

## THE TIMES-HERALD MAN SEES CRANE CREEK GAP

### Visits Place Soon to be Scene of Great Activity in Railroad Construction. New Homes and Development Are Noted En Route. Thrifty Grain Fields Throughout The Territory

The Times-Herald force boarded "Doc Yak" Sunday and run out to Crane Creek Gap to make a personal investigation of the cut necessary to bring the Oregon & Eastern into Harney Valley. This great religious weekly has been building railroads for so many years it doesn't intend to "lay down all of a sudden" to Twohy Brothers or any other such concern until it has gone over the ground and estimated the length of time necessary to complete it. With our experience and methods of the past as a basis on which to calculate this job is easy and that railroad should be completed all the way to Dell Dibble's aluminum mine with a branch or spur to the oil well in much less time than the estimate made by the experts. However, since the job is to be taken away from us by the Twohys or some other concern we give notice right now that this great religious weekly will not be responsible for any delays.

The party went out by way of the big hot spring to the north of the survey and noted the improvements in that territory. New fields had changed that section considerably since the last visit of the writer. The farm of H. J. Jokisch and others in that neighborhood show thrifty stands of grain and forage crops. The sub-station on the S. W. Laythe farm just beyond Harriman looks well cared for under the supervision of A. H. Curry. We did not stop at the station as the party was building railroads on that trip and not farming. A short stop was made at the hospitable home of Mr. and Mrs. P. H. Gray in the Gap where we found some fine cold water and inspected the excellent garden. "Mother" Gray picked a beautiful bouquet of sweet peas for us to bring home as a testimony of the advanced stage of vegetation there.

to the Clark place on Crane Creek. The biggest job on the railroad extension from Riverside is the cut to the west of this place. A considerable rise is necessary to get out but we are told a change is contemplated in the present survey at that point which will eliminate such a deep cut and yet bring the road over on a 1 per cent grade.

On the return trip we stopped and inspected the Albritton hotel. This is a well appointed building that is fast establishing a reputation with the traveling public. The interior finish is of Beaver Board and is very neat and inviting. Besides the bar room, dining room, kitchen, etc. on the first floor, are two other large rooms, one of which is being fitted up for a stock of drugs, a local firm of this city is to establish a branch store there according to information given us by Mr. Albritton. The store room in the rear is to be occupied by a general merchandise stock. On the second floor is a neat parlor and bed rooms.

Across the street to the north of the hotel Chas. Rohn has completed a spacious building where he has his barber chair and later will install pool and billiard tables. A new school house is to be erected there this year and the home-owners of that neighborhood are going to ask for the establishment of a post office.

**Get Rid of Your Rheumatism.**  
Now is the time to get rid of your rheumatism. You can do it if you apply Chamberlain's Liniment. W. A. Lockhard, Homer City, N. Y., writes: "Last spring I suffered from rheumatism with terrible pains in my arms and shoulders. I got a bottle of Chamberlain's Liniment and the first application relieved me. By using one bottle of it I was entirely cured." For sale by all Dealers.

After a rest we drove on over Job printing here.

## Louis Sharp Suggests 640-Acre Homesteads

Six hundred and forty acre homesteads, which have not been in vogue since the ancient days of the donation claims in Oregon, were suggested as once more advisable in Eastern Oregon, by Louis L. Sharp, in his recent address before the commonwealth conference at the University of Oregon. Mr. Sharp is chief of the Portland field division of the general land office, but says his ideas for land law revision are personal and not those of the Federal office.

Mr. Sharp's allusion to "section" homesteads came when he was reciting the clauses of a new homestead law he believes should be enacted to cover disposition of non-timbered agricultural lands. The 640-acre homestead under this suggestion must be valuable chiefly for grazing purposes, and must not have more than 160 acres of tillable land interspersed throughout it. The entryman would be required to utilize the pasture for grazing of his own stock, and to demonstrate good faith by cultivating as much of the entry as was tillable. Annual proofs would be required and cancellation for delinquency strictly enforced.

"If this were done the homesteader in most instances would find sufficient dry farming land, even in the most broken and arid localities, to raise feed to support during the winter the livestock that can be maintained during the balance of the season on the grazing portion of his 640 acres," said Sharp.

In dry farming and grazing localities such as will be found in Eastern Oregon, 640 acres of grazing land is no greater in value than 80 acres of agricultural land in the Western part of the state.

## LATEST DEVELOPMENT LEAGUE NOTES

(From Our Portland Correspondent)  
In competition with exhibitors of similar products from other states and a number of foreign countries, Oregon received the gold medal for general excellence of its horticultural display at the Panama-Pacific Exposition at San Francisco a few days ago. This award was made strictly on merit. The jury was composed of 12 men, 7 from the East, two from Japan, two from California and one from Holland. They made a careful detailed inspection of every exhibit in the hall and without hesitation awarded the medal to Oregon.

The display was installed by C. N. Ravlin, head of the Oregon Horticultural Society and himself a successful rancher of the Hood River Valley. In arranging the booth, he made no attempt at ornamentation, concentrating his efforts on so arranging the almost faultless collection of fruits, vegetables and other products that the attention of the visitors would be instantly centered on the display and not on its surroundings. Oregon has a right to feel mighty proud of this victory.

Definite and accurate information regarding the climate, resources, products and advantages of Oregon has been made available to all sections of the United States by the presentation, by the Portland Chamber of Commerce, of copies of the Oregon Almanac to more than 2,500 prominent public libraries. These copies were sent out within the past few days and at least 800 acknowledgments have already been received. Copies of the Almanac have also been sent to the traffic department of all railroads and the resulting correspondence indicates that they will have a marked effect upon the volume of tourist travel in this direction this year.

Thirty-six thousand acres of land in Pine Valley, Baker county, will probably be thrown open for entry within a few weeks if present plans are carried out. The tract has for several years been tied up under a Carey Act project the promoters of which failed to raise the necessary funds with which to carry it on. The entire tract is favorably located for irrigation.

Ground feed at Hagey's.

## RAILROAD CONTRACTORS GO OVER GROUND

### Sons of Twohy Brothers, Railroad Contractors, Make Trip Over Proposed Extension of the Oregon & Eastern Preparatory to Submission of Bid. Can Complete it in Eight Months

John D. and Robt. E. Twohy, sons of Twohy Brothers, railroad contractors who have been doing practically all the O-W. R. & N. Co. work for years, were visitors to this city last Saturday afternoon, having come in over the ground of the proposed extension of the Oregon & Eastern. They were accompanied by M. S. Boss, an expert who has been with the concern for years.

These young men were representing their fathers and came for the purpose of investigating conditions and looking over the ground preparatory to submitting a bid on the railroad work. They were favorably impressed with the country and enthusiastic as to the final results when transportation is given this big Valley. One of the gentlemen remarked it was a shame that such a big territory should have been denied transportation so long.

They informed The Times-Herald their company had to have its bid in by the 25th of this month and they hoped to be successful in securing the contract. When asked how long it would require to build the 30 miles they said they could put it through in almost any time the railroad people would name. They were confident the road could be completed in eight months.

At the time we go to press it is not known here whether the contract has been let or not but it is confidently believed that work will begin on this extension within a few days, possibly next month and that work will be prosecuted at rapidly as possible during the summer months. The only complicated part of the route is the cut in Crane Creek gap and this will not be such a hard job when the steam shovels can be brought to the point and put in action. There is considerable dirt to be moved at this point but with modern equipment it will not take so long. This is an important point in the line as it is desirable that this cut be made before the ground becomes frozen next winter but this may not interfere to and great extent.

If it were possible to get the big shovels there early in the season it would facilitate matters considerably.

Considerable speculation is rife as to what point 30 miles will bring the road. By the wagon or auto road 30 miles will bring the line to the P. H. Gray place in the gap but the railroad survey may be shortened over the distance and thus bring the line further into the Valley while again it may not bring it so far. However, the number of miles designated will bring the line into the gap and give this big country an outlet to market.

This work will bring prosperity to this big country and give work to the many homesteaders who have a period of idleness during each year. While they have been putting in their time to advantage clearing and improving their homes in the past, it has been an up hill business with many as it was hard to find the means to provide for their families during such time. It has been necessary that most of them have had to get what work they could in order to tide them over the winter. Now every able bodied man and his team may secure employment at good wages on the road and thus have sufficient means to go on with their improvements and prepare for the advent of the railroad that is to be such a boon to them.

Already a change for the better is noted from the announcement of the extension of this line. Men who have heretofore shown a disposition to be conservative and not inclined to push development work on their property are preparing to become active. Land sales will be stimulated as outside investors are now confident of early development and will be more inclined to invest and put their holdings in shape for cultivation.

Have your coupon tickets with you at the Welcome Pharmacy Saturday at 3 o'clock. The aluminum prize will be awarded to the number nearest the one drawn.

## New Telephone Line Elects its Officers

The organization and preliminary steps to incorporate the Juntura-Burns Telephone & Telegraph Co. was taken at a meeting of some of the stock holders last Tuesday in this city.

The capital stock of the company is to be \$6,000 and practically all the stock has been subscribed. The head offices of the concern is to be located in Burns, J. R. Jenkins was elected president; P. G. Smith, vice president; M. A. Biggs, secretary; C. F. McKinney, treasurer. James Weston is to be general manager. J. F. Mahon, C. R. Peterson and A. Venator constitute the board of directors.

In discussing the proposition with Mr. Weston The Times-Herald was informed that the poles have been delivered almost to Harriman west from Riverside and a carload of the wire is now at the railroad. It is the intention to push the work as rapidly as possible, the switchboard having been ordered and the line will be completed to Burns before the time specified in the franchise granted by this city, August 1.

This line takes on more importance now that the extension of the railroad has been settled and it will be an avenue of much business. Mr. Weston has been working on this proposition for several months and had succeeded in getting the right of way, the holes dug to a point this side of Harriman as well as many contracts for telephones throughout the territory that is to be served. He has a fine prospect in the way of subscribers in the rural districts and when completed this system will have practically the entire Harney Valley connected with Burns and a long distance connection. The line is to be first class in every respect with modern equipment.

## "Our Bill" is Shining Around Young Ladies

The following appeared in a recent issue of the San Francisco Chronicle accompanied by a three column illustration showing the smiling face of Mr. Hanley surrounded by a bevy of beautiful young ladies:

As guests of William Hanley, Oregon's famous cattleman and rancher, and known as the "sage of Harney county," a bevy of seniors from the Oregon Agricultural College, who daily serve tea in the Oregon building, yesterday made an automobile tour of the city and the ocean beach. Senator C. L. Hawley of Salem was also in the party.

The guests included Jennie Hansen, Marion Young, Mildred Wilson, Millie Summers, Elizabeth Barman, Edna Russ, Bertha Hendricks and Ester Hartung. Hanley takes a great interest in the educating of young men and women for scientific farming. He has been here a week enjoying the exposition and will return to his 200,000 acre ranch today. During the next few weeks Hanley expects to send parties of his employes here to visit the exposition.

Mrs. Millar has her new Spring Millinery on display at Schwartz' store and invites the ladies of Burns and vicinity to call and inspect it.

## Sumpter Valley Railway Co.

Arrival and Departure Of Trains

Departs	No. 2, Prairie	10:15 A. M.
	Sumpter	2:35 P. M.
Arrives	Baker	4:00 P. M.
Departs	No. 1, Baker	8:30 A. M.
	Sumpter	10:05 A. M.
Arrives	Prairie	2:10 P. M.

No. 1 Makes good connection with O-W. R. & N. Co. No. 4 (Fast Mail) leaving Portland 6:30 P. M., arriving at Baker 7:55 A. M. and No. 17 from east arriving Baker 6:50 A. M.

No. 2 connects with No. 5 (Fast Mail) arriving at Baker 7:55 P. M. which picks up Pullman at Baker, arriving at Portland 7:00 A. M. Also with No. 18 at 10:45 P. M. for points East.

## RAILROAD OFFICIALS FINISH TOUR TO BURNS

### Portland Paper Reports Return of O-W. R. & N. Party From Trip Here. Found Big Harney Country Looking Better Than for Years. Many new Homes and Room for Thousands

The Sunday Journal published the following account of the recent tour of the railroad officials through this section. The Times-Herald would suggest that Mr. Farrell explain to the reporter who wrote it the character of "desert" crossed by his party. That word is worked overtime by those fellows down there. The article says:

As soon as contractors have had time to prepare and submit bids for the construction of 30 miles more of the Oregon Eastern railway to extend the line as far as Crane Creek gap, beyond Riverton, the O-W. R. & N. Co. will know whether or not the original project of crossing the state road through Malheur canyon is to be pushed toward completion now.

Officials of the company completed their tour through the great Central Oregon country last night, arriving from Condon with heavy coats of sunburn. In the party were President J. D. Farrell, General Manager J. P. O'Brien, Assistant Traffic Manager F. W. Robinson, Chief Engineer J. R. Holman and Frank Peil, assistant to the president.

The party left Portland Tuesday morning, hurried eastward to Vale, switched their car to the Oregon Eastern and went out as far as Riverton, where the end of the line now is. Thence the officials went to Burns by automobile and through the desert and hills to the terminus of the Condon branch, starting thence for home.

None of the party could estimate the number of miles traveled by automobile during this hurried trip. All they could say was that it was "hundreds." President Farrell said the country looked better than he had seen it for years. Many new families have found homes, particularly in the Harney valley,

where soil and climate conditions are favorable. With transportation, he said, there is room for an enormous increased development with homes for thousands.

"We will know in a couple of weeks whether or not the bids are within our own engineers' estimates," said Mr. Farrell. "If they are, there is no reason why work should not proceed on this 30-mile extension with no further delay."

The extension will cost between \$750,000 and \$1,000,000. That the expenditure will be justified is indicated by the development that has occurred along the line previously constructed westward from Vale. Juntura has shown marked growth since the road has been put through and other towns, stimulated by the agricultural increases, are following in the advance.

## Market Report.

Receipts for the week at the Portland Union Stockyards have been cattle 1564, calves 36, hogs 4016, sheep 4142.

Prices a shade lower than last week. Nearly all consignments are grass cattle, quality not above the average. Bulk of steers sell around 7.00 to 7.25, cows as high as 6.75.

Hogs remain steady at 8.00. Not many loads of well finished stuff came forward and considering quality prices held well.

A fair run of sheep for the week with prices lower and market inactive. Spring lambs are coming in small consignments only. Choice lambs are selling at 7.50, ewes 5.00 and wethers at 5.50.

Wray's Auto Stage between Bend and Burns leaves here each Wednesday and Saturday. Passengers may take all their baggage.—Vera Gibbs, agent.

**FRIEND OF THE PRODUCER**  
**Burns Meat Market**  
and  
**Packing Plant**  
**BACON, HAMS and LARD**  
**Fresh Meats, Poultry**  
Home Products for Home Consumers  
SPECIAL INDUCEMENTS OFFERED TO SHEEP MEN AND BIG ORDERS

**1 OF 7,500**  
We buy Drugs and Drug Store Supplies with 7,500 other  
**REXALL DRUGGISTS**  
Let us fill your Prescriptions--We are in business for your health  
**REED BROS. Props.**  
**The Rexall Drug Store**

**The Burns Hospital**  
**MRS. ETTA CUMMINS, Prop.**  
Best Surgical Room and Equipment in the State Outside of Portland.  
Nice Rooms, Good Care and Comfort for Patients--Reasonable Terms  
**Graduated Nurse in Charge**

**Come to Burns to Celebrate!**  
**100 FORDS IN GRAND PARADE JULY 3**  
Fords have made good all over the world. Their popularity is the same where 'ere you go.  
In 1910 Harney county had four Fords. Today there are more than 100 and a score or more people waiting for Fords.  
It will pay you to fall in line and wait for your car. Experimenting is expensive--the Ford is not an experiment but an established, practical necessity all over the world--the Universal Car.  
On the first of August this year, (barring the unforeseen) more than \$1500.00 will be divided among Ford owners in Harney county.  
You can get yours if you buy your car before August 1st.  
**Gray & Davis Electric Starter and Lights if desired**  
**BURNS GARAGE**  
Limited Agents for Harney county

Breakfast 5:30 to 9 Dinner 11:30 to 2  
**NOW OPEN FOR BUSINESS**  
**Mac's Restaurant & Bakery**  
Located in the new Levens Building  
BURNS, OREGON  
W. R. McCuiston, Prop.  
Supper 5 to 8 Short orders at all hours

**The Burns Flour Milling Co.**  
Manufacturers of home products  
**HIGH GRADE FLOUR**  
"CREMO" THE FAMOUS BREAKFAST FOOD  
The Cream of the Wheat, Fresh and Palatable  
**Bran and Other Rolled Mill Feeds**  
You Patronize Home when you deal here

**To be Given Away**  
AT THE  
**WELCOME PHARMACY**  
Every Saturday at 3 P. M.  
**ONE ALUMINUM SET**  
Be sure and bring your coupons  
—you may be the lucky one.....  
**The one having the number nearest to the number under the seal will be the winner**