

The Times-Herald.

The Great Harney Country
Covers an area of 6,428,000 acres, of
land, 4,034,951 acres yet vacant subject
to entry under the public land laws of
the United States.

BURNS, HARNEY COUNTY, OREGON, MAY 13, 1911

NO. 26.

VOL. XXIV

ALL RAILROAD PARTY

W. Hill Accompanied to Burns by Other Officers of System

BE MOST CORDIALLY RECEIVED

President Gray, Who Succeeded John F. Stevens, and George B. Harris of Burlington System With Him—Make no Promises but Visit Encourages People.

President Louis W. Hill of the Great Northern Railroad was the honored guest of the people of Burns this week and met by the same enthusiastic welcome as marked his visit of a year ago. The little town was decked out in gray colors and several large banners suitably worded stretched across the street. The band boys and school children were also in evidence at the court house lawn where an informal reception with a few addresses was given.

While Mr. Hill gave out no definite promises his remarks clearly indicated the interest felt in this great big country by the railroad people and the mere fact of his coming here bringing with him C. Gray, the new president of the Hill lines in the northwest and George B. Harris, chairman of the board of directors of the Burlington system, means something to this isolated section. There is a feeling that the Hill lines will come to this section although the advantages gained in the right of way through the Harney canyon were turned over to the Harriman lines.

Mr. Hill announced that since his last visit the Great Northern has been busy constructing the Oregon Trunk up the Deschutes and making extensions of the line out of Portland. The Hill lines have no other definite plans in Oregon further than reaching Bend at the present time. Mr. Hill said it was possible to turn east toward Harney valley from that point or go south. Nothing definite had been determined upon. That system is doing no work of extension outside of Oregon. He remarked that this county was the real active portion yet isolated and served by railroads. That it needed transportation as much more than any other section of the West.

A large crowd assembled on the court house lawn to hear Mr. Hill talk and some had hoped for a definite announcement as to construction. However, none were discouraged and hope runs high for all feel that the Hill system will yet reach the Harney country in the very near future.

Dr. W. L. Marsden presided at the gathering and called upon H. Leonard to Welcome the guests. Mr. Leonard expressed the pleasure of the people of Burns at again having the honor of Mr. Hill's presence and their high regard for him. Their faith in his making good on his promise of last year is still strong.

After Mr. Hill, Dr. Marsden introduced Carl C. Gray the president of Hill lines who succeeded John F. Stevens the first of this month. Mr. Gray is a very observing, keen business man who quickly saw the great possibilities of development in this big country. Mr. Gray has not yet had time to get acquainted with the office force and has merely made a hurried run over the lines under his management. The fact that he has been brought

into this section within less than a week after he took active control of the affairs is the strongest indication of early plans for road building. The presence of Mr. Harris who has particular influence in the financing of such a project augments this conclusion. The presence of these gentlemen is even more significant and makes the visit at this time of even more importance than that of a year ago.

Mr. Gray's remarks were along the line of settlement and development in the right line. The importance of starting the farmer right was a matter that had not been given the attention it demanded. He emphasized the importance of proper aid from the state and national government in experiment farms. Mr. Gray's remarks were given marked attention and The Times-Herald is pleased to find he made a fine impression upon the people with whom he came in contact and that he left a feeling of confidence and respect among us that he will be an important factor in the upbuilding of this territory.

Charles Patterson, a manufacturer and capitalist of St. Paul was introduced and paid a fine tribute to the greatness and future prospects of this section. Mr. Patterson is taking a deep interest in the Northwest Development League recently organized at Helena and is chairman of the executive board of his state. This organization will exploit the entire northwest and hopes to stem the tide of migration into Canada. This league has a plan of co-operation with local commercial bodies that will be advantageous to the entire country.

At the close of the open air meeting at the court house the guests were taken to the Masonic hall where they sat down to a luncheon prepared by the Commercial Club. Here the visitors were greeted by quite a large assemblage of business men and further discussion of interest was held. During the luncheon Dr. Marsden called upon C. B. McConnell for a brief outline of the irrigation possibilities of Harney county. This proved the most important information received by the visiting gentlemen in which they displayed deep interest. Mr. McConnell gave them some facts and figures backed by data that was of particular importance to the transportation men. His pointing out of the three feasible irrigation projects with storage capacity of practically 500,000 acres was certainly an important fact that the visitors desired. They asked many questions which Mr. McConnell answered in detail and to their entire satisfaction. He convinced them of his thorough familiarity with the subject and that he was conservative. Following the luncheon Mr. Gray and others of the party accompanied Mr. McConnell to his office where they were given further information and data covering the subject.

(Continued on page two.)

INSIST ROAD WILL BE BUILT.

A large delegation of Oregon Short Line officers visited Vale last week last week for the purpose of meeting the people and getting acquainted. Among those on the special train was Chief Engineer Stradley who is quoted in the Vale Enterprise as saying:

"There are many things that we cannot tell you people today in this matter but will say that the main reason why railroad work has not been carried on is on account of the opposition we have met in securing right-of-ways. We have wanted to purchase it and have been willing to pay a good price for it. We had authority to start work some time ago but delays in securing right-of-ways for the Oregon Eastern stopped work. We have had the line under consideration for four years and it is safe to say that had it not been for certain legislation in this state that the line across the state would now be constructed."

INDUSTRIAL NOTES.

(Portland Correspondence.)

Central Oregon cities will send delegates to Prineville June 30 and July 1 to form the Central Oregon Development League. The Prineville Commercial Club is issuing invitations to cities of the interior to be represented there and the Oregon Development League is aiding the movement as far as possible.

"The value of the smaller development league" said Secretary C. C. Chapman, of the Oregon Development League, "is that each operates in its own section and ever so much more good will result from Central Oregon being organized as a unit. A separate league will give that territory an entity that never would be received by the individual communities. The work of the central organization will supplement that done by each unit on its own behalf."

Cities in Crook, Wheeler, Grant, Harney and the north half of Lake and Klamath counties will be eligible to membership in the proposed league. Central Oregon is taking an interest in the matter and it is expected there will be a large attendance at the Prineville meeting.

Dr. Woodrow Wilson, governor of New Jersey, will be entertained by the Portland Commercial Club when he visits Portland May 18 and 19. He will be the guest at a banquet in his honor at the Club on the night of May 10 and he will address a public meeting at the Masonic Temple.

Rains of the past week have been hailed with delight by all sections of the state. Eastern Oregon has welcomed the showers for they were needed to supply moisture to the grain fields. All other sections report that the rainfall makes crops particularly bright.

A sane Fourth of July is promised for Portland. It is now the intention to make a quiet one, without the usual noisy features that are usually so prominent in the observance of Independence Day. People of the city for the most part plan to spend the Fourth in the country and to enjoy picnics and outings in the fields and woods within reach of Portland.

To aid the development of the Northwest states, from Minnesota to the Coast, delegates from the section interested met during the past week at Helena, Montana, and took steps to form the Northwest Development League. It will exploit the states of Oregon, Washington, Idaho, Montana, North and South Dakota, Minnesota and the territory of Alaska. Meetings will be held each June and December, to be known as the Northwest Development League Congress. The December meeting will be held in Minnesota, in connection with a big land show. The 1912 congress will meet in Seattle.

For soreness of the muscles whether induced by violent exercise or injury, Chamberlain's Liniment is excellent. This Liniment is also highly esteemed for the relief it affords in cases of rheumatism. Sold by all good dealers.

BEND BOOSTERS VISIT US

Come to Officially Notify Burns of Opening of Wagon Road

INDUCEMENTS FOR SHIPPING

A Business and Fraternal Visit That Will be of Mutual Benefit to the Two Towns and Bring Relations That Only Railroad Extensions Will Ever Disturb.

Burns was visited the first of this week by the liveliest bunch of boosters it has seen for many days. The Bend Commercial Club to the number of about 30 came over Sunday to notify us that the Burns-Bend road was open for traffic and they extended an invitation to use it and offered particular and attractive inducements to local shippers to consign goods over the Oregon Trunk route.

The party left Bend Sunday morning at 7 o'clock and three of the seven autos in the party reached Burns shortly after 3 o'clock in the afternoon, making the distance in seven and one half hours. They report the road in very good condition with the exception of about 12 miles which is rocky. This portion of the road is chiefly in Lake county but will be put in shape by the Commercial Club of Burns.

The only disagreeable feature of the visit was the weather. As usual when we want to "put on airs" the weather man got busy and gave us some of the most disagreeable cold windy, stormy weather we have had this spring. However, this didn't seem to dampen the ardor of the enthusiastic delegation that came over to pay the first "official visit" to a neighbor with whom they hope to become better acquainted in the immediate future.

A reception committee of the local club met the visitors and on Monday forenoon several cars loaded with Bend people were taken for an observation trip over the Valley. This trip consumed several hours and took them out to the vicinity of Lawen and back across the island. The entire party stopped at the Bill Hanley "Bell A" ranch where luncheon was served. They returned to town in the afternoon and in the evening were tendered a luncheon at the Burns Hotel, there being 122 who sat down to a very nice spread where the "get-together" spirit was manifested and our visitors gave the people of Burns facts respecting the advantages of closer business relations with our neighbor on the west. As it was intended to be a more or less business affair nothing elaborate in the way of menu was attempted and every man had a clear head and ready to talk business.

Dr. W. L. Marsden was toastmaster and did the honors in his usual happy manner. He introduced Hon. Frank Davey, who as president of the Burns Commercial Club extended to the visitors a hearty welcome. He was followed by Dr. U. C. Coe, mayor of Bend, who thanked the people of Burns for their cordial reception and expressed a desire to return the hospitality when the golden spike is driven by President Hill in Bend at the completion of the Oregon Trunk. Dr. Coe and in fact all the visitors were loud in their praises of Harney Valley and predict a great future for this big country.

W. C. Richardson, county road supervisor of Crook county, gave a description of the new Burns-Bend road which is practically completed, although not yet in shape for autos. Mr. Richardson

has spent most of his time since February and when completed he says they will have a road capable of 30 miles an hour by autos. There are a few miles of rocky road yet to be looked after in Lake county which the commercial bodies of the two towns will attend to. Stopping places are provided for already along the line, there being but one stretch of eight miles, the longest where there is no water.

Geo. Putnam, editor of the Bend Bulletin was called upon for a talk on needed publicity, but he forgot he was a newspaper man in his interest of the proposed shipping by his town and gave some very interesting figures on the time and expense saved in traveling by way of Bend and the Oregon Trunk. He called attention to the record established by Mr. A. M. Fowler contracting freight agent of the Hill lines. Mr. Fowler made the trip from Portland to Burns in 30 hours and rested over night at Bend. Mr. Putnam showed by actual figures that a saving of over \$8 in cash and in time of one and a half days can be made over the present time between Burns and Portland.

Among the other speakers of the evening were J. J. Donegan, of this city, J. E. Sawhill, manager of the Bend Commercial Club, C. S. Hudson of the First National Bank of Bend and Judge Miller of this city.

Unfortunately Mr. Fowler, contracting freight agent of the Hill lines, was indisposed from his hard trip and lack of necessary sleep and rest and did not attend the talk fest. Mr. Fowler spent most of the day in visiting various business men and talking over conditions, discussing advantages of rates, time and convenience in shipping by way of the Oregon Trunk. Mr. Fowler spent some time in The Times-Herald office and was found to be very frank in his talk and ready to discuss such matters from any standpoint. The following table of comparative class rates give our people an idea of what can be done along this line:

Comparative Class Rates in cents per 100 pounds:										
	1	2	3	4	5	a	b	c	d	e
Portland to Vale	1.55	1.43	1.26	1.08	.89	.83	.70	.61	.47	.35
Portland to Austin	1.72	1.47	1.25	1.10	.94	.91	.75	.60	.52	.43
Portland to Opal City	1.02	.87	.71	.61	.51	.51	.41	.31	.26	.26
Difference per ton over Vale	\$10.60	\$11.20	\$11.03	\$9.10	\$7.60	\$6.80	\$5.80	\$5.00	\$4.20	\$3.00
Same over Austin	14.00	12.00	10.80	9.80	8.60	8.00	6.80	5.80	5.20	4.60
Approximate Portland to Bend	1.20	1.05	.89	.79						
Difference per ton over Vale	\$7.00	7.60	7.40	5.80						

Commodity Rates per Carload				
	Grain Can'd	W'd bags goods	Cem. pipe Sug.	
Portland to Vale	.76	.88	.40	.60
Same to Austin	.90	.91	.49	.60
Same to Opal City	.51	.51	.26	.31
Difference per ton over Vale	\$4.80	7.40	.80	4.40
Over Austin	7.80	8.00	4.60	5.80

C. B. McConnell of this city responded to the subject of irrigation possibilities in Harney county and gave a very interesting talk, showing his thorough knowledge of the subject and giving some figures and estimates

that were authentic. Mr. McConnell's estimate of irrigable land covered by three systems was very conservative. He gave some facts that were of particular interest to transportation people by giving some figures in the estimates of reservoirs now in contemplation. Mr. A. O. Hunter, treasurer of the Bend Company who own the town site spoke with much force on the greatness of this section and its possibilities. He is a man of wide experience in the handling of real estate and stated that we were experiencing the same drawback of all new countries—late frosts and drought. Mr. Hunter gave instances within his personal knowledge of like circumstances and supposed disadvantages. He was most positive in his assertions that these would be overcome by settlement and tillage of the soil.

Wm. Hanley responded in his usual straightforward manner along lines of stock raising and the necessity of more intensified farming. Bill always has some good things to say.

The urgent need of action looking to the establishment of a daily mail service between Bend and Burns was called attention to by Hon. Frank Davey.

By measurement it was shown that the new auto and wagon road between here and Bend is 134 miles and that less than 20 miles of it is rocky. No steep hills or bad grades and it can be kept open and passable throughout the entire year. This is certainly an advantage readily grasped by local shippers who will not have to secure such large stocks to carry them over the winter.

As soon as the freight line is established a test order of sugar, barbed wire or similar commodity will send from Burns to Portland. A car will be ready to receive the shipment and it will be timed to the minute until it reaches Burns. An auto truck will receive the consignment at Bend. It is confidently expected to put this shipment into Burns in at least one-third the usual time.

The party started on the return trip early Tuesday morning and we believe with a very good impression of this big country and the hospitable people of Burns.

Those composing the party were: J. E. Sawhill, manager Bend Commercial Club; O. M. Patterson, president Commercial Club; Dr. U. C. Coe, mayor of Bend; A. M. Fowler, contracting freight agent S. P. & S. R. R.; C. S. Hudson, cashier First National Bank; A. O. Hunter, treasurer Bend Company, owners of the town site; G. P. Putnam, editor Bend Bulletin; H. C. Ellis, Crook county judge; W. C. Richardson, county road supervisor; L. B. Baird, Dr. B. Ferrell, W.

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