

BUILD TO HARNEY

Hill Makes Definite Promise that Railroad Will Come

T BEND FOR SHORT TIME

Just Long Enough to Complete Plans Construction of Line to Harney County and Intimation of Invading California.

With cheers of the people of central Oregon, James J. Hill and W. Hill, president of the Oregon Trunk and Pacific Railroad, arrived at Bend for the first time in the history of the railroad for the purpose of marking the spot where the line will be built. The railroad will be built from Bend to Harney County and will be the longest and shortest and

smoothest way?" was asked quickly.

"There are several possible ways," Mr. Hill answered evasively, "but we built the Oregon Trunk into central Oregon for the development of central Oregon. We built the best possible track and the best possible roadbed because we believe central Oregon development merits the best.

"I will illustrate our faith in Oregon. The Great Northern and Northern Pacific have spent \$85,000,000 getting to Oregon. We have never earned a dollar on the investment. But we know we are going to. We know that the opening of Oregon opens millions and millions of acres to homes and farmers—that is where the profit will be. Now we are sending out our men to learn what are the problems and difficulties of this country so that they can help the people to be successful working the land. We are going ahead of the rest, willing to do everything possible at no matter what expense, because we believe in Oregon and because we believe in central Oregon.

"One of the things we will be most interested in doing will be in holding land values down to a fair valuation. Nothing could hurt the country more than the land boomers who dine and sup on their neighbors. We must apply the principle that what is best for everyone is best for the individual. Excess land values will put off the day of central Oregon's maximum development.

"Another thing we will be interested in doing will be to encourage subdivision of land. The man who has 1000 acres and sells 500 of it will find his land remaining worth much more than all that he had in the first place. Let the people produce in this country what the country is adapted best to; let land values be kept reasonable; let the big tracts be divided, and we will do our share in railroad building and development."

One of the most affecting incidents of the day was when Hill the elder greeted Colonel William Hanley. The Hill special and party had gotten in earlier than was expected. Hanley heard the engine whistle and hurried with C. C. Chapman to the train.

"Bill," said a voice from a passing car. Hanley turned. It was Hill. The two men's faces lit up as they shook hands. "I've been waiting a long while for this day," said Mr. Hanley. "And I have been planning for it a long while, Bill," said the empire builder to the big man of Harney county.

The morning was spent in seeing the country and witnessing contests on the river and in broncho busting. William Hanley helped drive the golden spike. Carl R. Gray, president of the Hill lines in Oregon, laid the cornerstone of the new Bend depot. Chief Engineer Budd and Superintendent J. P. Rogers were congratulated by Hill on the wonderful record made in laying the last 28 miles of track in 13 days. Agent J. H. Corbett was installed in charge of the passenger and freight business.

the greatest developer the country could have.

"Go to work and build up the country, for the cities would starve to death if it were not for the country," said Mr. Hill at the spike driving. "Nations that have neglected the cultivation of the soil have faded from the face of the earth. There is no reason why Central Oregon should not produce enormous wealth. We have a good deal of faith in it. We believe if this soil is properly cared for, if it is properly understood and fair justice done to it, it will make a happy home for thousands and millions of people. I wish you all Godspeed and every particle of luck and prosperity that can come to you."

Portland will raise money to aid in the operation of two demonstration farms in Central Oregon. The railroads have pledged \$5,000. Portland business men will give \$2,000 and Crook county will raise by taxation \$3,000. One farm will be established in dry farming country and the other in an irrigated district. A local committee has been named to secure the funds and a dinner will be held at the Commercial Club October 18, when plans will be made. On the train returning from the golden spike driving at Bend during the past week, a considerable sum was subscribed by Portland excursionists.

Harrisburg women have turned their attention to practical things and will hold a potato carnival October 18 and 19. This, it is promised, will be "An exhibition of painstaking potato culture portraying all the progressive methods of planting, peeling and preparing the ever palatable potato." Women are officials of the show.

Agricultural possibilities of Oregon are shown by an interesting comparison just made by President Howard Elliott of the Northern Pacific Railway of the area of this state with that of Denmark, Holland, Belgium, Alsace-Lorraine, Luxembourg, Switzerland and the state of Maine. Combined, they have 95,022 square miles, while Oregon has 96,030. On the other hand, the combined population of these countries is 21,594,689, while Oregon has but 672,765. The conclusion is that this state has as great agricultural resources as the above group and may very likely equal it in population when its lands are properly tilled.

A herd of elk from Yellowstone Park may be brought to Oregon and liberated in the forest reserves of Wallowa county. Arrangements are now being made by State Game Warden Finely with the Government authorities. Steps will be taken to protect the animals in their new home.

Hon. W. H. Brooke Weds in The Dalles.

The big surprise event of the season was the marriage of William H. Brooke of Ontario, Ore., and Miss Emilie Crossen of this city, the ceremony being solemnized at the home of the bride's parents, Mr. and Mrs. J. B. Crossen, 210 West Third Street, The Dalles, Thursday Sept. 28, at 9 o'clock by the Rev. D. V. Poling of the Congregational church. Only relatives and a very few immediate friends were present at the wedding, after which supper was served, covers being laid for the newly-weds, Mr. and Mrs. J. B. Crossen, Rev. Poling, Mr. and Mrs. William Crossen of Portland, Mrs. Amanda Thornbury, godmother of the bride, and Miss Lena Zimmerman. The dining room was charmingly decorated with dahlias and asters, while the center piece of flowers, outlined by tiny electric lights of many colors, was stationed in a mass of beautiful greenery. Mr. and Mrs. Brooke left last night for Spokane where they will spend their honeymoon, after which they will go to Ontario, their future home. Mr. Brooke is a prosperous young attorney and is the representative of Malheur and Harney counties in the state legislature. His bride is a cultured and charming young lady who has lived in The Dalles all her life. Mr. Brooke has taken away one of the most popular girls of this city, and her large host of friends here extends to Mr. and Mrs. Brooke all of the good wishes and congratulations. —The Dalles Daily Chronicle.

MEN I HAVE SKETCHED

Homer Davenport Tells His Experience With Big Financier

FIRST MEETING WITH MORGAN

Describes His Features, Dress and Impressions of the Great Financier—Personal Contact Makes One Realize The Power of His Influence on Finance.

(Copyright, 1911, Homer Davenport Syndicate)

My first good look at Mr. Morgan came about at the time he was bidding for the bonds during the second Cleveland administration. The affair was under the management of Secretary Carlyle and Mr. Morgan was there to bid personally for what he wanted to buy. He didn't look like the politician but looked the very part of the financier, only on a bigger scale than the man that buys up the wheat and corn. His very



Mr. Morgan as sketched by Homer Davenport.

careful much but I noticed his fingers fumbled a little nervously for a moment though that might not have been due to the sketch nor to a desire to buy it.

Mr. Morgan's collar even his fore-in-hand tie would have been wholly out of place on anybody excepting J. Pierpont Morgan. Yet on him it seemed to be mild and in perfect harmony with his richly made clothes.

One instinctively recalls the story of Gates, Morgan and the Steel Board when he looks in Morgan's eyes. That sort of a wild excitable expression of the eyes, in Morgan's case, makes it very easy to understand what happened when Mr. Gates went to Mr. Morgan's office to protest because it was he, Morgan, that kept Gates' name off from the Steel Board.

Mr. Gates asked him in a mild voice if this was true. Mr. Morgan rising from his chair said: "Yes, Mr. Gates, it is true. I am the man who is keeping you off."

Mr. Gates asked why and Mr. Morgan answered: "On account of your reputation, Sir."

Gates broke out into sarcastic laughter asking Mr. Morgan if he, Gates, had ever done anything worse than Morgan. "Only," he added, "you have done your stunts behind closed doors and I have done mine in the open."

As Mr. Morgan took his hat from the table and walked out of the room he said: "Mr. Gates, that is what doors are for to be kept closed."

So when you see the snap of Morgan's eyes you realize the kind of man who would have the nerve to tell John W. Gates what doors are for.

THE GRANGE MEETING

(Crowded out last week.)

The Rye Grass and Valley View Grangers of Harney county held a public meeting at Locher's hall Thursday evening. This meeting was presided over by Thos. Raycraft, Grand Master of Valley View Grange and was called for the purpose of bringing the farmers of Harney county in closer touch with the Grange work.

The Grange song "Plow, Spade and Hoe," was first on the program and was enjoyed by all.

State Organizer Gekler, of La Grande, Ore., gave a fine address on "Co-operation." He gave a brief history of organization of the Grange. The real foundation of all Grange work is education, the great resources of this country are brought forth by co-operation. Mr. Gekler said he would like to organize a Grange in Burns before leaving.

Mrs. Le May, of Burns recited a selection entitled, "Archie Deau," which brought down the house.

Mr. Fred Crump, of Rye Grass Grange gave a very fine talk on "Organization." Mr. Huntly, lecturer of Valley View Grange gave a very interesting talk on "Local Grange Work." Miss

HAVE A GREAT EMPIRE

Central Oregon Not Overlooked by Nature But by Man

IMPRESSIONS OF OUTSIDE MEN

Visitors See and Learn That Country has Room for Thousands of Prosperous Homes—Excursionists Meet with a Warm Welcome all Along the Way.

DAVENPORT'S SKETCHES.

Forty years ago the cartoons of Thomas Nast disrupted the most powerful and vicious political machine the country has ever known and sent Boss Tweed to prison. No picture ever printed in America had such an astounding effect on a community as the frightful conception of his powerful pen, "The Tammany Tiger is Loose," and it will probably continue to stand as the great American cartoon.

Homer Davenport's castigation of men and measures he believed to be inimical to the best interests of the American people have made him the logical successor of the great Nast. Against fraud, corruption, vice, pretense and every force that menaces the rights and morals of the people he has waged unrelenting war. In his lighter moods he has made the nation laugh with his kindly satire or brush away the tears when his fine sympathy took the form of pathos.

Mr. Davenport today yields more power for good than any living artist. His work demonstrates how strong the influence of his particular branch of art may become.

As the New York Times remarks "His views have influenced public affairs and politics." No other living artist or author has met and portrayed so many eminent persons during the past twenty years, in Europe as well as America. Consequently his reminiscences of interviews with distinguished people he has met and sketched are a notable contribution to modern journalism.

In securing the remarkable series Men I Have Sketched, by Homer Davenport The Times-Herald congratulates itself and its readers. In connection therewith we will conduct a contest that is designed to gratify the desire of years on the part of Mr. Davenport. Himself like many other famous artists, self educated, he realizes that in every community there is to be found artistic talent of a superior order which should be encouraged and given proper opportunity.

The Times-Herald drawing contest which is announced in another column is calculated to offer this needed spur to the embryo Nasts and Davenports and we predict that it will prove of immense public interest and benefit.

Here is a woman who speaks from personal knowledge and long experience, viz., Mrs. P. H. Brogan, of Wilson, Pa., who says, "I know from experience that Chamberlain's Cough Remedy is far superior to any other. For croup there is nothing that excels it." For sale by all dealers.

There were only two pens of pigs on exhibition, last week there should have been a dozen, with a fine growing country and our natural advantages we should supply the pork for the whole state.

FOR SALE—Almost new 3 1/2 inch Winona wagon. Call and see it at this office.

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Marshall N. Dana of the Journal gives quite an exhaustive write up of the trip of the Portland business men to this city last week in Sunday's Journal. Following are paragraphs from his pen:

This is not so much the story of a central Oregon trip as the chronicling of an Oregon epoch. Not a man in the wide representation of the Portland business excursion that ended last Friday returned unimpressed with the tremendous potentiality of the 30,000,000 broad acres simultaneously penetrated through the 110-mile-long Deschutes canyon by the nation's two greatest railroad systems.

Whatever may now be said of the interior Oregon country these men know from seeing that it is better than it is bad, that there is room for thousands of prosperous homes and food-producing land enough to abundantly supply all the Pacific northwest.

An old adage runs: "It's a long lane that has no turning." The central Oregon lane is turning into the broad traveled highway of the world's great progress.

With unflinching faith and per-

sistent patience a handful of pioneers have been toiling to subdue the land and learn the secret of its productions. Of the 100 that have come in to swell their number they have seen 10 stay and 90 go.

They have learned that the soil is sullen and unresponsive to the seedplanting of many crops; they have discovered that livestock and the grains, grasses and roots with which to feed the animals flourish greatly.

They have commenced erecting barriers across the canyon mouths to store the melted snow of the peaks and are seeing this water color the brown sage brush reaches with the vivid green of great crops.

And, doing all of these things

(Continued on page 4.)

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INDUSTRIAL NOTES.

(Portland Correspondent.)

James J. Hill helped make Oregon history the past week when he drove the golden spike marking the completion of the Oregon Trunk Railway to Bend. That it will be the final terminus of the line is not expected, but the event was notable because it celebrated the coming of a new era in the interior, and the railroad will be