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DEED TO MILL SITE AT BURNS SATISFACTORY Railroad Excursion, Burns-Crane Route, Promised for July 4

OREGON UNITED IN ASKING RECLAMATION AID

Districts Co-operate to Win Federal Recognition; The Session is Harmonious.

(Oregonian)
The future programme of irrigation and reclamation in Oregon will be based upon the findings and recommendations of a commission to be appointed jointly by the state and Portland chambers of commerce and given the unreserved support and co-operation of the irrigation districts of the state seeking federal aid, it was agreed at a meeting yesterday attended by representatives of the Baker, Umatilla, Owyhee, Warm Springs, Harney valley and Deschutes projects, the Portland chamber and the state body.
The meeting sounded a new note of harmony in the reclamation affairs of Oregon. Throughout the day the committee and individuals progressed step by step until late in the afternoon by unanimous vote the report of the advisory body, which had been asked by the two chamber organizations, was adopted by the districts.

All Districts United
Authority was granted to the chambers to administer the supervision of the reclamation programme and it was suggested by the report that the commission appointed should consist of three men, be similar in its composition to the state highway commission and work in accord and in co-operation with the agencies of the state, utilizing the reports and data of the state engineer in its research.
Previous to the adoption of this report the following resolution was prepared by a committee representing all interests present and adopted by the gathering:

"Whereas, For the first time in the history of the state of Oregon all the irrigation interests of the state seeking federal recognition at this time are assembled together with the Oregon State Chamber of Commerce and the Portland Chamber of Commerce, to-wit: Harney valley, Warm Springs, Owyhee, Deschutes, Umatilla rapids and Baker, we, therefore, deem it an opportune time to express to the administration in Washington and the secretary of the interior the aspirations, hopes and united demands of the people of the whole state of Oregon, in reclamation in this state at the present time.

"Whereas, We believe that the pledges in support of reclamation were made in good faith and all effort will be made toward the fulfillment during the present session of congress.

Demand to be Unified

"Resolved, That we at this time make a united demand that the secretary of the interior designate a new project for the state of Oregon, which shall be the most feasible now under consideration by the reclamation department and one upon which construction can be commenced in a reasonable time after designation and appropriation.

"That projects for which appropriations have already been made brought to a completion as speedily as possible, and with the additional appropriations necessary.

"That the bureau of reclamation investigate and complete surveys on projects not already completed.

"That we wish to impress upon the secretary of the interior and congressmen the necessity of action immediately in order that reclamation may be obtained at the present session of congress.

"That the irrigation and commercial interests of the state of Oregon at this time affirm their determination to work untiringly until such time as full justice shall be done this state in giving funds for development of our worthy reclamation projects."

Competition is Eliminated
was the decision of the gathering

ing that the selection of project No. 1 shall be left to the secretary of the interior and to the reclamation service and that the future programme and the naming of other projects in order shall be left to the new commission.

Throughout the meeting was the undercurrent of getting together in this work. Each district by experience had come to know the futility of individual effort and went into the conference determined that the deliberations should evolve some method of concentrated, intelligent action. It was a case of give and take on the part of the projects, as some of those present realized that the findings of the commission probably would put them down in the list. However, they were agreed that it was better in that they would know just where they stand, than to continue in the present atmosphere of uncertainty and working at cross purposes in competition with other projects of the state.

It was pointed out that the commission could select its projects from personal observation and from the wealth of available data now on file with the engineers of the reclamation service and with the state engineer. In backing the united programme of the state, it was asserted that no other state in the union had the power of Oregon in reclamation matters in congress, since Senator McNary in chairman of the senate committee and Representative Sinnott a ranking member of the committee of the house.

Vigorous Programme Urged
Judge N. G. Wallace led much of the discussion from the floor and urged a vigorous and uncompromising programme on the part of the state in backing the recommendations of the commission. Much of Oregon's failure to obtain ample appropriations in the past, he declared, was due to lack of courage on the part of the state and failure of the people to realize their true power.

The report of Miles Cannon, investigator for the reclamation service, with headquarters in Washington, who was recently in this state, that the government was ready to approve a new project in this state, now that the Baker appropriation had gone through, as soon as the interests of the state agreed upon what they wanted, was brought out during the afternoon session.

The resolution, as adopted, pledges the support of the reclamation interests of the state, as well as the commercial interests represented by the two chamber bodies, in whatever project the government decides upon as the first. Subsequent projects will be recommended by the commission in the order of their feasibility.

In considering the latter several important angles were stressed. The providing of new land, for settlers, and providing of farm and orchard areas as needed, were considered.

Meeting is Harmonious

The meeting was a most harmonious one, although made up of representatives of projects which, in a sense, had been fighting each other for years to obtain favor of the government in development. Predictions were freely expressed informally by members that the conference here was the dawning of a great development era for the state which would culminate in the bringing under production much of the semi-arid parts of the state.

William Stewart, a leader in the Baker project, stressed the importance of co-ordinate action on the part of the interests of the state, basing his opinion upon his experiences in Washington during the last year in the interest of the eastern Oregon district.

Irrigation Status Discussed

The morning session was devoted to a general discussion of the situation in the state regarding reclamation and irrigation. Whitney L. Boise, chairman of the joint land settlement committee, presided and delivered the opening statement in which he presented the desire of the state and local chamber to bring the irrigation factions into harmony and united effort. W. D. B. Dodson, general manager, also spoke for the

Oregonian Gives Prominence to Local Citizens and Harney County

"We've waited 30 years, but at last Burns is going to be a town," declares Robert Duncan, attorney of that town, who is in Portland on business. "The first step is to provide a water and sewer system and a bond issue is to be voted on. The new railroad, it is expected, will be completed from Crane in a couple of months or so and when the first train comes into Burns there will be a celebration which will long be remembered. Burns has been handicapped all these years by lack of rail transportation. It has been a hard journey to get into and out of Burns, but this will soon change. Then there will be a large sawmill which will mean the employment of many workers; new homes must be built to accommodate the workers and their families, and there will be, naturally, new business to supply and entertain the increased population. Burns will grow faster in the next three years than any other town in Oregon."—Oregonian.

By building a railroad from Bend to Burns, the Union Pacific can cut down mileage and obviate present elevations and T. H. Foley, chairman of the transportation committee of the chamber of commerce of Bend, has been sent to Portland to have a heart-to-heart talk with Union Pacific officials. "There are 40 carloads of lumber shipped from Bend every day," declares Mr. Foley. "These cars have to be taken from Bend to the Columbia river, a drop of 3600 feet elevation and then hauled up the Columbia and over the Blue mountains at an elevation of 4500 feet. A railroad from Bend to Burns could be built without these elevations having to be considered and the saving in direct mileage would be 180 miles. This is something worth consideration by the Union Pacific. From Bend a line could be built south to Crescent, to connect with Southern Pacific. A railroad builds for business, not sentiment, and on this basis it should be remembered that the Bend-Burns line could be constructed with spurs running into the deeper parts of the

forest to take care of sawmills which would be started if there was shown a method of transportation." Later: The Union Pacific officials did not commit themselves.—Oregonian.

"Many people do not realize that Harney valley is larger than the Willamette valley. Harney valley has 300,000 acres of which every acre is susceptible to cultivation if it can get water," declares Sam Mothershead of Burns, Or., who arrived at the Imperial yesterday. Mr. Mothershead is one of a delegation who are here to show that Harney valley irrigation project is the best one for the state to get behind and ask government help. There are other delegations arriving to show that their respective projects are the best, so a pleasant time can be expected when the arguments start at the Chamber of Commerce. "We can put water on our project for \$40 an acre, which is a lower price than any of the other districts can do," continued Mr. Mothershead. The railroad now being built in Harney county will afford transportation for the products of the district, which is another important item—access to market.—Oregonian.

Busy with the construction of 80 miles of railroad, Fred Herrick of St. Maries, Idaho, checked out of the Hotel Portland yesterday for Spokane, Wash. Mr. Herrick is building a railroad from Crane to Burns, 30 miles, and from Burns to Bear valley, which is 50 miles more. The section between Crane and Burns is moving along so rapidly that within a few months the foot of the locomotive will ring through the streets of Burns. Work on the 80-mile section north of Burns is being pushed and the grading is moving as rapidly as conditions permit, and there are few obstacles. Mr. Herrick needs the railroad in order to log the large timber holdings which he has bought from the government in Bear valley. The logs will be milled at Burns, where Mr. Herrick is preparing to construct his cut-up plant.—Oregonian.

CHEVROLET'S LARGEST MONTH PRODUCTION

Chevrolet Motor Company reports February production as 55,000 cars and trucks, this being Chevrolet's largest month's production to date,

although made in a short month. In spite of this heavy production, the sales department anticipates a shortage of Chevrolets in the Spring months, as orders in dealers' hands for Spring delivery are much larger than in any previous year.

IRVING SUGGESTS PLAN TO AID NEIGHBORS

I. B. Hazeltine, the district game warden who resides at Canyon City, was in this section for several days recently on official duties. Irving has always had a warm spot in his heart for Harney county for he has many of his warmest friends in this section. When the subject of lack of moisture threatening our crops during the coming season was under discussion he advanced a remedy that he guarantees will work. He is one of the main spokes in the management of the annual '62 celebration in his home town and although they have experimented in the past on dates with a view of avoiding rain, so far they have not been successful, therefore he made a proposition that if his Harney county friends would give him \$100 a day for any week or two weeks in June for their celebration he would guarantee rain every day for the period.

The '62 celebration this year will be held on June 19, 20 and 21. The management consulted with the Harney County Pioneer Association before setting the dates so they would not conflict for many Harney county pioneers always want to be in Canyon on the dates of their celebration.

JEFF MYERS STATE TREASURER

State Treasurer O. P. Hoff died Tuesday at a hospital in Portland and Governor Pierce has appointed Jefferson Myers to fill the unexpired term. Jeff is one of the big men of this state and was a most satisfactory appointment to the position as he is a man of affairs and capable of handling the office. His many friends in Burns and Harney county are pleased with this appointment and extend their best wishes, feeling the state has a man in this important office who will give it his best efforts.

FORMER BURNS BOY IN TROUBLE

Sunday's Oregonian contains a news dispatch from Milton to the effect that Dr. James Otis Kenyon had confessed to having set fire to a competitor's office. Professional jealousy was admitted to have prompted the act. Otis Kenyon is a son of Mr. and Mrs. Sam Kenyon who formerly resided here. Otis is now practicing dentistry. He was born at Drewsey in this county and for several years of his childhood he was a resident of Burns. He is married and has been practicing dentistry for several years.

Objectionable Restrictions Eliminated; Concessions Tend to Harmonize.

E. W. Barnes told a group of business and professional men in Robt. M. Duncan's office Thursday evening that the deed to the Fred Herrick Lumber Co. for the sawmill site at Warm Springs had at last been settled in a manner satisfactory and that he was leaving the following morning for Portland to have it executed. He will return to Burns next Tuesday when the deed will be placed of record, thus clearing up any question of doubt.

Mr. Barnes stated he desired that the citizens of Burns know that these details had been arranged in order that there be no further delay in going ahead with improvements. The question has been discussed more or less and some were inclined to wait definite results before making improvements. The same question held back many who contemplated investing in Burns and engaging in business. With this definitely out of the way things will open up and much activity will result in the immediate future.

Mr. Barnes made considerable sacrifice in coming to terms with the mill concern, he said, but felt justified in doing this for the good of the town and the general development of the country that depended to a considerable extent upon the location of the mill. He was warmly commended by all those present at the meeting.

The feeling of cooperation was also strengthened by this gathering as now all understand the situation and are happy because of the unity and the fact that the citizens may now work in harmony with Mr. Barnes, the Fred Herrick Lumber Co. and the Union Pacific Railroad in the development desired.

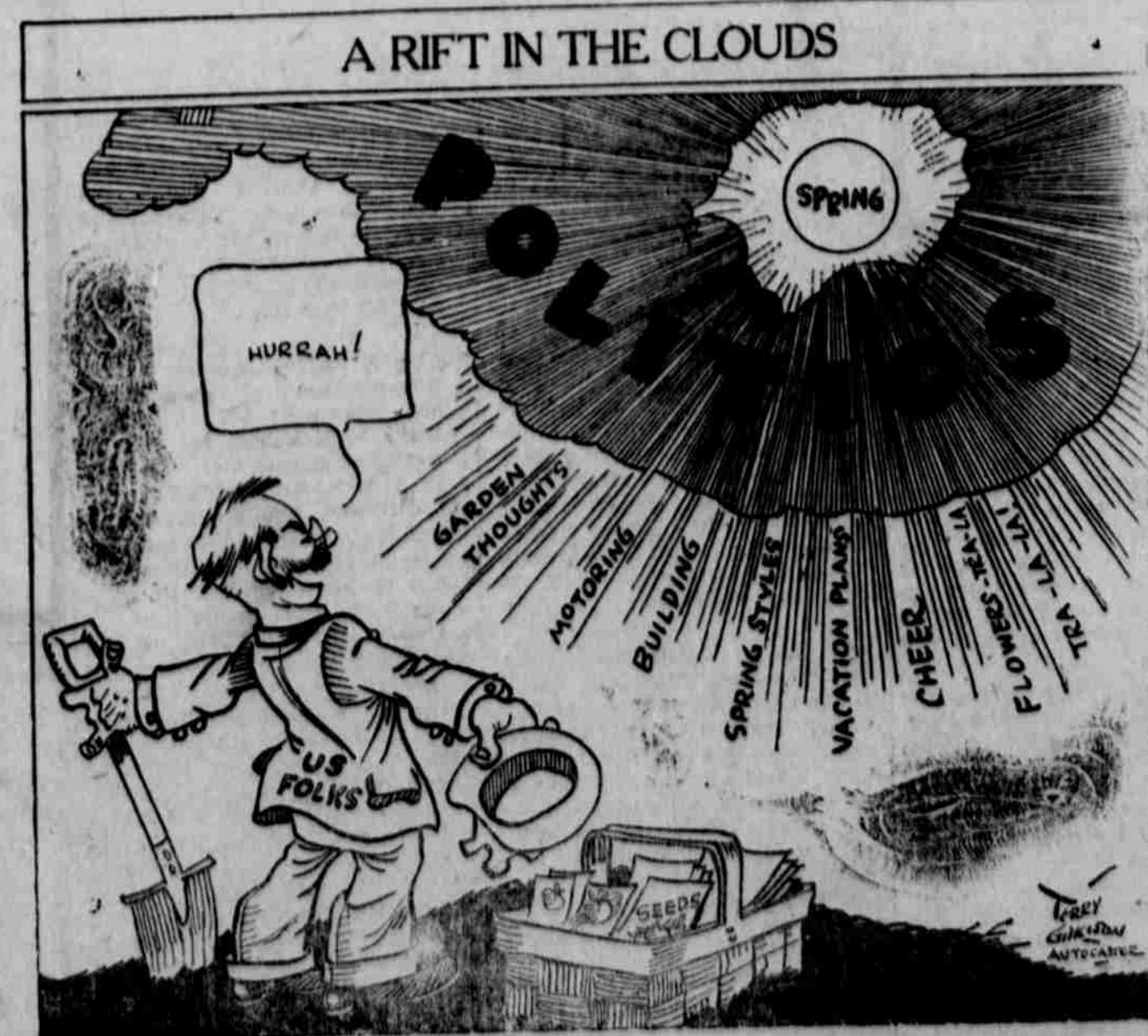
Engineer James Girard of the Fred Herrick Lumber Co. has told a delegation of Burns business men that it was his hope and expectation to have the laying of rails from Crane to Burns completed by the first of July and added that if Burns wanted to include this event in her plans for a 4th of July celebration he would give his every effort to have an excursion train as one of the features. With such prospects in view it is likely Burns will be host to thousands of Harney county citizens as well as numbers of citizens of the Snake River valley, including Vale, Ontario, Caldwell, Nyssa, Nampa, Boise and way places. This would be a fitting occasion to invite our neighbors to visit us and the business men of Burns would exert themselves to make the celebration a memorable one.

DELEGATION GOING TO PORTLAND ROAD HEARING AT PORTLAND

Among those from this city who will be present at the hearing called at Portland next Wednesday to discuss before the inter-state commerce commission the proposition of extending railroad facilities across the state are Sam Mothershead, Robt. M. Duncan, Senator Charles W. Ellis, William Hanley and A. R. Olsen. The latter is now in California but will return to Portland to be present at the hearing. Messrs. Mothershead, Duncan and Ellis expect to leave Sunday night and go out by way of Crane. It is likely they will be joined there by others who are interested in the hearing.

The proposed meeting is one that has much interest to the people of central and eastern Oregon as well as Idaho points. The San Francisco chamber of commerce is also taking an interest in the hearing and will be represented as such a road would mean additional transportation and more direct routing of freight intended for the south.

Members of Burns Chapter, O. E. S., are reminded that next Monday evening the usual monthly social entertainment will be given after the closing of the lodge session. It will be a St. Patrick's affair and promises very enjoyable.



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