

The Times-Herald

VOL. XXXVII

BURNS, HARNEY COUNTY, OREGON, MARCH 29, 1924

NO. 22

STATES BACK CENTRAL OREGON RAILWAY PLANS

Idaho and California Support Shorter Haul; Hearing is Held in Portland.

(Portland Journal)
Salem, Or., March 22—When the Oregon public service commission goes before the interstate commerce commission at Portland next Wednesday to make its case for the railroad development of Central Oregon, it will go with the solid backing of the states of Oregon, Idaho and California.

Launched by the Oregon commission in a complaint drafted by Commissioner H. H. Corey and filed with the interstate commerce commission more than a year ago, the Central Oregon railroad development fight has drawn to the support of the Oregon commission the Idaho public utilities commission which has already intervened in the case; the California railroad commission, which will intervene on the opening day of the hearing at Portland; the Portland Chamber of Commerce the Chamber of Commerce of Boise, Idaho, and the civic commercial organizations of scores of other cities of the three states. These latter include Eugene, Marshfield, Nyssa, Burns, Crane, Paisley, Silver Lake, Summer Lake, Lakeview, LaPine, Bend, Redmond, Prineville and Klamath Falls in Oregon; Payette, Parma, Caldwell and Nampa in Idaho, and Oakland, California to mention numerous irrigation projects and farmers' organizations in Oregon and Idaho attracted to the proposal through the prospect of a shorter haul to the markets of both Oregon and California, involving material savings in both time and cost in freight hauls from the point of production to the point of consumption.

Six Days for Testimony

The importance which the interstate commerce commission attaches to the case is indicated by the fact that six days have been set aside for the taking of testimony at the Portland hearing, which is to be conducted by Examiner Wagner.

The fight for railroad development of Central Oregon is being made under the provisions of the Esch-Cummins amendment to the interstate commerce act, which authorizes the interstate commerce commission to require the extension of rail service into new territory upon a showing that the business to be derived by the new extension would justify such development.

The program which the Oregon commission will ask the interstate commerce commission to endorse contemplates the construction of 327 miles of rail lines at a cost estimated at approximately \$15,000,000. The longest of these extensions is represented by a line from Crane to Odell Junction, affording a second east and west line across Oregon. Much shorter than the Crane-Odell extension, but just as important is the proposed Bend-Odell extension of 52.1 miles. And along the vast reaches of Lake and Klamath counties to the other sections of Oregon is the proposed Lakeview-Fort Rock extension of 64 miles.

In Virgin Territory

All three of these proposed extensions would traverse a territory as yet untouched by railroad development, opening up to the world a vast empire of more than 22,500 square miles, said to be the largest undeveloped area in the United States at this time.

Facts compiled by the public service commission show that the territory which it is hoped to open up to the world through the proposed railroad development contain more than 90,000,000,000 feet of valuable standing timber while the livestock and agricultural possibilities of this vast empire, given adequate transportation facilities, are almost beyond calculation. At this time 533,000 acres in this territory are under irrigation while an additional 613,000 acres are classed as irrigable and 327,340 acres of swamp land are capable of reclamation.

BURNS YOUNG LADY WITH U. OF O. ORCHESTRA TOUR

Miss Gwendolyn Lampshire was one of the violin soloists with the University of Oregon orchestra that recently toured a portion of the

state east of the Cascades. They played in Bend last Friday evening and Mrs. Grace B. Lampshire went over to be present and visit with her daughter. She reports the musical aggregation met with generous applause and much favorable comment in our sister city.

Miss Lampshire was formerly a pupil of Mrs. Dodge and a member of the celebrated juvenile Sagebrush Orchestra that brought fame to Harney county back in 1915-16 by touring and playing at the state fair at Salem and also giving programs in Portland. The young lady has given her music first consideration during the past few years and the results are most satisfying as she is very proficient and artistic in her work.

EXPERIMENT STATION NOTES

(Obil Shattuck, Superintendent)
Mr. and Mrs. Dewey McLaren of Juntura were Station visitors the 21st.

Mr. and Mrs. Ralph Peabody were over to the Station Friday.
If variety is the 'spice' of life, then by all indications the 'Weather Man' must have consumed a barrel of it during the past week.

Mr. and Mrs. McPheeters and accompanied by her son James were Station callers Sunday night.

Halley Hayes was out to the Station Tuesday and secured some true spring rye (seed).

In response to the suggestions of many of the citizens of Harney valley, the Station is adding as one of the Major Projects, a Horticultural Experimental Tract, on which will be tried out all of the hardiest vines, shrubs, fruit, and shade trees. Trees and shrubs for beautifying the farmsteads of Harney valley should be of interest to all. The first shipment of trees from the Government Nursery at Carson, Washington arrived in good shape the 27th.

Mr. Frank Jackson is helping us out at the Station for a few days with an eight horse team.

Summer Fallowing Land

There are two main reasons for summer fallowing land. The first and most important one is that of moisture conservation. The second and of almost equal importance is that of weed control. In conserving moisture the object is to store up two years water to produce one crop, thus cropping the land every second year.

Summer Fallowing Defined: Summer fallowing is the handling of bare land through the season so as to keep it in the best possible tilth to conserve moisture. This does not mean late spring plowing, then leaving the land rough, and overgrown with weeds. With a good system of fallowing the land should be plowed early, during April is the best time, discing down immediately and harrowed or springtoothed and kept absolutely free from weeds or volunteer grain through the season. The soil should then be harrowed after every rain that is heavy enough to cause crusting of the surface. Crusted, rough land loses moisture rapidly. A crop of weeds uses up all of the moisture and ruins the fallow.

When a field becomes foul with weeds, a year of clean fallow is the most effective method of eradication. As a rule, a small farm well tilled is a far better investment than a section or two 'SCRATCHED.'

HIGH SCHOOL STUDENTS WRITE ON BIBLE STUDY

One feature of the high school credits that is not taken advantage of by many is the study of the Bible. This is an elective course provided by the state and is one of much interest and advantage to those who would avail themselves of it. Recently the Misses Teresa and Jessie Foley and Frances Hibbard wrote on the Old Testament in an examination and some of the students will write on the New Testament in May. Credits are given for this work, but the mere study of this book is the great advantage gained, as few take it as a requirement or for the added credit.

E. W. Barnes arrived home from Portland on Thursday's Bend stage. Mr. Barnes left Portland before the railroad meeting before the interstate commerce commission was under way to any extent, it being the opening day of the hearing, therefore could not make any report of the progress made other than that many were present to take part in the hearing.

MATERIAL ARRIVING FOR RAILROAD EXTENSION

Steel, Piling, Lumber Coming Into Crane Every Day For Line to Burns.

Material for the extension of the railroad from Crane to Burns is coming into Crane every day and the yards have become so congested that a crew of men are now adding trackage for a material yard. Several car loads of rails are received each day and in addition there is piling and lumber.

Condemnation proceedings have been instituted in the circuit court for the coming April term to clear up right of way between Burns and Crane in order that track laying may begin without further delay. These cases are minor and cover but a small amount of land where satisfactory settlement could not be effected with owners.

McDonald & Drake have just completed the last of the bridges and piling contract between Burns and the Poison creek canyon and the machine will be in readiness to move to the work between Burns and Crane at once.

Contractors have been at work on the grading up Poison creek all winter and the grading is about completed through the Julian Byrd, Jap McKinnon and Fred Black places. There is a stretch between the Canyon road and the Byrd place that had not been graded because of not having secured the right of way through the Bowen place, now owned by Mr. Betts, but this has been satisfactorily settled and this stretch will be in readiness for work of contractor as soon as the Fred Herrick Lumber Co. are ready to let more work.

This activity is gratifying to the people and shows that the railroad work is progressing.

FORMER PASTOR COMING

Rev. J. C. Templeton, the first pastor of the Presbyterian church of Burns, now representing the Board of Ministerial Relief and Sustentation, will be with us on Sunday April 6th and will preach in the morning at Burns and at Crane in the evening.

Rev. Templeton was pastor at Burns in 1898 and ministered to the field over three years. The manse was built and the church building moved to its present site, during his faithful service on this field.

John Smyth and his wife were up from Andrews the fore part of this week visiting with relatives and friends. John is the son of Geo. A. Smyth, the merchant and post master at Andrews.

LOCAL INSTITUTE HELD CRANE LAST SATURDAY

Teachers Hold an Interesting Session; Educators From Outside, Speakers.

(Contributed)
Prof. E. E. DeCou of the University of Oregon addressed the assembly on the subject of "Elementary Mathematics in the United States," and the "Romance of Figures."

Prof. Harold Tuttle, of the Pacific University addressed the assembly on the subject "Self expression is the Key to Personality," and "A practical Program of Self-expression." Mr. Leonard, of Burns, addressed the teachers in his usual humorous way, and was well received by all. The solos of Mrs. P. S. Weittenhiller and Miss Annette Leonard were highly appreciated, and the Duet by Jane Thompson and Miss Jamison of Burns, was well received under the direction of Mrs. Weittenhiller.

Prin. W. M. Sutton's address to the teachers on O. S. T. A. was right to the point and emphasized the duties of the teachers toward National, State and County organizations.

Prin. D. M. McDade gave a splendid talk on "Lesson Planning." Rev. B. W. Shafer's subject on "School Management" was well received by the teachers. Prin. Ray Lapham, handled his subject "History" in an able manner. The children in the primary department under the supervision of Mrs. C. B. McConnell gave a splendid demonstration of muscular movement writing to the accompaniment of music which showed excellent training in the development of the muscular movement writing.

Mrs. Joiner's pupils gave a splendid demonstration of diagramming and analyses in English Grammar. The pupils showed marked ability in the science of grammar which was well received by every body.

A number of outside visitors were in attendance, among them Rev. Samuel Harris and Mrs. Harris, Mrs. W. M. Sutton, Mrs. J. C. Foley, Mr. and Mrs. Deslets, Mrs. Mary Cawfield, Mrs. Clarence Young, Mr. C. H. Leonard, Mr. Weittenhiller, Miss May Anderson, Mr. Jasper Luper, Miss Ethel McGee, Miss J. Thompson and Miss Jamison.

An informal luncheon given at the Hotel Denman to all the teachers and the visiting guests. Covers were laid for thirty seven.

Lecture given by Prof. DeCou on the "Bok Peace Plan," at the High School Saturday evening. Lecture Sunday evening at Crane, Prof. H. Tuttle.

The teachers were accorded a splendid reception by Dr. and Mrs. Denman.

The following teachers were in at-

tendance:

Prin. W. M. Sutton, Mrs. P. S. Weittenhiller, Mrs. Helene Biggs, Mrs. Ruth Lowe, Mrs. Ruth Shaw, Mrs. Enid Gowan, Miss Annette Leonard, Miss Lelah McGee, of the Burns public school.

Prin. D. M. McDade, Mr. Chester Dalton, Miss Jennie Cook, Miss Eley Walker, Miss Leah Wagner, of the Harney county high school.

Mrs. Ella Dillon, Mrs. Minnie Luper, Mrs. Marie Whitney, Mrs. Louise Jordan, Mrs. Vera Hayes, Mrs. Julia Clark, Rev. B. W. Shafer, of the rural schools.

Prin. Ray Lapham, Prof. Ceell Pearson, Mrs. K. Joiner, Mrs. Myrtle Thompson, Mrs. C. B. McConnell, of the Crane school.

RAIL PERMIT IS GIVEN

(Oregonian)

Salem, Or., March 23—(Special)—The Malheur Railroad company, which is constructing a line between Burns and Seneca, has notified the public service commission that it has withdrawn its application for a certificate of convenience and necessity. The railroad will confine its activities to interstate commerce.

In explanation of the above Engineer James Girard of the Fred Herrick Lumber Co. states it was done to facilitate matters and get quicker action. Mr. Girard discussed the subject with a representative of this paper several days ago and pointed out the advantages of asking for right only within the state, as thus his railroad would have to deal with the state public service commission and avoid a lot of red-tape, besides under the state permit the reports do not have to be duplicated but just to the state commission. It does not change the road as to its character in any manner, as it continues a common carrier road just as at first intended with the same privileges to shippers and all who do business with the road.

MOTHERS CLUB DISCUSSES CHILD WELFARE

The regular meeting of the Mothers Club was held at the home of Mrs. H. Hotchkiss on Thursday afternoon with Mrs. Neil Smith as joint hostess.

The McCormick Child Labor Law and Capper Uniform Marriage and Divorce law resolutions were read and ratified by the club.

Two very interesting and instructive articles were read by Mrs. John Caldwell and Mrs. Frank Hoasman on nutrition and food. These articles brought out some good points on proper food and care of children. At the next meeting it is intended to devote the afternoon to Juvenile Protection, one week in April having been designated as juvenile protection week.

After adjournment the club was favored with a vocal solo by Mrs. Annette Leonard. Refreshments were served following this selection. The next meeting will be held at the home of Mrs. Roy Moullen.

ENGINEER ADVISES PRINEVILLE-BURNS ROUTE

Line Would Cross Cascades Through Hogg Pass to Willamette Valley.

(Portland Journal)
Prineville, March 22—At a banquet held Thursday night, Prineville business men said farewell to C. W. Woodruff, resident engineer of the state highway commission here for the past four years, who has been transferred to Klamath Falls, and to Stanley M. Campbell, local manager for the Standard Oil Company, who has received notice of his transfer to Horniston.

Woodruff, who has been president of the Crook County Chamber of Commerce for the past year, in a farewell address advised local business men of the progress which has been made in acquainting the several railroads, the public service commission of Oregon and the interstate commission with the routes, grades and possible tonnage for desired construction in Crook county.

He advocated a line from Burns to Prineville and from Prineville Junction through Hogg pass to the Willamette valley, to replace the line from Crane to Odell Junction, prayed for in the Corey application which is to be argued before the interstate commerce commission at its meeting in Portland next week. He asserted that this road would provide the desired east and west line through Central Oregon and the necessary connection with California markets for Eastern Oregon and Idaho when the Natron cutoff is completed and the line from Bend south to Odell constructed; that it requires no more new construction than the Crane to Odell line; that it adds only 60 miles to the distance to California points over that provided by the high desert route; that it provides a third connection between Eastern Oregon and Willamette valley points and reduces the distance to Portland, where the great majority of its traffic goes, by 125 miles, and that it runs throughout its entire distance through virgin and isolated forests and through productive irrigated lands not now served by rail transportation.

SAGE RATS SHOULD HAVE ATTENTION

The Times-Herald has been asked to "get after the people to kill the sage rats," as they are coming out in swarms and now is the time to do effective work before the young increase in multiplying numbers.

This is a matter that should have immediate attention. If the farmers will show the right interest and get before the county court at its meeting next week there is no question but what a campaign for eradicating these pests may be arranged during the coming month with the Government Biological Department directing it. This has been suggested by this paper before and it can be accomplished beyond a doubt if the county can be made to see the importance of it and will cooperate. Now's the time to get busy on this proposition and get action when the most effective work can be done. See to it Mr. Farmer.

NEW PICTURE HAS OLD THEME

Keeping up appearances. This theme of the modern matron's existence, is seen to excellent advantage in Jack Holt's Paramount picture, "A Gentlemen of Leisure," which will be the feature at the Liberty Theatre tonight. Mr. Holt is ably supported by Sigrid Holmquest, Casson Furgeson, Alec Francis, Adele Farrington and others.

It develops that Sir John and Lady Blount scheme to marry their nephew, Sir Spencer Deever, to Molly Creedon, a wealthy American girl. When Molly decides to return to New York, the Blount's accompany her. To obtain money for the passage, Sir John, unknown to his wife, pawns the Blount diamonds, which jewels are an important factor in the story. Sir Spencer's courting is anything but a success, and the hopes of Lord and Lady Blount are shattered when Mr. Holt, as the hero, steps in and captures Molly.

KEEPING THE OL' FELLOW BUSY

