

## STRAHORN WRITES OF PROPOSED RAILROAD

### Oregon Shippers Should be Stockholders in New Central Oregon Lines. Earnest Inauguration of this Project Will Revivify Failing Projects and Offer Incentive for Starting New

Robert E. Strahorn, who proposes independent railroad lines throughout Central Oregon, an outline of which was published in our last issue, writes the following for the Sunday Journal:

The different railroad surveys heretofore made in central Oregon provide for lines to cost from \$30,000 to \$40,000 per mile. In estimating revenues and expenses, traffic and operating experts have figured on the high interest charged on construction, and on such schedules of rates and operating conditions and costs as would necessarily follow ownership and operation by the large companies interested.

Their figures have also necessarily allowed for the high costs and embarrassment of interstate and state commission supervision. In the difference between lines so built, owned and operated, and lines built for less than half such figures, on capital to an important extent furnished by the shippers or those directly interested in the country themselves, and operated free from interstate commerce commission supervision on a scale of economy and liberality of rates which would not be tolerated from even the branches of main line railroads, lies the possibility of securing these lines on a basis which will insure their paying interest.

This must be literally a pioneering railroad. The case of connecting up the productive sections mentioned which are separated by vast areas now largely unproductive, is so extreme that it must be met by the lowest conceivable construction and operating costs and the highest rates the traffic will stand. Its Oregon shippers should be stockholders who will feel that besides reaping all the other incalculable benefits from convenient transportation, that when they are paying liberal rates during the development period they are in effect taking the money out of

treat such an independent project fairly. It would prove such an immensely valuable factor in creating and handing over to them for the long haul large and diversified traffic where there is now practically none that they would find it to their interest to cooperate to the limit. Then, why not make one heroic, independent effort to open up, settle up and annex our last big, empty back country, to help sustain this overbuilt city where we are buzzing around, living off each other, and straining for some things for which we can have no adequate use until we get more people on those vacant lands east of the mountains?

I doubt if the average citizen who enjoys the wonderful transportation facilities of the Willamette valley, where for a considerable distance there are six parallel railway lines, has any conception of the central Oregon situation. The pitiful story of wrecked enterprises, ruined families and abandoned homesteads, resulting from the cessation of railroad building five years ago, when there was promise of so much, and the absolute lack of stimulus for any further effort in a region practically at our doors, capable of supporting hundreds of thousands of people, can only be appreciated at very short range or by those who have similarly suffered.

The inspiration of the earnest initiative of Portland business men in this railway project, especially in supplying strong, resourceful men to get into this work up to their eyes, will be very essential to give those pioneers courage to do likewise. If you do, and persist, more can be accomplished over there in real empire building than in any country I know of. It will require only a moderate local investment but thorough organization and supreme effort. But when done you will have something worth while for both a great city and a great state.

Portland can revivify many failing projects with proper effort and the earnest inauguration of this one. Also, it can offer the necessary incentive to the starting of many new ones. Such great changes for the better would be wrought that Portland would realize vastly on any effort or assistance rendered even during the construction period. Likewise, it could recover valuable existing trade now largely lost in distant cities; and permanently tie up commercially, socially and politically all that vast country naturally and of right belonging to it. Meanwhile word would pass far beyond the confines of Oregon that this project was firmly upon its feet, attracting an influx of settlers and capital that nothing else could. That its immediate revivifying influence upon Portland and Oregon generally would also be very great cannot be doubted. These days of stagnation are indeed the days of all days for hopeful preparation.

Herein is my answer to that grave question so often asked: "What really great constructive thing can Portland accomplish in 1916?" Also, confidently relying upon the cordial assurances of support of Portland business men, I will now say that if my further surveys and investigations confirm my present impressions, I will respond to their appeal to the best of my ability.

## HARNEY COUNTY REJOICES OVER RAILROAD

### Special Writer for the Portland Journal Visits Work and Reports Progress. Hundreds of Men and Teams Are Rushing Project. Rails Been Laid Will Follow Bridge Work Rapidly

Charles T. Hoge, member of the Portland Journal staff, was a recent visitor to this section and has written several articles on his observations. The following deals with the advent of the railroad into Harney county:

Harney county's first railroad has appeared. People of that rich empire who have waited and hoped for a generation that a direct rail connection with the outside world might come to have actually seen the grade thrown up and to have stood upon it. They have gathered up handfuls of the soil that was heaped and smoothed into semblance of a roadbed and gone home to tell their neighbors that their hopes were coming true.

Eight hundred men are now assembled along the survey made by the Union Pacific system and are busy making this grade from Riverside, the mushroom town, through the rugged Malheur canyon to tap the open country to the west.

Five big team outfits are working 200 head of horses. Contractors are complaining that they cannot get men enough to advance the work as rapidly as they would wish. Ten station gangs, each composed of from 8 to 12 men, are distributed along the survey where there is rock to be blasted through with powder.

The camp nearest the canyon's outlet at Crane creek gap is known as No. 5. It is seven miles east of the town of Harriman, the first settlement beyond the gap. The men at this camp are working now on the diversion of the county wagon road because the railroad will need the land over which the road now extends. The other camps are stationed at intervals clear back to Riverside, where the construction work came to a stand last year when retrenchment was ordered.

Actual track has been laid for two miles beyond Riverside to the first crossing of the Malheur, where C. A. Pelletier is building a great bridge. As soon as the bridge is finished, the track will be laid across it and along the newly made grade to the second crossing, six miles farther. The material yard, a little east of the bridge, is piled high with ties, timbers and steel rails, ready for the tracklayers' use when the bridge construction allows passage over the river.

There are to be three of these crossings of the Malheur and one bridge across Crane creek. Crane creek is not much of a stream now, being dry in most places, but in seasons of high water it carries all the drainage

from the lower Harney valley out through the Malheur and into the Snake and is then said to be a veritable torrent. For this reason the bridge across the innocent looking creek is to be made just as strong as those over the other streams.

Concrete piers are used exclusively. Engineer H. W. Young explained that the ice flow in the winter is a great menace to wooden construction, which could not stand one season of ice pressure.

Though the people of Harney county are now a unit on a subject of a railroad, the officials of the line now being built have not decided where the terminus of the present westward extension is to be. It may be Harriman, which settlement is putting its best foot foremost in preparations for its arrival. It may be Albritton, which was established when construction was first started west from Vale, years ago, and has stood there waiting since it may be just at the entrance of the gap, where the open country converges and where no town exists at all.

But the news that construction had actually crossed the line into Harney county put the people of Burns on the high rung of encouragement.

"There she is," yelled "Jimmy" Donegan, county assessor of Harney, who was piloting "The Journal" correspondent through the country from Burns. "There's the railroad grade. Let's get out and have a look."

And he made Riemer Hass, the automobile driver who had picked us up at the Narrows, stop while he raced through the sagebrush, scrambled into the deep, dry bed of Crane creek, scuttled up the other side and stood squarely on the mound of earth that in time was to mean regular train service into his home county.

"Whee! This is great," said "Jimmy." "It certainly looks good to me!"

The rails on the new line are for the most part of 78 pound steel. Nowhere are they lighter and are new. On the bridges and on some of the heavier grades, even a heavier rail is used. It is all of the construction known as "main line."

The survey stakes follow the wall of the canyon for the most part. This is because the canyon floor is of uneven contour, and would require some cuts and heavy fills to establish the grade demanded. Toward the western end, however, the contour is almost flat, which allows a straight-away track, with hardly more work on it than the rounding up of the surface ready for placing of ties.

Contrary to popular opinion among the people of Malheur and Harney counties, no definite contract time has been set for the completion of this line. The contractors have been instructed to hurry the work and finish it at the earliest possible moment. That is all. It cannot possibly be finished before spring, declared Engineer Young, because the ground may freeze up and make grading difficult. Mr. Young would venture only the most indefinite estimate of the time the work should be finished, at probably not later than next June.

Every available man in the adjacent country has been put to work on the railroad camps. Contractors who complain that they cannot get enough men have appealed to labor agencies in Portland and Boise to furnish more help. The prevailing wage for common labor on this job is \$2 per day, with more, of course, for skilled workmen and for men with teams.

Pending executive decision on the terminal point this Vale ex-

tenstion shall reach, no plans have been made for stations or other terminal facilities at the west end of the line. It is probable that there will be no townsite between Riverside and the western terminus.

### Three Educational Ideas.

The three successful school ideals of the United States were pointed out by President Kerr in an address on the ideal school before the Linn-Benton County Teacher's Association, in which it was shown that each ideal depended for its fitness and value upon the time and place. "The ideal of school work," said President Kerr, "has changed with the development of the country. The first schools were devoted to law, civics, and philosophy, in response to the need for training that should prepare for service in the departments of democratic government. The second period of national development, a period of invention and vast expansion in commercial interest, brought forth the type of education that emphasizes engineering. The final phase resulting from a realization of the great disparity between urban and agricultural wealth—thirty billions as compared with eight billions in 1880, is that for agricultural and industrial training, a training that aims to adapt the work of the school to needs of all the children of all the people."

### Water Permits.

During the quarter ending July 31, 1915, the State Engineer issued 152 permits for the appropriation of water under which it is proposed to irrigate 23,143 acres, develop 352 horsepower and construct 15 reservoirs. These permits will require the construction of 210 miles of canals and pipe lines and an estimated expenditure of \$891,242.

The following permits were issued in Harney County: Marjory Potter of Egli, secured a permit to store 100 acre feet of the waters of East Creek in Sec. 20 T. 26 S. R. 25 E. for the irrigation of 91 acres of land. Estella McDade & John Duffey of Fields secured a permit to store 800 acre feet of Rincon Creek in Sec. 34 T. 38 S. R. 33 E. for the irrigation of some 480 acres of land. M. S. Davies of Princeton, for the irrigation of 76 acres diverting water from Cold Spring Creek in Sec. 22 T. 33 S. R. 33 E. C. J. Olgard of Andrews, for the irrigation of 20 acres, diverting water from Twin Springs in Sec. 35 T. 35 S. R. 32 E. Erland Carlson of Andrews, for the irrigation of 18 acres, diverting water from Big Skull Creek in Sec. 34 T. 35 S. R. 32 E. Ruth Seaward of Cord to store 600 acre feet of the waters of an unnamed gulch in Sec. 6, T. 33, S. R. 36 E. for the irrigation of 253 acres of land. A. B. Guernsey of Seneca, for the irrigation of 219 acres, diverting water from Bear Creek in Sec. 26 T. 16 S., R. 32 E.

### Warrant Call.

Notice is hereby given that there is money on hand to pay all general fund warrants registered prior to Dec. 1, 1914. Interest ceases Oct. 11, 1915.

R. A. MILLER,  
County Treasurer.

### We do job printing.

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.

## REGULAR TERM CIRCUIT COURT ADJOURNS

### Business Wound up and Judge Biggs Departs for Home Tuesday. New Grand Jury Drawn for Next Term. Criminal Cases all Disposed of Except One Which Was Continued

Circuit court adjourned Tuesday. The following business not mentioned in our last issue was disposed of:

Confirmation of sheriff's sale in case of Thos. Hutton vs. T. F. Matney.

Confirmation of sheriff's sale in case of G. A. Rembold vs. Nora Richardson, et al.

W. H. Carpenter vs. Chas. E. Beery, dismissed.

Geo. A. and Prestley Smyth vs. Mansiador Co. for damages, dismissed.

Charles Markle vs. A. K. Richardson, damages, dismissed.

R. R. Sitz vs. T. F. Matney, recovery of money, settled and dismissed.

R. W. Heck vs. P. L. S. Co., damages; discharged in Federal court.

J. O. Darst vs. C. H. Leonard, recovery of money; motion to dismiss allowed.

Fred Hanies vs. J. W. Biggs and J. H. Jordan, attachment; settled and dismissed.

Denio Land & Livestock Co. vs. C. W. Stephens, recovery of personal property and damages; settled and dismissed.

Mrs. J. P. Brown vs. W. E. Ward, attachment; settled and dismissed.

Mrs. J. P. Brown vs. Roy Welty, same.

Leon Mansiador vs. P. C. Peterson, damages; dismissed.

Sam Mothershead and C. H. Leonard vs. H. A. and Ella Martin, attachment, jury returned verdict for defendants.

H. M. Horton, administrator estate of James Leonard, deceased vs. C. H. Leonard, attachment; judgment for defendant on pleadings.

Grant Thompson vs. Arriola & Bucua, damages; settled and dismissed.

Wm. Renwick vs. R. H. Brown damages; verdict for defendant.

F. L. Mace vs. W. I. Shepard, attachment; default and judgment.

State vs. Wm. Pratt, burglary; plea of guilty; sentenced 1 to 7 years and released on bond until further order of the court.

State vs. Guy McCoy, burglary; indictment dismissed.

State vs. Marian Hodge, larceny; verdict of not guilty.

State vs. Ventura Equibar, arson; plea of guilty and sentenced to 5 to 15 years.

State vs. Lloyd Mosley, assault with a dangerous weapon with intent to kill; plea of guilty and sentenced to 6 months to 10 years and paroled.

State vs. John Wood, violation of transient livestock law; plea of guilty and fined \$25.

State vs. Thos. Turnbull, same as above, same sentence.

State vs. C. D. O'Connell, larceny by bailee; set for trial next term.

The grand jurors drawn for the spring term were: J. E. Sizemore, James Gilbert, E. C. Eggleston, A. Dunn, Alex Rogers, Karl Horstmann, Grant Kester-son.

When Baby Has the Croup.

When a Mother is awakened from a sound sleep to find her child who has gone to bed apparently in the best of health struggling for breath, she is naturally alarmed. Yet if she can keep her presence of mind and give Chamberlain's Cough Remedy every ten minutes until vomiting is produced, quick relief will follow and the child will drop to sleep to awaken in the morning as well as ever. This remedy has been in use for many years with uniform success. For sale by all dealers.

Mrs. Millar has received some of her Fall and Winter Millinery and invites the ladies of this vicinity to call at the Schwartz store and see the display.

**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**

### Building Railroad is Not The Most Important

In an interview in the Oregonian Mr. Strahorn says that there are several other important matters in connection with the development of Central Oregon. The article follows:

If Central Oregon is to be developed on a scale such as that proposed here last week by Robert E. Strahorn, it will be necessary first to prepare the way for development, says Mr. Strahorn, who has planned to build a series of railroads to connect all the existing lines in the states interior.

"Building the railroad is not the most important project," said Mr. Strahorn yesterday. "The railroad can be built and, of course, must be built if Central Oregon is to be opened up. But much other important work must

## ACCURACY

This store has its own Lens Manufacturing Plant in which can be ground lenses of any description. This enables us to guarantee absolute accuracy in filling your prescription. Quick service on your repairs. Duplicate immediately any broken lens, whether originally made at this store or elsewhere. You will find this great convenience--try it.

**C. M. SALISBURY**  
Jeweler and Optician

(Continued on page two)

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