

The Times-Herald
The Official Paper of Harney County
has the largest circulation and is one of
the best advertising mediums in Eastern
Oregon.

The Times-Herald.

The Great Harney Country
Covers an area of 6,428,800 acres of
land, 4,634,951 acres yet vacant subject
to entry under the public land laws of
the United States.

VOL. XXV BURNS, HARNEY COUNTY, OREGON, JANUARY 27, 1912 NO. 11.

QUIT ROAD FOR HARNEY

**Rumor That Louis Hill Will Resign
And Come to Harney Valley**

TO MANAGE BIG LAND PROJECT

**Report That Pacific Live Stock Co., Hanley Interests
and Other Big Ranches Have Been Acquired, in
all Comprising 750,000 Acres, Will be Colonized.**

The following special dispatch from Seattle was published in the Sunday Journal:

A rumor that Louis W. Hill is soon to resign the Great Northern presidency has been current in local railroad circles for several weeks.

However, Seattle men in touch with railroad policies, profess to have no details, although they assert that Hill is likely to retire to look after his private business interests, particularly his Oregon land project. John A. Miller, Seattle general agent in the freight department, who is supposed to be in the Great Northern's inner circles, stated today that he is not interested in Hill's land scheme and had heard nothing definite regarding the rumor. He has not been advised when Hill is coming west.

H. A. Noble, general passenger agent, is in Seattle today, but his visit is said to have no special significance.

Some Seattle railroad men say Carl R. Gray, head of the north Bank railroad, is one of the logical candidates for the presidency of the Great Northern.

It has been reported in Portland frequently the past month that Louis Hill would resign the presidency of the Great Northern to take over active management of a great land project including the Miller & Lux, William Hanley and other big ranches in Harney county. A feature of the report has been that President Carl Gray of the Spokane, Portland & Seattle would become president of the western division of the Great Northern. Some weeks ago when the rumor first became current here, Mr. Gray denied that there was any truth to it so far as he knew.

When shown the above Asst. Manager Holland of the P. L. S. Co. stated that Mr. Hill came to him while here on a visit and asked about the possibility of buying the land holdings of the company and was told he could purchase. Mr. Holland had nothing more to say on the subject.

It may be true that negotiations are in progress for such a transfer but The Times-Herald has doubts about it. Such a transfer would certainly bring the Hill railroad system into the territory at an early date.

NO BABY.

BURIED HERE WEDNESDAY.

At the Baptist church Wednesday afternoon was held the funeral service for Mrs. Martha Baker of Burns. Mrs. Baker was a sister to Mrs. J. A. Williams, who recently removed here from Harney county, and it had been her expectation to come here soon also, to make her home with the Williams family. She died Saturday at Portland where she had gone some weeks before for an operation for cancer of the throat.

Mrs. Baker had lived in Oregon since the early days, as she came to Lane county with her parents when a child of one year of age, in 1853. In 1887 she married Robert Baker of Harney county, and went there to live. Her husband died in 1901 and her son in 1902. She leaves a daughter Nina, who is with Mrs. Williams now, and three step children. Mrs. Baker has been a member of the Baptist church since girlhood, and was a consistent church worker, having served as superintendent of the Sunday school in Burns for the past five years. She leaves many friends in Oregon. —Ontario Optimist.

TWO SUCCESSFUL DRIVES.

THE TIMES-HERALD—The undersigned attended a rabbit drive near Waverly, Saturday, Jan. 20, and with Mr. Orin Thompson as captain with about one hundred drivers, succeeded in dealing the death blow to about 950 jack rabbits. On Jan. 21, the same bunch of people under the captaincy of the Hon. Grant Thompson, held another drive near Harriman, and killed about 1750 rabbits.

A big dinner was spread on the ground at both places and everybody enjoyed themselves immensely.

They are planning for two drives next Saturday and Sunday—at Harriman Saturday and Waverly Sunday.

H. C. ALBRITTON,
Lawen, Ore.

Will Make Paper From Lodgepole Pine.

An experiment in the making of paper from black pine pulp is soon to be conducted by the Crown Columbia Paper Company of Camas, Wash., three car loads of the pine having been shipped to the mill by John E. Ryan, of Bend, a representative of large timber interests in Central Ore-

gon, says the Portland Journal. Mr. Ryan, who with Mrs. Ryan, is registered at the Imperial, is of the opinion that the experiment will prove a success. If so it is understood that a number of mills will be established in the Inland Empire.

The United States Forest Service is much interested, for within its jurisdiction, are millions of land in Oregon covered by a dense growth of "lodge pole" pine, which heretofore has been regarded as valuable only for fuel or fencing. Experiments on Montana black pine, which is similar to the Oregon pine, are now being conducted at the Forest service station at Madison, Wisconsin.

"Central Oregon has much land especially along the Deschutes river which will be valuable for farming or dairying when the lodge pole is removed," said Mr. Ryan. "In some localities there are thousands of acres in a body near which a paper mill may be established. Contiguous to this land is good water, which is necessary for the making of the pulp. It costs a great deal to set up a paper mill and unlike a sawmill it can not be moved profitably. In Central Oregon a mill may be put in the midst of a big lodge pole district having an abundant water supply."

"Whether the lodge pole pulp will be valuable for high class paper is not known at present, but experiments have been conducted far enough to pretty thoroughly prove that it is suitable for white paper and the rougher product."

In reply to a letter from Game Warden H. B. Mace the state game warden has written as follows:

"Replying to your letter of the 17th instant relative to the restocking of the streams in your vicinity. We are herewith enclosing you necessary blanks for making application for trout fry and bass. We think it quite probable that we shall be able to give you a good supply this coming season. We have been holding several thousand trout fry at the Bonville hatchery until they are large enough to take care of themselves and in addition we have received one million brook trout eggs and are also getting some brook trout from the Government Hatchery at Colorado, and with anything like reasonable luck, we expect to have enough trout fry to supply most of the points, at least the principal ones, another year."

"Regarding the wormy trout which you say are in the streams of Emigrant and Spring Creeks, if you can ship these trout within the next few days you may do so, addressing them to Irwin H. Wilson, Bonneville, and also write him at the same time telling him of the shipment and the reasons for it. He can most likely give you the desired information."

The last paragraph of this letter refers to wormy trout that have been found in some of the streams of this section and Mr. Mace has asked if anything can be done to prevent worms. It is hoped that a remedy may be suggested by the Fish and Game Commission. Mr. Mace will try to secure some of the fish at once and forward as suggested for the purpose of examination.

It has been suggested that a rod and gun club be organized among local nimrods for the purpose of advancing the sport and better protecting the game and fish of this county. The Times-Herald feels this suggestion will meet with hearty approval and urges early action. The Times-Herald office is open to local sports any evening they may determine to meet and take the matter up. Such a club could attend to the shipment of young trout proposed for restocking our streams and also see that they are planted without delay or mishap.

TROUT FOR STREAMS

**State Game Warden Promises Fry
For Harney County Brooks**

ROD AND GUN CLUB PROPOSED

**Local Nimrods Urged to Form Organization to Help
Further Sport in This Section—Game Warden
Mace Asks Investigation of Cause of Wormy Fish.**

It has been suggested that a rod and gun club be organized among local nimrods for the purpose of advancing the sport and better protecting the game and fish of this county. The Times-Herald feels this suggestion will meet with hearty approval and urges early action. The Times-Herald office is open to local sports any evening they may determine to meet and take the matter up. Such a club could attend to the shipment of young trout proposed for restocking our streams and also see that they are planted without delay or mishap.

HILL IS SURELY COMING.

**Will Have Joint Track Through Malheur Canyon
And Likely Follow Land Grant From Gap to Burns.**

C. B. Smith is over from Vale and states that the Hill surveyors are over in that country. He says there is no doubt of this system's connection with P. & G., at least it is accepted as assured by the people over there, and that the P. L. N. road is to be made a part of the system over which they will operate to make connections with the Central Oregon roads.

This arrangement again brings to mind the disposition of the Hill right of way through the Malheur Canyon and strengthens the accepted theory that there is an agreement between the Hill and Harriman lines for joint tracks through that pass. It was the logical thing to do under the circumstances. Hill had secured valuable rights but owing to the Interior Department's disposition to insist upon raising the grade in order to make it more convenient for irrigation projects Hill could not use his rights to an advantage. The Harriman right of way had been granted without strings and it was a convenient arrangement and economic for both roads to transfer the rights of one to the other and build one line.

Mr. Smith says that the contractors on the Harriman road are rushing machinery to the canyon, being anxious to get all the heavy stuff on the ground while the roads are still frozen.

He doesn't think much if anything has been done on actual railroad construction as the entire force of men and teams are still moving the equipment to the scenes of operation. The engineer in charge has said when this is completed as large a force as can be worked will be put on the job and dirt will be moved as rapidly as possible.

With the activity of the Hill interests on the eastern connections one is led to suppose that this system expects to have that portion completed as soon as the Harriman line is ready for the traffic through the canyon, therefore we may expect that system to come in as soon as the other.

It is confidently stated the Hills will operate independently after getting through the gap and with its evident friendly feeling to the Oregon-Western Colonization Co., if not actual financial interest in the concern, the line will follow the land grant through this Valley and come by way of Burns.

Such an arrangement looks reasonable and no doubt will be followed.

If L. W. Hill has really negotiated the purchase of the P. L. S. Co. and other large holdings in this Valley there would be no question of the future of Harney county. Its immediate development and settlement would surely follow.

VOTERS SHOULD REGISTER.

According to a recent letter published from the Secretary of State it is necessary that only registered voters are permitted to sign petitions for those who ask nomination for an office at the April primary election. This is a matter that should have the attention of voters who desire to help their friends and take active part in their respective party organizations.

Another feature that should appeal to voters this year is the privilege to express their preference for president and vice-president of the United States. This is a new law and in order to have candidates' names on the ballot petitions must be circulated in a certain per centage of the counties of the state and should reach the secretary of state not later than March 9 if the candidates are to have space in the campaign pamphlet, and not later than March 29 should it not be desired to have space in the campaign pamphlet. The latter date, is the latest petitions may be received for candidates who have their names on the ballot.

Persons troubled with partial paralysis are often very much benefited by massaging the affected parts thoroughly when applying Chamberlain's Liniment. This Liniment also relieves rheumatic pains. For sale by all dealers.

PRINEVILLE SEEKS MORE LIGHT

The business men of Prineville held a "get together" meeting Friday evening for the purpose of discussing the railroad question in regard to Prineville, says the Crook County Journal.

President Adamson of the Commercial Club presided. He explained that it was the general sentiment of the business men of Prineville that something should be done to get in touch with the management of both the Harriman and Hill lines and find out what these roads are going to do in the matter of giving Prineville railroad connections with their trunk lines. At this time there are several surveying parties in the field running lines in this direction and that if neither of the trunk roads were behind them the people wanted to know it. Prineville wants a railroad and is ready to deal with the first responsible company that will build. This was the sentiment of the meeting.

It was moved and carried that a committee of five be appointed to take the matter up with the railroad authorities at Portland. The chair appointed T. M. Baldwin, C. M. Elkins, J. N. Williamson, C. F. Smith and John R. Stinson. It was requested that the committee wait a few days before taking action to see whether or not G. A. Kyle, vice-president of the L. E. Rice Railroad Construction Co., could be induced to come to Prineville and talk things over.

LETTER IN REPLY TO TELEGRAM

**Assurance Given While Here Last November That North Part
of Harney Valley Would be Served by Belt Line--Matter
to Have Attention When Proper Time Comes, He Writes.**

Chief Engineer Stradley, of the Oregon Short Line, who has charge of the construction of the Oregon & Eastern, now building into Harney Valley, has repeated his promises of a belt line to accommodate the northern portion of the valley. When in Burns last November in company with Mr. Wattis, of the Utah Construction Co., Mr. Stradley told The Times-Herald that was the plan and in a letter to President Miller, of the Commercial Club, received this week, he has said practically the same thing.

A telegram was sent Mr. Stradley last week signed by a number of business men assuring the railroad people of the hearty co-operation of the people of Burns in securing right-of-way and such other concessions as were necessary to build a road to this city and the letter is in response to this telegram:

"Your wire eighteenth: It has always been and still is my idea that the proper way to serve the future development of Harney Valley, after the main line construction has advanced through that country, is by means of a belt line of railroad, so laid as to divide as nearly as possible the length of haul for the outlying

ANOTHER OBJECTION.

Harriman, Oregon, Jan. 19 1912.

Editor The Times Herald:—I trust you will grant me space and print a few lines relative to the proposed \$50,000 court house. I read with interest a piece in the Harney County News written by Clyde Embree and agree with him in every particular and from my observation and inquiries I believe he voiced the sentiment of more than 90 per cent of the taxpayers of Harney County outside of Burns. I want to compliment the Burns Commercial Club on their ability to pick men for county officials who are so pliable and who by a little praise and patting on the back can be moulded into anything from a man to a monkey; but at the same time the taxpayers who elect these officials should exercise their rights granted them by the laws of this commonwealth and try and get a county court who will not betray the people and who have back bone enough to stand for the people of the county and not cater to a favored few under the guise of being progressive. I consider it an insult to human intelligence to think there will be no opposition or objection to laying out the money necessary to build a court house at this time when it is not needed.

However, if the honesty and honor of the county court will allow it to be voted on by the tax-payers and they vote to build a court-house then the county court is free of blame but if they railroad it through and do not let it come to a vote they will properly be classed as traitors to the people who elected them for I agree with Mr. Embree that the people were led to believe no action would be taken at this time toward the building of a court house.

H. DENMAN.

FOR SALE BY OWNER.

1 section, 640 acres, level unimproved sage brush land in Harney Valley, can be sub-irrigated. 160 acre tract, fenced, good house deep well and otherwise improved. Prices made to suit intending settlers. No speculators need apply. Inquire at this office.

Always ready for job printing.

Vulcanizing at Gemberling's.

BELT LINE FOR VALLEY

**Chief Stradley of Short Line Repeats
Former Promise for Road**

LETTER IN REPLY TO TELEGRAM

**Assurance Given While Here Last November That North Part
of Harney Valley Would be Served by Belt Line--Matter
to Have Attention When Proper Time Comes, He Writes.**

Chief Engineer Stradley, of the Oregon Short Line, who has charge of the construction of the Oregon & Eastern, now building into Harney Valley, has repeated his promises of a belt line to accommodate the northern portion of the valley. When in Burns last November in company with Mr. Wattis, of the Utah Construction Co., Mr. Stradley told The Times-Herald that was the plan and in a letter to President Miller, of the Commercial Club, received this week, he has said practically the same thing.

A telegram was sent Mr. Stradley last week signed by a number of business men assuring the railroad people of the hearty co-operation of the people of Burns in securing right-of-way and such other concessions as were necessary to build a road to this city and the letter is in response to this telegram:

"Your wire eighteenth: It has always been and still is my idea that the proper way to serve the future development of Harney Valley, after the main line construction has advanced through that country, is by means of a belt line of railroad, so laid as to divide as nearly as possible the length of haul for the outlying

lands between the main line and branch belt line; in other words, to best serve the whole country.

"We are now engaged on our main line construction and have no authority as yet for feeders or branches. These will be taken up at the proper time, when location of same has been determined upon. We can then take up right of way matters.

"I am pleased with the spirit of co-operation manifested by yourself and other signers of your telegram and assure you that it is appreciated, and when it is decided by surveyors where the belt line for that section will be located I will be glad to accept your proffered assistance in getting right of way for same.

Yours truly,
CARL H. STRADLEY,
Assistant General Manager.

Here is a remedy that will cure your cold. Why waste time and money experimenting when you can get a preparation that has won a world-wide reputation by its cures of this disease and can always be depended upon? It is known everywhere as Chamberlain's Cough Remedy, and is a medicine of real merit. For sale by all dealers.

Burns Flour Milling Co.

—Makers of the—

'Famous Burns Flour'

—and—

“CREMO” BREAKFAST FOOD

*Always for the development
of Central Oregon and Harney County.*

C. M. KELLOGG STAGE CO.

Four well equipped lines. Excellent facilities for transportation of mail, express, passengers

Prairie City to Burns. Vale to Burns
Burns to Diamond Burns to Venator

E. B. WATERS, Agent.

ARCHIE M'GOWAN, President and Manager

Harney County Abstract Company

(INCORPORATED)

Modern and Complete Set of Indexes

An Abstract Copy of Every Instrument on Record in Harney County.

The HOTEL BURNS

N. A. DIBBLE, Proprietor.

CENTRALLY LOCATED,
GOOD, CLEAN MEALS,
COMFORTABLE ROOMS

Courteous treatment, rates reasonable--Give me a call

A First Class Bar in Connection

Locomotive Seven-Passenger Cars Studebaker

THE SHORTEST WAY

The Burns-Bend Auto Line

—OPERATED BY—

THE COLLINS AUTO COMPANY

SCHEDULE AND FARES

Leave Burns at 8 a. m. and arrive at Bend at 5 p. m. Take train next morning at 6:30 a. m. arrive at Portland at 4:45 p. m. in time for supper. Fare from Bend to Portland, \$7.00. Burns to Bend by auto, \$30.00. 150 miles ride by auto.

First-Class Service Guaranteed Headquarters French Hotel

H. ROHU, Agent BURNS, Oregon

REFERENCES:
Reliable Citizens
of Harney County

The Inland Empire Realty Company

W. T. LESTER, Manager

We represent that which is rested and reliable. We handle all kinds of Real Estate matters. Write your land filing papers or other legal land papers correctly and quickly. WE WANT YOUR FIRE INSURANCE BUSINESS: we represent two of the strongest companies in America—THE AETNA & HARTFORD CO'S. List your property with us, for sale or trade. INVESTIGATE OUR BUSINESS METHODS AND PAST SUCCESS. You trust us, we trust you. Ask our Clients. Call and see us.

320 ACRE HOMESTEADS
RELINQUISHMENTS,
DEEDED LAND

WATCH THIS SPACE

FOR TRADE—160 acres of fine fur and pine timber over 2,000,000 feet; creek and good road through land in the great Northern Idaho timber belt. Will trade for 160 acres of level Harney Valley land. See this list.