

NORTH AND SOUTH LINE

A Railroad From Reno to Pendleton Offers Solution to Problem

LINE WOULD TAP RICH COUNTRY

Hill Connections to North Less Difficult Than to East
From the Harney Country--Would be of Greater
Benefit Than East and West Joint Track in Canyon.

The railroad situation has not cleared much in the past few days and things are still in the air so far as definite information is concerned regarding immediate future movements. J. F. Mahon returned home Tuesday from Portland and while he says the general opinion down there is that one or more roads will build in the near future this opinion is not based upon any authoritative announcement. Some are of the opinion that the Harriman people will not do any more work than is necessary to hold their ground.

Mr. Hanley's interview in the Oregonian is encouraging, yet he is not in a position to state positively what is going to be done. From his interview one is at a loss to conjecture where the Hill line would go from this valley. It is suggested that the Hill line will extend east from the Deschutes to this valley, running a branch up the Blitzen to the P Ranch and another north to Burns, making this territory a feeder to the north and south line running up the Deschutes. Mr. Hill stated when here last summer that the Deschutes line would be the backbone and the ribs would follow. This east line suggestion is based upon this proposition.

It doesn't seem reasonable that the Hill people would make entire disposition of their rights in the Malheur canyon if they intended going east. The suggestion of a route to the south of this pass through Barren Valley toward Buhl, Idaho, doesn't appeal seriously, as Chief Engineer Stradley of the Harriman system spent a good portion of last summer surveying in that territory and had he found the route attractive it is not likely the Harriman line would pay Hill \$300,000 for his rights in the canyon.

The announced intention of the Nevada-California-Oregon Railway to extend to Pendleton suggests a possible solving of the rather complicated situation. An inspection of the map shows a practical route from Lakeview through Catlow valley by the P Ranch and north up Silver river to Pendleton. The following is clipped from the San Francisco Chronicle of last Saturday:

"The Nevada-California-Oregon Railway, which now extends from Reno, Nevada, to a point beyond Alturas, California, will be extended to Pendleton, Oregon, as fast as the work can be done. A large amount of material for the construction of the extension, including 3000 tons of sixty-three-pound rails, has been ordered to be delivered within sixty days, and a contract for the construction work will probably be let before the 1st of February. There are at present nearly 150 men at work on the road between Alturas, California, and Lakeview, Oregon.

"The Nevada-California-Oregon Railway is a narrow gauge, 146 miles long, but the new road-bed, including all bridges and culverts, will be standard gauge, and when the road is completed the track will be widened.

"General Manager Duniway says work on the new construction will be rushed during the winter, and that when completed the road will be 500 miles long and will open up a tremendously productive region.

"M. Duniway says that neither J. J. Hill nor any other railroad magnate has any interest in the road, nor have they made any overtures looking to its control."

It is said by those familiar with the territory that this route does not encounter any difficult engineering problems. It is almost

a straight line from Lakeview north and would tap some fine country and a considerable amount of timber; besides this line would connect with Hill interests in that direction with less difficulty than by going east from Harney Valley.

At any rate it is quite evident that Mr. Hill has not abandoned this big territory after holding the trump hand in the canyon. He has some way of offsetting what he disposed of there and perhaps it will prove even better for Central Oregon than had the joint road been continued as at first suggested.

PRINEVILLE TO BUILD RAILROAD.

The Hill and Harriman lines building up the Deschutes leaves Prineville off the line for some distance but the public spirited business men of that town have incorporated and will build a line to connect with these roads. Matters have advanced far enough to insure the road and actual construction will begin as soon as weather conditions will permit.

OUR IRRIGATION PROJECTS

The recent railroad news changing the situation more or less and putting things up in the air has in no wise dampened the ardor of those investigating the irrigation possibilities in this section. There is a feeling among our people that railroads will not be far behind the construction of reservoirs and systematizing the use of the water in this territory. That conclusion is right. We should help and encourage the irrigation projects as this is the surest way to reach the attention of railroads.

At one time we were all favorable to government construction of the irrigation projects of the Harney country, but after observing the long drawn out methods of the reclamation service and especially the manner of distributing the funds we are more favorable to private capital and pleased to see people representing money making investigations.

We may look forward to considerable activity in this line during the coming year and when finally arranged Harney county will not take second place to anywhere in the magnitude of its irrigation projects. It will be the largest compact body of irrigated lands in the whole west.

Big Battle Starts on Reserves.

An attack on the conservation policies inaugurated by the Roosevelt administration, more serious probably than any heretofore made, will be contained in an appeal next week to the supreme court of the United States to declare unconstitutional the creation of the big forest reservations of the west, says a Washington dispatch.

Failure to win on this proposition is not to end the campaign of the anti-conservationists. They have prepared to fight a step further against the alleged independence of the forest reservations from the state laws on the theory that the federal government, in creating them, holds the land merely as a big land proprietor, and not with any prerogative of sovereignty.

The fight has arisen out of the attempt of the United States to enjoin Fred Light, a Colorado cattleman, from "allowing his cattle to trespass" on the Holy Cross forest reserve in that state. Despite Light's claim that the formation of the reserve without the consent of the state was in violation of the federal legislation and that action for trespass could not be maintained under the Colorado laws, unless the land in question had been fenced, the federal circuit court issued the injunction.

EXHIBITION CAR IN OHIO.

Mrs. A. O. Faulkner has furnished this office with a copy of the Van Wert (Ohio) Daily Bulletin containing an ad of the Hill exhibition car in her former home town. The ad invites the public to call and see the wonderful display of fruits, vegetables, grains and grasses grown in Oregon. It also exploits our free homesteads.

The car is under the management of E. C. Leedy, general immigration agent of the Great Northern. Local people hear direct from the Harney county display in this car occasionally and while Mr. Hill may have abandoned this territory he is giving us some good advertising at any rate.

"RYE" SMYTH IN TOWN.

The Journal of Saturday had the following to say about a well known Harney county citizen:

"I can fight Indians, all right," ejaculated D. H. ("Rye") Smyth, of Happy Valley yesterday, "but I'll be darned if I can understand how those pesky street cars can hike along without something to pull them."

"Rye" Smyth has "come to town" for the first time in thirty years. He is a wealthy cattleman age 66 years. He is having his eyes treated by a Portland specialist.

"Automobiles may be fine," was his further comment, "but you don't have to take a horse doctor along every time you ride a horse."

Accompanied by R. A. Smith, a sheep man of Stein's mountain, "Rye" Smyth has been trailing about to see what a city offers in the way of amusement. The comment on the automobile was occasioned by Mr. Smyth's first experience as a joy-rider. Six miles from the city limits the machine balked. "Rye" walked home.

"Seems like a man can't do anything alone in these towns," he said. "Here I want to go in to a cafe and want to get the best they have, and every time I've got to take some one with me so I can be told what to eat. Ain't it fierce?"

Smyth was pretty busy during the wool growers' convention in Portland, for he had to keep up his side against great odds. Smyth went into the cattle business in 1872 and he has been a cattleman ever since. He has fought sheep men all his life and is still fighting them. But his companion "Dick" Smith, has almost converted him.

"Rye" Smyth's father and two brothers were killed in the Indian uprising in Harney county. And, he says for himself, he has hung out many an Indian's scalp to dry.

The sightseeing firm of Smyth and Smith is making its headquarters at the Imperial hotel.

James Buckland, formerly of Harney county, was sued in Nampa this week by his wife for non-support of herself and child. Mrs. Buckland lived in Ontario a short time.—Argus.

Do you know that fully nine out of every ten cases of rheumatism are simply rheumatism of the muscles due to cold or damp, or chronic rheumatism, and require no internal treatment whatever? Apply Chamberlain's Liniment freely and see how quickly it gives relief. For sale by all good Dealers.

Mrs. I. H. Holland of Burns was visiting in Ontario, Vale and Boise this week. Miss Maggie Thebo of Vale accompanied her sister to Boise. Miss Gladys returned to her school at Portland.—Ontario Argus.

HILL WILL BUILD ROAD

Has Not Abandoned This Territory So Bill Hanley Says

THE PROJECT IS NOT GIVEN UP

Mr. Hanley Has Encouraging Interview in Oregonian
But Doesn't State How Hill Line Will Get Out of
The Harney Valley to an Eastern Connection.

That James J. Hill received \$300,000 cash for the sale of his right-of-way in Malheur Canyon to the Harriman interests and that it is still his intention to build a line East across the state is the opinion of William Hanley, of Burns, Or., who, with his wife, is at the Hotel Portland, says the Oregonian.

"James J. Hill," said Mr. Hanley, "does not believe that the monopoly of canyons will control the railway situation in Oregon. That is self-evident or he would not have sold the command of this route through Malheur Canyon. He controlled the situation, but came to the conclusion that he did not need it in his plans. The Harriman people did. It was the only route by which they could go to Odell from Ontario. It was absolutely necessary as long as they fixed the terminal at Odell. Evidently Mr. Hill discerned this and sold his rights with that end in view."

"I don't believe Mr. Hill ever wanted the canyon; but yet he intends to go south and east. The Malheur Canyon starts at the lower end of Harney Valley and continues for 150 miles to Ontario. It is narrow with high cliffs and there are few open valleys."

The Harriman people could not have gone up the valley without the use of the Hill right-of-way. From Juntura to Riverside the canyon is rough and valueless for ordinary pursuits. From Juntura to Vale three-fourths of the property in the canyon is deeded land and it was this that Hill had within his grasp.

"The route of the Harriman people through this canyon to Odell, the proposed terminal, does not go over a hill. It is 2100 feet above the sea at Ontario and 410 at Odell. There is only a gradual ascent over the 300 miles to be traveled."

"What did Mr. Hill get for the rights he had in the canyon?" was asked.

"I know but do not care to say," said Mr. Hanley. "But this can be said that he got the market value. What it was worth as a strategic point."

"At what figure do you regard its market value?"

"About \$300,000."

"Do you think that Hill has given up his intention of going across the state?"

"Certainly not. I am sure that he has not. He is going south and east, and he wants to go straight East. That is the reason that he sold the canyon. You know the canyon runs north and east, north most of the way. The Hill system is going to develop Oregon. That is a positive certainty. Everybody about the head office from Mr. Hill down talks of it. They know the value of the country. They want to get into it."

Few men in the state have held closer relations with the Empire Builder than Mr. Hanley. His acquaintance with Malheur canyon began 30 years ago when he came to Harney County.

It was through Mr. Hanley's efforts that the rights both of the Harriman and the Hill interests were obtained. It was his

work that delivered to the Hill more recently the deeds to the various pieces of land which gave them control of the situation.

ENCOURAGES GOOD ROADS.

Governor West's strong indorsement of the Good Roads cause in his message to the Legislature has given the better highways movement tremendous encouragement and strength.

"We may sing the state's praises to the sky and spend a fortune in advertising our resources to attract homeseekers and settlers," said Governor West, "but we will have but little success unless we can point to some movement toward the construction of Good Roads over which the products of the farm may be handled to market."

"Realizing how greatly the state was in need of good roads, and that through our slipshod methods of road patching thousands of dollars of the people's money was being squandered annually, a number of our public spirited citizens through their organization, the Oregon Good Roads Association, have thoroughly investigated the whole question of road building and I understand will submit to your consideration a number of bills which embody their views and recommendations in the matter. Knowing that their recommendations are being prompted solely by an earnest to see this state gridironed by the best system of highways in the world, and at the least possible cost to the taxpayers, I ask that the whole question be kindly given the most careful consideration by you."

With Governor West's support has been joined the promises of many legislators that they will support the Good Roads cause and the bills that have been framed to meet the good roads construction need.

Oregon good roads advocates are bending the strength of their united influence to secure adoption of five highway measures now pending before the legislature. These bills, made law, will set into motion and make possible a good roads campaign in every county that will result in actual miles of road built. But the plans formulated by the Oregon Good Roads Association contemplate more than road building, they are intended to aid in the building of better homes, better schools, and to make farm work pay better. The unit system of road building is recommended for every county. This means that each county aided by the state will construct its own highway system in the way most needed by that particular county.

The state highway commissioner, whose services are to be rendered under the state highway board, will advise as to best methods while at the same time relating and connecting the better built highway system of one county to those adjoining so that the ultimate result will be a state wide system. This unit system has been found most effective and satisfactory in other states. Every unemployed man in

every county will be given work in road building according to the present plan. He will be made a producer of wealth and an agent of development. Convicts will be taken from the jails and made to prepare material and in instances, where it is desirable, actually build the roads. In Washington convicts thus employed, whether taken from city, county or state prisons, net the state a profit each of \$2.50. This means that they pay their way and a little better, and are no longer either a burden or menace to the community.

Making of macadamized roads is recommended wherever possible. The State Highway Commissioner will have as a duty the spread of information explaining best construction methods. One of the first and most valuable features of information will be the report of Prof. H. M. Parks that Oregon counties have within their borders enough ba-salt and other road-making material to last forever. Trying to build the system of better roads all at once is not recommended. Improvement of existing dirt roads comes first, then macadamizing as fast as possible.

The bonding act is not intended to saddle debt on counties. It is expected to make immediately available \$10,000 from the state fund for every \$20,000 secured by bonding. Future generations who will enjoy the benefits and pleasures of improved highways even more than the present will pay for the roads gradually. If roads were built on cash outlay the cost would come before the benefits. Under the bonding act the road itself guarantees the outlay, and the enhanced value of the property, the facilitated transportation and the larger returns from effort, will meet interest and first cost. Good roads are an interest-paying investment.

Medicines that aid nature are always most effectual. Chamberlain's Cough Remedy acts on this plan. It allays the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. Thousands have testified to its superior excellence. Sold by all good Dealers.

LOST—On main street a small silver shoe containing a tape measure. Return to this office.

Medicines that aid nature are always most effectual. Chamberlain's Cough Remedy acts on this plan. It allays the cough, relieves the lungs, opens the secretions and aids nature in restoring the system to a healthy condition. Thousands have testified to its superior excellence. Sold by all good Dealers.

Reatos for sale, all sizes and lengths, price 20 cents per foot. Any one desiring Reatos address W. A. Ford of J. O. Alberson, Alberson, Oregon.

ESTRAYED—From the Settlement farm in Sunset last summer a bay mare with white spot in forehead, weight about 1150 lbs branded 760, the six being a continuation of the stem of the seven on left stifle, black sucking unbranded colt following her. Suitable reward for her return or information leading to her recovery.

E. E. LARSEN,
Harney, Oregon.

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