

Hill May Extend From Bend

The Recent Visit of Great Northern Officials Likely to Result in Road Building in Without Delay

"What Central Oregon needs more than anything else is additional railroad facilities," said W. P. Davidson, president of the Oregon and Western Colonization Company, yesterday, after returning to his office from a trip through the state's interior in company with a party of Great Northern immigration officials, says the Oregonian.

"It is hard to admit," said Mr. Davidson, "but it is true, that a majority of the homesteaders who have taken up land in Central Oregon in the last four or five years are not producing more than enough to keep themselves and their families. Some have abandoned their places altogether and are holding their land for the development of the country. And they are holding it at good prices, too."

"Now this lack of development is not because the country will not bear development. Our trip proved the contrary, as none of us ever had seen better crops anywhere."

"But a man is not going to do much farming for the market when he has to haul his products 100 to 160 miles to a railroad. On an average 30 miles is about the limit of distance that a farmer in Central Oregon may reasonably be expected to haul his produce to sell it. The territory within that radius of the new railroads in Central Oregon is developed and is doing splendidly. It will produce heavily this year. The dry-farming section never looked better, and farmers tell me that they will have the best crops in their history. All along the railroads and on either side of them the grain fields, the vegetable

gardens, the young orchards and the stock ranches reflect the fertility of the soil and the industry of the people. Within a few years the territory immediately tributary to the territory to the railroads will add an immense volume of value to the state.

"This same situation could be duplicated in the southern and eastern part of the state, given adequate transportation facilities. The soil is just as good, the climate is just as favorable and the moisture is present in the same proportions. The people need only a more economical method of getting to the market."

It is probable that the recent trip of Mr. Davidson and his party will result in early activity in Central Oregon. Accompanying him were E. C. Leedy, general immigration agent of the Great Northern; Fred W. Graham, Western immigration agent; C. C. Morrison, immigration agent at Chicago; T. L. McDonald, of St. Paul, and E. A. Hargrave, of Helena, Mont., special immigration agent. Wherever the party stopped these men visited the farmers and the homesteaders to learn their experiences and to determine, if they could, the needs of the country.

Mr. Leedy left yesterday morning for Helena, where he will meet the special train bringing L. W. Hill, ex-president of the Great Northern, and members of his party, to Seattle and Portland. It is understood that he and the other Great Northern agents are prepared to make reports substantially on the basis outlined by Mr. Davidson and re-

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BOTH COLLEGES UNDER ONE BOARD IS THE PLAN

Compromise Committees Believe They Have Hit Upon Very Best Scheme For Consolidating Schools.

If an initiative measure which Federal Judge R. S. Bean and J. K. Weatherford have been instructed to draft, meets with the approval of a majority of the voters of this state, the Oregon Agricultural College and the Oregon University will become in effect one institution. This union will be achieved without disturbing the location of either. One board of regents and one management will attain the end, and so complete will be the harmony between the erstwhile warring institutions that a student may be permitted to take part of his course at one and finish at the other college if the plan agreed upon by Governor West and the compromise committees at a general meeting last evening is accepted by the people says the Telegram.

Great enthusiasm now prevails among the forces of the compromise workers, and the Governor declared himself highly pleased with the plan. It is said the old spirit of hostility between the two institutions vanished last evening when the presidents of both joined in approving one board of regents, the elimination of overlapping courses of study, and a fixed tax of 6 mills for the maintenance and improvement of both, the sum so raised to be divided on the basis of four-sevenths for the Agricultural College and three-sevenths for the University.

A measure reconstructing the management of the two institutions is to be drafted at once by Judge Bean, president of the Board of Regents of the University, and Mr. Weatherford, president of the Board of Regents of the Agricultural College. Both President P. L. Campbell, of the University, and President W. J. Kerr, of the College joined in the decision last evening, and will advise with the presidents of the board of regents in their work. This bill will have to be finished within a short time, as but one month remains in which to get 9000 signatures to the petition. A special committee to take charge of the circulation of the petitions was named, consisting of W. K. Newell, president of the State Horticultural Board; C. E. Spence, master of the State Grange; L. Davis, president of the Farmers Union; E. L. Thompson, banker of Portland and member of the compromise committee; W. T. Slatter of Salem, representing the university alumni, and E. A. Aldrich, of Pendleton.

Cwing to the time that will be required in getting the initiative law made effective, it is conceded that the legislative appropriation for the coming year will have to stand. A provision will be inserted into the initiative bill that the college shall get \$150,000 from the regular appropriation next year, and the University \$125,000. In reaching a conclusion as to the needs of the two institutions, it was decided to impose a tax of but six mills instead of seven, as at first contemplated.

LANDS ANOTHER BIG CONTRACT.

Contractor McDonald informs us that he will have the brick work on our new public school building completed by next Tuesday and the brick layers will leave at once for St. Anthony, Idaho where his firm has secured the contract for a \$45,000 high school building. It is similar to the public school building in this city, the same plans, except the basement will be of concrete instead of stone and will contain 12 rooms. It will require 450,000 brick 150,000 of which are to be pressed. The building must be completed by Dec. 1.

Mr. McDonald has done good work on the building here and has put it up very rapidly considering the inconvenience of getting in material from the outside. He expects to have the entire structure completed by Aug. 1 and ready to turn over to the school board.

FILINGS FOR IRRIGATION

C. B. McConnell Files Necessary Papers With State Engineer

BOTH SILVIES AND SILVER CREEK

First Unit of Silvies River Project to Cover 27,600 Acres The Silver Creek Project 26,700 Acres--Systems to Eventually Cover Much Greater Area--To Follow State Adjudication.

Two filings for irrigation projects in eastern Oregon were completed in the office of the state engineer today. One was by the Vale-Oregon Irrigation company on 300 second feet of water to be stored in two reservoirs in Bully creek. This project may reclaim about 24,000 acres northwest of Vale, in Malheur county. The other is known as the Harney basin reclamation project, water for which may be taken from Silvies river and Silver creek and be stored in Silvies valley. Two bodies of land are to be reclaimed, one comprising 27,000 acres and the other 26,700 acres.

When seen in regard to the foregoing news item from Salem, C. B. McConnell, in charge of the irrigation work here made the following statement:

"The filings for final permits over at Vale referred to are now being completed after more than three years preliminary work and negotiations. The Bully Creek project is being promoted by D. M. Bropan, who successfully promoted the Willow River project in Malheur county, and ex-Judge Geo. Davis, and is being financed by a big Trust Company of Philadelphia. They have secured water contracts on 16,000 acres of land near Vale at the rate of \$80.00 per acre.

"The Harney Basin Reclamation projects include those on Silver Creek and Silvies river, and on which we made the preliminary filings more than two years ago and have since worked out in detail. Filings for permits for storage of flood water and their appropriation to use for irrigation are now being closed up in compliance with the requirements of our Water Code.

"The Silver Creek project includes two storage reservoirs and an appropriation has been filed for the reclamation of 26,700 acres of land in that valley, with the future possibilities that it will eventually cover the full 37,000 acres of excellent farm land in the Silver Valley.

"The Silvies River project includes four storage reservoirs and on which an appropriation has been filed for the first unit of construction to serve 27,600 acres, pending the State's adjudication of the water rights in the Silvies River water-shed. This project contemplates a much larger area, in fact it is our firm belief that eventually, when all the flood waters of Silvies River are properly conserved and put to a real beneficial use, it will be found sufficient to practically reclaim the full 150,000 acres of good, agricultural land lying south of Burns and Harney City to Malheur Lake.

"A great deal of comment has been made on the amount of water in Harney Valley this season. The record of the discharge of the streams will show that it is a fair average flow—a number of years since such records have been secured showing a much larger discharge and some considerable less. The fact is the run-off occurred much latter than

usual this season, giving the largest discharge for the month of May ever recorded. There have been other months, however, earlier in the season; February, March and April, which greatly exceeds that of May.

"It is becoming more and more apparent to the thinking public who view the situation here, and especially to the outside investigator seeking facts to place before the investment world, that there is a deplorable waste of both land and water going on here. This is the all important matter before the people of Harney Valley; not railroads, transportation will take care of itself when there is something in sight to be transported; not settlement and building of towns, these follow the development of the land, the basis of our production and future prosperity. We must announce our intention to stop ruining our fine bottom land by excessive floodings to produce a crop of wild hay before we can ask the railroads to come and bring on the farmers who are to buy our lands and trade at our stores."

W. H. CULP.

J. H. Culp received word the first of this week of the death of his father at the home of Austin Culp at Madras, which occurred on May 28. Mr. Culp was a resident of this vicinity for many years and was well known to the pioneer people of this section. He left here a few years ago to make his home on the coast, but finally located at Madras with his son. He was here on a visit last summer. His son Lloyd B. is also a resident of this section. The Madras Pioneer has the following respecting Mr. Culp's death:

"Mr. Culp went fishing Tuesday with Councilman Randolph, returning on the evening train. He had some trouble getting his cow in after returning from fishing, and after exerting himself. However after finishing his chores, he ate a hearty supper, and remarked that he was feeling fine. About 9 o'clock he suffered a severe cramp, but was relieved before Dr. Snook could arrive. He retired about 10, and in a few minutes expired, almost without warning.

"W. H. Culp and his wife were married June 18, 1862, and were preparing to celebrate the golden anniversary of their wedding next month. On the 15th of June, had he lived until that time, Mr. Culp would have celebrated his 75 birthday.

Each age of our lives has its joys. Old people should be happy, and they will be if Chamberlain's Tablets are taken to strengthen the digestion and keep the bowels regular. These tablets are mild and gentle in their action and especially suitable for people of middle age and older. For sale by all dealers. 29-33

A large stock of wall paper at Lunenburg, Dalton & Co's.

FIVE WAGON FREIGHT OUTFITS LOAD FOR BURNS

Two Wells Needed Along the Route to Furnish Water for Stock, Says a Harney Man to Bend Bulletin

Five freighting outfits, drawn by 47 horses and carrying 59,000 pounds of freight, left Monday for Burns. This is the second big outfit to come here for goods consigned to Burns merchants.

The freighters, James and Ned Pierce, W. M. Parks, James Kenyon and B. F. Hankins, expect to make the 140 miles in ten days. They were six days on the road coming over.

Included in the shipment was 9000 pounds of cement sent out by the Overturf-Davis-Miller Co.

Mr. Hankins said the road between here and Burns is all right. "All that is needed to make freighting by team from here," he said, "is two or three wells along the route. There are two stretches of 32 and 28 miles where we cannot get water, and this is killing on the horses. It would be a easy matter to get a well at each of the two places—Glass Butte and the gap—where water is needed. The county road force, with team and scraper, could scoop out a hole and wall it up in a short time. Harney county will dig one of the wells, and Crook county ought to dig the other. From here to Burns we can pull from 1000 to 1800 pounds more with an eight-horse outfit than we can over the old route by which Burns has been getting its freight. But we can't do it without water for our stock.

"It means quite a little for us to come here for freight." For grain alone this trip, we are spending about \$85 here, besides what we pay for board, lodging, etc."

Mr. Hankins has been in the freighting business for eight years, he said. —Bend Bulletin.

"MOTHER" BOWEN.

The Times-Herald received a letter from W. R. Gradon last Monday morning announcing the death of Mrs. Sarah L. Bowen at the Gradon home in Portland, May 31. "Mother" Bowen was for many years a resident of this place where she made many friends among the pioneer people. She sold her big farm on Poison creek a few years ago and went to Portland to live with her daughter. Her husband died in this place several years ago and is buried in the Odd Fellow cemetery. Sunday's Oregonian has a good picture of Mrs. Bowen with the following respecting her life:

Mrs. Sarah Lucretia Bowen, a pioneer resident of this state, died at the home of her daughter, Mrs. W. R. Gradon, Friday May 31, after a long illness. Mrs. Bowen was born in Missouri, September 28, 1848, and crossed the plains to Oregon with her father, Boyd Maupin, in 1853. They settled in Southern Oregon. After her marriage Mrs. Bowen moved to Harney County, where she lived for 26 years. There were frequent disturbances with the Indians in that section and on one occasion she was obliged to flee to Prineville with her children for safety. She is survived by four daughters, Mrs. Martha A. Ball, of Death, Nev.; Mrs. Laura May Mogan, of McDowell, Cal.; Mrs. Dot C. Wood, of Sumpter, Or., and Dona C. Gradon, of Portland. The funeral will be held this afternoon at 2 o'clock from the East Side Undertaking Parlors, East Sixth and Alder streets, with interment in the Mount Scott Cemetery.

Railroad Man Visits Burns

Representative of Executive Department Harriman System Making Observations of Central Part

C. P. Chamberlain, special representative of the executive department of the O.-W. R. & N. Co., with headquarters at Portland, spent a few days in this section during the week. He did not state his particular mission here but he reports direct to President Farrell, head of the Harriman system for the northwest. Mr. Chamberlain is a very observing man and was favorably impressed with this big country.

Mr. Chamberlain went out to Lawen and Narrows Tuesday in company with Sheriff Richardson, Hon. Frank Davey and Sam Mothershead and came back to Burns more enthused than ever. He says he would build a railroad in here quick if he had his way about it. However, his report will certainly hasten things if his enthusiasm doesn't cool before he reaches Portland. He came to Ontario in company with Mr. Farrell who intended making the trip through the interior, but was called elsewhere.

Mr. Chamberlain says his people do not understand about this big country, having an entirely wrong impression of the situation here. This he hopes to change. He finds this territory does not all belong to the big companies by any means; that we have a great area of good agricultural land some of which he saw under cultivation and with the best crop prospects in the northwest. He found thousands of acre feet of water going to waste that can and will be stored and put to beneficial use under a system of irrigation that will be reasonable.

The gentleman went over the residence portion of Burns, saw the new school building, the fine yards, gardens, fruits, etc. and told The Times-Herald that this was a fine little city that would grow. He suggested improvements, cleaning up the business portion to conform to the pretty homes and naturally beautiful location for a city and we would take second place to no other city in Eastern Oregon. He carried a camera with him which was put to use frequently.

Mr. Chamberlain took his departure Thursday morning by way of Bend. He was one of the important visitors of the Harney Country that will bring us into better repute with transportation lines and also with investors. His observations and the great possibilities, especially after the irrigation system is put in were most favorable.

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