Bigness

## WHAT HE OBSERVED ON A TRIP

Attempted to Find Enormous Amount of Vacant Agricultural Land, but Accounts for it by Fact That We Are Isolated—The Immediate Construction of Railroads Will Change All.

M. Hyskell, a newspaper writer who visited this section in September, is running a series of descriptive articles in the Herald. In a recent issue he discussed the wagon road grant lands and among other things of this section: "The fact that foreign bankers are without a streak of humaneness and almost human intelligence. Owing to Oregon's lack of railroad transportation we have not believed the time for placing their lands on the market, but meanwhile they have been reasonably liberal in the use of lease and in encouraging improvements, an instance of which is a wonderful young orchard a few miles west of Burns. A Harney county business man wished to demonstrate to these foreign bankers that even the sagebrush hillsides of the road grant lands are subirrigated and suitable for orchards producing all the Oregon fruits. The man invested his money and effort in the planting and cultivation of an orchard, successfully proving his theory, and the road grant company presented the orchard as a mark of appreciation. The principal object of our Oregon trip having been to view the lands open to the homesteader and to see what such lands will produce, we were surprised to find that the lands all through the country alternating with the great grasslands. In view of the isolated land hunger that prevails in the eastern states, and the object-lesson of that lying orchard on the Harney hills, the only way one can account for these untaken homesteads is by the fact that settlers state to go far from rail transportation. The result of this general hesitancy is that only the few pioneers go in—and they blaze the way for the rush of homeseekers who follow the railroad builders. There is not to be long delayed through Harney county. A survey of the Oregon East-parallel long road grant lands in this state, and already agents have approached the grant owners for rights way through eastern districts the strip, where the railroad crosses grant sections. There are at present but 14 homesteads in the Harney valley which comprises one-half of eastern Harney county. While the business of the Harney valley for 1909 showed a 124 percent increase, and homeseekers stopped in Oregon about 3400 of these came to Harney and of the remaining only a few hundred reached Harney Oregon. At the Burns office this year about 400 have filed on homesteads.

30,244 acres being taken as homesteads, 20,300 acres under the desert land law and 8111 acres on school land scrip. This scrip, formerly obtainable at \$5 per acre, now costs the settler \$8.75 per acre, which is the surest indication of the increasing value of the wild lands in central Oregon. Burns with about 1000 inhabitants and the terminus of the four stage lines, is respectively 213 miles from Shaniko, 102 miles from Austin, 131 miles from Vale, and 284 miles from Winnemucca, the nearest railroad points. Harney the second town of size, has 100 people, Lawen and Narrows, near Malheur lake, and Denio, near the Nevada line, are small trading posts, each with a general store. The other postoffices are merely ranches. Harriman, Alberson, Waverly, Ann Voltage are new post offices, established on recently taken homesteads along the line of railroad surveys. The marsh deposits of sodium borate in southeastern Harney county, which extend over 10,000 acres south of Alvord lake, have been made famous over the country through the "mule-team borax" advertisements. These borax deposits have been operated several years, with a large refinery on the ground, and about 400 tons of refined borax has been produced annually and hauled by 16-mule teams to Winnemucca on the Central Pacific railroad. Crossing the plateaus west of Harney valley, we passed through the largest black sagebrush we had seen in Oregon, and descended into the beautiful Silver creek valley, several miles in area, and noted for its natural grasses. All through this country both the lowlands and bench lands have excellent soil, and good well water is struck at shallow depths. Warning, a government expert, discussing the artesian and ground water resources of the Harney country, says that whole region is likely to develop artesian wells, because of the formation of the basin-like valleys and the subirrigating flow of moisture that seeps down from the hills. Since many of these ranges of hills are timbered, the reasonableness of the theory is increased, for it is a well known conservation principle that forested highlands husband the winter and spring moisture, to be doled out through nature's channels for the benefit of the growing crops on lower levels. Warning cites numerous instances where wells drilled 90 to 250 feet produced artesian water that rose to within a few feet of the surface.

Job printing—The Times-Herald

## FINE RANCH FOR SALE

Splendid Opportunity For Stockmen

We will sell the part of the holdings of the American Land & Live Stock Company known as the Colony Ranch, located on Colony Creek in the southern part of Harney County. This is a fine ranch, consisting of about fourteen hundred (1400) acres, several hundred acres of which is in fine meadow. We would like to sell with the Colony Ranch about eleven hundred (1100) acres of land which we own in northern Nevada, near the Colony Ranch which was located by Mr. Sisson on account of the water advantages. Easy terms will be made.

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## O. S. I. TO BUILD A ROAD TO BURNS.

"We are now getting our engineer force ready and preparing the notes and other necessary preliminaries and just as soon as we shall have them completed we will begin the work of construction on the railroad between Vale and Burns."

Such are the unmistakable terms used last Wednesday morning to a reporter for the Malheur Enterprise by no less a person than David H. Ashton, engineer in charge of construction for the Oregon Short Line. "It would be impossible at the present time," continued Mr. Ashton, "to give definitely the date upon which we shall be ready to begin work, but it is certain that the tracks and yards through the city will be built within three months. The only matter to be settled is securing of the right-of-way through the townsite."

## Harriman's Estate.

The final appraisal of the estate of the late E. H. Harriman places it at a value of \$149,000,000. This is more than \$50,000,000 over the most liberal estimate made when it was a matter of speculation. As a rule, when an appraisal of an estate of great wealth, which is much talked of, is made, the public estimate is found to be greater than the fact. Estates shrink under careful examination. But in the present case the contrary has been the fact. It is much larger than even his intimates supposed. The wonder of it is that such a great estate should have been accumulated in the time it was. Mr. Rockefeller's great wealth was built up in a period covering 40 years; that of Mr. Carnegie in about the same time. It took three generations to build up the Astor and Vanderbilt fortunes to their present mammoth proportions. The Morgan estate was erected on accumulations made in a prior generation and the time in which the great Hill, Kennedy and Stratheona fortunes were made was not less than 30 years. Yet Mr. Harriman's great accumulations were made within a period of 10 years. It is without parallel in the history of self-made fortunes of huge amounts. —Brooklyn Eagle.

## NOTICE.

All parties owing Lewis & Garrett, or Simon Lewis are hereby notified that all these accounts are in the hands of our attorney C. H. Leonard for collection and settlement. Persons indebted to us will please settle the same with Mr. Leonard at once.  
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## RESERVE CROWDS OUT

Sheep Ranch Put Out of Business by Forestry Curtailing Range

## GRAZING CUT DOWN EACH YEAR

Starting With 40,000, Famous Crook County Sheep Ranch Has Reduced to 12,250 on Account of Grazing Allotments Being Reduced and Now Going to Quit—The Policy is Criticised.

The famous Hay Creek sheep ranch, located in Eastern Oregon and one of the largest and best known sheep ranches in the United States, has been forced out of business on account of the Forestry Bureau's policy of conserving the forest reserves. J. G. Edwards, owner of the famous ranch of 27,000 acres, said yesterday that he had been forced to the wall by the Government's policy and he had decided to cut up the big ranch and sell it, says the Oregonian.

## NEW CONTRACT TO RULE LIVESTOCK.

The State Railroad Commission, which has been investigating the livestock contracts in use on the railroads of Oregon, has entered an order prescribing a uniform contract for the use of all railroads in the state. All parties interested have been and it is believed that the labor of the Commission represents the fairest form of contract, when the interests of all concerned are considered, that it is possible to frame at this time. At the request of the Railroad Commission the last Legislature passed an act which makes it unlawful for a carrier to change or limit its common law liability when handling livestock shipments, unless permitted to do so by the Commission. The act also makes it the duty of the Commission to prescribe a uniform contract that shall be just to all concerned. Many of the one-sided provisions of the old contracts have been eliminated. Salient features of the new contract are:

1. If the shipment is over every detail and one of the great producers of the state. There was no expense to which he would not go to build up his line of sheep, he said, and he imported rams costing thousands of dollars and by systematic breeding produced a sheep which had wool from its nose to its hoofs, the only sheep of its kind in existence.

more than one line the contract will serve as a through bill of lading, its provisions inuring to the benefit of and being binding upon all connecting carriers. This will do away with the present practice of requiring shippers to sign a new contract every time the shipment passes to a connecting carrier.

2. The carrier is held liable only for loss or injury caused by its own negligence.

3. The carrier not liable for loss or damage due to acts of God, the public enemy, authority of law, or acts or defaults of the shipper.

4. Shipper agrees not to load a car if he finds defects which make it unsafe or unseaworthy, and agrees to notify agent and demand necessary repairs before loading.

5. Shipper agrees to load and unload his stock and to see that the shipment is accompanied by attendants to look after it. He must see the doors are fastened and kept fastened. The company is liable for loss or damage in loading, or unloading only when same is caused by its own negligence.

6. If shipper neglects to send attendants and railroad employes act as attendants it is done at shipper's risk.

7. Shipper assumes risk of loss or injury to stock when caused by any of them being wild, unruly or weak or from ill effect of being crowded in cars.

8. Shipper agrees to protect the carrier if his stock is infected with any disease.

9. Lien of carrier for freight charges is not affected by removal of stock from train or yards.

10. In event of loss or injury shipper agrees to notify agent of carrier before removing the stock.

11. It provides that all suits or actions for the recovery of claims for loss or damage must be begun within 60 days after the shipper has received notice that his claim is refused.

12. The valuations, covering ordinary livestock are as follows: Each stallion or jack, \$100; horse, mule or ass, \$75; horse, mule or ass colt, \$25; burro, \$20; burro colt, \$5; bull, ox, or beef steer, \$40; stock or range steer, \$25; beef or milk cow, \$35; stock or range cow, \$20; calf \$10; fat hog, \$12.50; stock or range hog, or pig, \$7.50; fat or mutton sheep, \$4; range or stock sheep, \$3; goat, \$2.

"It is the Government's policy right through which has forced me out of the game," said Mr. Edwards, at the Portland Hotel. "I cannot continue in business with this small bunch of sheep on the big ranch, and now all I can do is to sell out."

Mr. Edwards believes that the Forestry Bureau policy is bad, not only for him but for the state and country at large. It could have no other effect, he said yesterday, than to drive great industries, such as he had built up in Eastern Oregon, out of existence. He had created a ranch which had become famous the country over, was a model in

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