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CENTRAL OREGON BIG CATTLE, SHEEP LAND

Area is Expected to be Called Barren, Forbidding Desert By Road Witnesses.

(Oregonian)

Central Oregon, that will be depicted as a barren, forbidding high desert by witnesses for the railroads of the state, acting on the defensive at the hearing of the state public service commission's petition for east and west north and south lines before Examiner Wagner of the interstate commerce commission, was shown yesterday by livestock men as the last great outpost of the cattle and sheep men. Its resources in this respect were said to be extensive, and there remained for its development only a rail line that would admit cattle from the high plains of inland Oregon to the California market.

Long treks of cattle herds, driven on the hoof, from the Harney valley to Winnemucca, Nev., a distance of 225 miles, were described as the method now used to take Harney cattle herds to California. This pioneer method, it was said, ought to be abandoned in favor of railways.

Present rail connections do not admit of cattle shipment to interior Oregon to the California market, the one most desired to reach, without serious loss from shrinkage en route because of indirect roads and long journeys.

Expert cattle men testified that the longer distance a steer rides, the more peevish and worthless he becomes. Started on a long journey as prime beef, he is but a feeder, destined for weeks in a feeding pen, upon arrival if the trip is at all extended.

Shrinkage is serious, it is said. The steer is forced to stand on a shifting, fickle floor throughout his trip, without accustomed food and water at his regular time of feeding. He is thrown rudely against the side of the car when the stock train rounds a curve, and when the brakes are set on a grade, the surprised animal is put off balance, perhaps cut down on his haunches, and he becomes lame, sore and weary.

The loss in weight grows in rapidly increasing ratio with the distance of such a journey, it was told by these "cattle experts." When the steer is landed from his moving pen he is set down on a concrete floor in the stockyards and his feet, unaccustomed to such footing, are made sore, causing him to walk as if, said a stockman on the stand, "he was stepping on a red-hot stove."

As if intent upon getting revenge upon his owner, who caused him all the grief and bumps of a railroad journey, the steer that goes to market was said to do his utmost to return a financial loss to the breeder, at the journey's end. His hair is turned the wrong way in spots from bumping about, his head is down and he is unable to bump the scale beam up to anywhere near it was when he left his native heath.

Portland is about as far a market as cattlemen from the Oregon-Idaho border line can reach without shrinkage that means the feeding of their stock up again to beef weight. Even here the shrinkage on a prime steer, weight of 1000 pounds, for example, is from 40 to 75 pounds.

There was much of weight in all this testimony from the standpoint of the stockman. Portland's market is said to be too small to take cattle of the inland ranges and prices here average throughout the year, it was declared, \$1 per 100 pounds less than the San Francisco yards. It is the desire to reach the San Francisco outlet, where a larger and more stable market exists, that is behind the plea of the cattle raisers.

Oregon exports much cattle from its borders, it was said, two out of every five grown being consumed outside. On the north Washington meets its demand for meat with cattle of its own raising, while California imports three of every five head consumed. Many more cattle can be raised in the interior, it was said, if an outlet were provided. The projected cross-state line would shorten the distance to San Francisco, it was said, that it would be possible to have competition favor-

able to the grower.

Testimony of the stock men was impressive, for it was given by experienced and expert growers. M. C. Emerson of Ontario, stockman and banker, said Malheur county exports about 11,000 head annually, with 300,000 sheep and 2,400,000 pounds of wool.

R. M. Duncan, Burns attorney, said the Harney valley turns out 18,000 to 20,000 head of cattle in a normal year and that building of the line as proposed would add from \$10 to \$12 to the value of every head raised in his section.

Greatly increased production of livestock is possible in this state with desired rail connection, it was said by A. R. Olsen, manager of the Pacific Land & Livestock company, which operates almost half a million acres of land in central Oregon and northern Nevada.

Other traffic besides livestock would offer for the projected line, according to the testimony of witnesses. W. A. Doolittle, business man of Ontario and secretary of the commercial club, and E. M. Blodgett, representing farmers of Malheur county, told of great opportunities in the California market for potatoes grown in that portion of the state, as well as other substantial products, could they be moved by a more direct rail line than now offers.

Mr. Doolittle said there are 136,000 irrigated acres in Malheur county, with much more land being watered and that a creamery nearby has increased its output to more than 1,000,000 pounds of butter in a year from rather a small beginning a few years ago. There was a good market, too, for alfalfa and alfalfa meal, it was said, if there were transportation to desired points by other than a long and circuitous route.

LADIES LIBRARY CLUB

(Contributed)

The Ladies Library Club met at the home of Mrs. C. E. Dillman on Saturday, March 29, Mrs. C. C. Page, Mrs. P. S. Weittenhiller and Mrs. E. E. Purington being joint hostesses.

The subject for the day was English and American Art. Mrs. P. S. Weittenhiller sang "The Old Road" in a pleasing manner.

Mrs. Page read a very interesting paper on George Inness, illustrated with several of his beautiful pictures, one of the most pleasing being "The Apple Orchard."

Mrs. Weittenhiller followed with a very fine paper on "What is Art." Mrs. Harris played two piano solos "By the Mountain Spring" and "Tender Confessions" with brilliant technique.

Besides the hundred pictures sent out by the State Library on English and American Art, two beautiful oil paintings by McIntyre, "Loch Lomond" and "On the Lammermore" were shown. Also two landscapes over a hundred years old made entirely of sand. These pictures called forth the wonder and admiration of all on account of their wonderful design and coloring.

The oil paintings and the pictures made of sand belong to Mrs. Wm. Blott and were kindly loaned for the day.

Dainty refreshments were served. The next meeting of the club will be announced later.

HARNEY VALLEY UNDER- LAID WITH GOLD

Sam Goodman has received an assay of sand pumped from his well 5 miles north of Lawen which shows gold to the amount of \$7.20 to the ton. This assay was made by the Oregon Agricultural College and is authentic. It also shows a trace of silver.

Mr. Goodman says he has been using the well for the last seven or eight years and the sand comes from a depth of about 40 feet. It pumps up when the windmill is run at a rapid speed, but ordinarily very little sand is pumped out with the water at present as it is evident the excavation is enlarged from constant use for so long.

The assay would indicate there is sufficient gold to pay to work provided it is in sufficient quantities. Gold has been found in the gravel on the H. J. Hanson place adjoining Burns and on other tracts in different parts of the valley. Some day this mineral prospect will be given attention and perhaps made a paying proposition.

VOLTAGE STORE AND POST OFFICE BURNED

Entire Stock of Merchandise And Postal Equipment Entirely Consumed.

Word is received that the general merchandise store of A. L. and Mary Marshall at Voltage, which also housed the post office, was entirely destroyed by fire last Tuesday evening. The fire was discovered between 7 and 8 o'clock in the evening and at a time when the building was not occupied.

Mr. and Mrs. Marshall were in their dwelling near the store eating their evening meal when the fire was discovered and it had gained such headway it was impossible to save anything of much value. Mr. Marshall got out the cash register and returned into the building which was filled with smoke and he got hold of a box which he carried out but it proved to be only a waste box containing nothing of value.

According to the information given in this paper there had been no fire in the store since noon and the origin of the fire is problematical, as it was considered almost impossible for it to catch from fire in the stove. The flames were discovered from the outside of the building and where it broke through to the outside wall some little distance from where the stove was located.

The building and stock were partially covered by insurance but the amount is unknown to the writer. Mr. Marshall claims a loss of over \$8,000. At the time the information was received no inspection had been made and the safe in which he was supposed to have his invoices and papers of value had not been opened.

This is a severe loss to the owners and an inconvenience to the neighborhood as the post office equipment was destroyed and the local trading center unable to meet the needs of the usual customers. However, it is not far to other trading places.

WEINSTEIN'S TO INSTALL FURNITURE DEPARTMENT

The Weinstein Mercantile Co. are making preparations to add furniture to their general lines of merchandise in Burns. They announce that it is expected their buyer will soon leave for the purpose of making a selection of stock and that it is the intention to carry an extensive line of furniture as soon as arrangements may be made for display room and shipment.

DELEGATION TO RAIL MEETING ENCOURAGED

Citizens Say Our Resources Much Heralded; Results Expected to Follow.

Messrs. Sam Mothershead, Senator Charles W. Ellis and A. R. Olsen arrived home Wednesday evening from Portland where they were a part of the delegation from this section to attend the railroad hearing before a representative of the interstate commerce commission on the complaint filed by H. H. Corey of the state public service commission in an attempt to have an order made to build an east and west line of railroad through central Oregon. The hearing was begun last week and covered six days, most of the time being taken by those advocating the construction of the line.

Two of the gentlemen who returned have been seen by a representative of this paper and both are encouraged over the situation, as they state a better showing was made favorable to the proposed construction than they had expected and that it was their opinion results would follow the hearing. However, but one side of the case was brought out before the hearing as the representative of the commission could not continue to the close. The railroad interests are yet to put in their information and this will be at some future date. Those contending for the line consumed four and a half of the six days in presenting their information, the railroads having but little time on their side.

According to the delegation much interest was shown in the hearing and that central Oregon received much publicity in the way of placing its resources before the public. The gentlemen believe that the general public have a better idea of the bigness of this territory and have a desire to see it developed. The Portland papers and organizations take a more favorable view of the situation than before as a result of this hearing.

U. OF O. CONCERT PLEASES CROWD Symphony Orchestra and Chinese Tenor, Give Finished Program

Before an audience that practically filled the seating capacity of the school gymnasium, the University of Oregon orchestra, on its 12th annual tour and its first trip to Central Oregon, Friday night entertained with a well balanced and diversified program that was approved and applauded by the music lovers of Bend.

ADJOURNED TERM CIR- CUIT COURT IN SESSION

Cavender Case Before Judge Anderson; Grand Jury Finds 4 Indictments.

Judge Dalton Biggs arrived here from his home at Ontario Saturday and on Monday morning convened an adjourned term of circuit court. The grand jury went into session upon the convening of court and has been functioning during the week, but at the time this is written had not turned in any indictments or report that has been made public. The grand jurors are: J. L. Siltz, foreman; Bert Dunten, J. T. Barnes, O. L. Shingidecker, Allen Jones, Herman Martz, Jake Gove.

The grand jury made its final report yesterday. Four true bills of indictment were returned and one not true bill. No arraignments have been made of the indictments found. Joe Linder is grand jury bailiff and "Doc" Taylor is court bailiff.

Arguments in some of the civil cases have been considered during the week, dismissals and cases set for trial for the opening of the regular spring term next Monday.

Two applicants were up for naturalization papers on Wednesday. Isidore Giraud was given his citizenship papers and Franz Schneider was refused papers of naturalization.

The following cases have been set for trial:

State vs. J. H. Henderson, accused of larceny.

State vs. J. I. Cavender, indicted on a charge of shooting R. L. James.

The case of the state vs. Hines Paul was dismissed.

The civil cases set for trial are:

Monday

Fred Haines vs. Jack Withers.

Steward Wholesale Co. vs. Universal Garage.

Tuesday

Harney County vs. Bertha Den-

man, right of way for highway.

Clara A. Marsden vs. W. W. Drink

water, recovery of money.

Wednesday

O. W. R. & N. Co. vs. Frank E.

Nutley, railroad right of way.

O. W. R. & N. Co. vs. R. E. Ras-

mussen, railroad right of way.

A motion for another judge to try

the case of the state vs. Cavender

was made and Judge Biggs has com-

municated with Judge Anderson of

Baker. It has been arranged for the

Baker judge to be in Burns to begin

hearing the case on Tuesday morn-

ing, April 15. The case was there-

fore reset for that date instead of

next Monday as originally set.

FRANK SIBERT HURT IN AN ACCIDENT

The Times-Herald is in receipt of a paper from Winnemucca, Nevada, in which appears a story respecting an accident to Frank Sibert, a former Burns boy, the son of Mrs. Chas. Bedell. The article states he is not badly hurt and would soon be out. It says in part:

Frank Sibert, a well known young man of this community, had a narrow escape about 1:30 yesterday morning when the auto in which he was riding was hit by the engine of a Western-Pacific freight train at a point about six miles east of this city when he was on his way to the Stall Bros. ranch near Goleonda.

The accident happened just east of Tule siding on the Southern Pacific where there is a small bridge. At this point the road makes a horse shoe bend and in going on a little farther there is a road that leads to the Western Pacific tracks. In making the turn in the main road Mr. Sibert took the wrong road and in trying to get back to the main road without turning back, he drove along the track and meeting with the accident which nearly cost him his life.

As it was, his car was demolished and he is in the local hospital with a large scalp wound, but luckily is not seriously injured.

It was a head-on collision and evidently the pilot of the engine in striking the automobile, lifted is clear of the track and throwing Mr. Sibert for some distance away and in hitting the ground received the wound on the head. It is almost miraculous that he was not killed for the car, which is a Ford, is a complete wreck and is at the side of the track in a mass of iron.

Our Army Airmen Sailing 'Round the World



This photo-diagram shows the proposed route of the U. S. Army fliers who are now making an attempt at an around the world flight. Insert is of Maj. Martin, in command of the flight and one of the air cruisers being used.