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HARNEY COUNTY GREETSS EXCURSIONIST VISITORS

First Passenger Train in Burns Met by Cowboys, Indians, Hundreds of Citizens.

It is estimated that there were 4000 people at the terminal grounds last Wednesday at noon to greet the first passenger train to enter Burns. Buckaroos, Indians in war regalia and paint, the band and hundreds of automobiles was the scene that met the vision of the 500 or more excursionists who came in on the train. The passengers included business men from all over the northwest, including almost every town of any importance along the line, also many old time former residents of Harney county, including Ed. A. Stauffer, Robt. Copeland and wife, Mrs. H. A. Dillard and dozens others.

The excursion train was met at Crane by a large delegation of the reception committee and accompanied up. While these Burnites were getting their first ride on a train in Harney valley they had no time to view the surrounding country and really got any "kick" out of it for they were kept busy greeting the excursionists and answering questions.

There were fourteen cars in this special which was made up with some of the latest designs of railroad cars and many of our citizens had their first opportunity to inspect a modern railroad train.

The Union Pacific was represented on railroad day by H. M. Adams, vice president, of Omaha. His private car was brought in on the regular train to Crane the previous evening and on up for the night; the Short Line was represented by Geo. Smith, attorney, D. S. Spencer, general passenger agent H. E. Goodwin, general freight agent, all of Salt Lake; E. Hansen, superintendent, of Pocatello also J. L. Amos, assistant traffic manager. The Pullman Company was represented by J. M. Chamberlain, of Pocatello. The O-W. R. & N. Co., was represented by A. C. Spencer, general counsel; H. E. Lounsbury, general freight agent; F. N. Finch, general superintendent; F. W. Sercombe, general auditor; Wm. McMurray, general passenger agent, A. C. Martin, assistant general agent, all of Portland.

In all there were 40 Portland men on the excursion which included several of the largest business concerns, wholesalers, bankers and other concerns of the state's metropolis. Harry Corbett, one of the heaviest investors in Harney county, was among the Portland delegation. Mr. Corbett remained over to look after some business matters in connection with his big ranch holdings which includes the P Ranch.

Fred Herrick, accompanied by his wife, Mr. and Mrs. Laird and others arrived by auto the previous day and Mr. Herrick spent Tuesday around the Fred Herrick Lumber Co. offices and down on the railroad track talking with the workmen.

Among other old timers here to celebrate were Julius Durkheimer and wife, also C. A. Sweek, Mr. and Mrs. M. R. Biggs of Prineville.

Three representatives of the Portland Journal were on the excursion. Don Stirling, managing editor, Mr. Smith of the circulation department and Phil Jackson, the son of the founder of the paper. The Oregonian had a personal representative here to report the celebration, the man being Fred G. Taylor. The Boise Statesman had a special representative on the train, as did the Timberman, the Union Pacific Magazine, Mr. Herbert Cuthbert, in charge of the publicity fund of the Portland Chamber of Commerce.

The visitors were escorted to headquarters in cars where all who had no reservations were assigned rooms and then later the band headed a parade to the court house lawn where the program of the afternoon was given. The weather was not what it should have been, at least it was not in keeping with the spirit of the occasion, but even a little rain and some wind and dust that preceded it did not dampen the ardor of the people and the visitors took it in good part.

Chairman Donegan called the meeting to order and President Dr. L. E. Hibbard of the Burns and Harney County Commercial Club gave the visitors a welcome. He was fol-

lowed by E. W. Barnes in a few brief remarks.

Fred Herrick was then called upon and he said everything we could expect of him. He assured the citizens of his intention to go on with his big project but not to expect everything done in a day. He has completed the railroad to Burns and is going on to the timber and build two sawmills instead of one. Mr. Herrick did not state the exact date he would be in operations but asked the patience of the people.

Vice President Adams of the Union Pacific urged the support of the citizens in aiding the new road toward success. The gentleman reviewed the railroad situation from back before the war until the present and presented some very interesting figures in respect to earnings, increased taxes, etc. He said the completion of the line to Burns was a step toward progressiveness.

A. C. Spencer of the Oregon-Washington N. Co., gave a fiery speech that brought much cheering and frequent interruptions from those present in their voicing approval. He assailed the La Follette idea of government ownership of railroads and scored the advocates of such a plan.

In the absence of Col. W. B. Greeley, chief of the Forestry department, Fred Ames, assistant district Forester, of Portland, read the following message:

Message to Harney county, Oregon, Upon the Opening of the Railroad.

From William B. Greeley, Chief of the United States Forest Service. It is with genuine satisfaction that I send to the citizens of Harney county this brief message of congratulation and good will. Needless to say I exceedingly regret the serious forest fire situation in California which has prevented me from coming to Burns personally to join with you in celebration of the opening of



COL. W. B. GREELEY

the Crane-Burns railroad. However, in my unavoidable absence I am asking Asst. District Forester Fred Ames to present this message for me. But even though I could not be with you in person I hasten to assure you that I am with you in thought. In fact, the entire personnel of the United States Forest Service is with you and joins with you in this celebration.

Harney county has been supported from the earliest days on livestock, agricultural crops, and mining. The forested hills in the distance from the city of Burns have always been a vast wilderness, useful only as a hunting and fishing ground and as a range for livestock. Some of the early settlers doubtless dreamed of utilizing the timber from these hills and had visions of sawmills, busy box factories, noisy saw and door mills, and other wood-using industries. But the distance between the timber on those hills and the market to which it was to be sent seemed almost insurmountable. As a concrete evidence of the faith which the people had in the future value of timber, let me call to your attention the many timber claims patented to individuals, and the activity of various lumber companies in acquiring title to a considerable percentage of the merchantable timber.

Years passed and there was no activity, nor even the promise of activity in utilizing the timber resources. Then in the course of time the Malheur National Forest was proclaimed, embracing the large timber holdings still remaining on the public domain. Then came the Forest Supervisors, Forest Rangers and Fire Guards and you folks became familiar with fire fighting, with grazing, with timber cruising, and with other activities and methods of work carried on by this new organization

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Forty Years In The Wilderness.

(From our issue of April 7, 1923)

Active settlement of Harney Valley may be said to have commenced in 1883. Prior to that time the established settlers were few and far between. For forty years the people living here have had visions of transportation and development only to be disappointed. We have lived in a rich but remote and isolated part of Oregon, and until the advent of the automobile it required two days or more to reach the nearest railroad point. It has been a country the "Lord forgetting" and "by the world forgot." Its sturdy people have lived forty years in the Wilderness, often disappointed but never discouraged.

July 28, 1902, the national Government withdrew temporarily from sale or other disposal under the public land laws, all the timbered area north of Harney Valley; later the withdrawal made permanent and the Malheur National Forest established, thus hemming in and rendering valueless the timber in private ownership—because, within itself it was not sufficient in quantity to justify the building of a railroad for its removal.

In 1916, James Weston had a dream of a railroad from Crane to Burns. He entered into negotiations with one David Miller of Boise for the building of such a road, had a survey made and secured the right of way between the two towns. Section 112 of the charter of the city of Burns was amended August 1, 1916, so as to authorize and empower the common council to buy, build, equip, acquire maintain and operate railways, and to issue negotiable warrants or bonds of the city to the aggregate amount of \$125,000.00, to aid and encourage the enterprise, but the war came on, Miller left Boise under a cloud while Weston was turning the first spade of earth on the new grade. The dream came to naught—it was not in the cards.

Enter E. W. Barnes in August 1919. His experienced eye quickly perceived the value of both quantity and quality of the timber in our virgin forest and he, in his characteristic style, took his coat off and got busy. The first move was to secure a County cruise of the timber in private ownership from which to base an estimate of the timber in the reserve tributary to Burns; the cruise was completed and, fortified with this together with his own estimate he went east and succeeded in interesting a Lumber Company in the proposition which expended many thousands of dollars investigating the field.

About Christmas, 1920, the clouds commenced to gather over Barnes when, owing to sickness of the boss extra-ordinary, the eastern concern decided to renege instead of expanding and thus left Mr. Barnes to his own resources. Without making his disappointment known and dauntless, he continued operations at his own expense for an entire year.

The cost of finishing up the job in order to present a convincing showing and interest large capital in the project exhausted Mr. Barnes' surplus, and no wonder. This included engineering, cruising, compilations, traveling expenses, securing right of way from Crane to Bear Valley and the options on timber in private ownership. No Company would undertake to purchase the Government timber without being assured that it could also obtain the privately owned timber at reasonable figures, nor would it undertake to negotiate with individual owners of timber or right of way itself.

Having completed the preliminaries, a petition to the Department of Agriculture asking for co-operation by the Forest service in the matter together with its assent to an act of Congress authorizing the exchange of lands within the exterior boundaries of the Malheur National Forest, was largely signed by the people of Grant and Harney Counties. With this Mr. Barnes left for Washington, D. C., in January, 1922 financed by the people of Burns.

Supported by the untiring efforts of the Oregon delegation in Congress, the valuable assistance of W. D. B. Dodson, General Manager of the Portland Chamber of Commerce and Colonel E. E. Faville, member of the Portland Chamber and personal friend and classmate of Secretary of Agriculture, Wallace, also by Ralph Williams and James L. Conley, the vigilant, personal attention of Mr. Barnes secured the

passage of this essential bill by the House of Representatives on February 20th, by the United States Senate on March 1st, and the signing by the President on March 10th, 1922. All within a record breaking period.

Before leaving Washington, Mr. Barnes secured from Colonel W. B. Greeley, Chief Forester of the United States, the promise that the Forest Service would cruise and appraise the timber within the proposed unit on Silvies River watershed, with the view of offering it for sale and complete the work prior to July 1, 1922. With such effective work accomplished Mr. Barnes returned to Burns.

By this time the general conditions throughout this section of country were most unsatisfactory, with our main industries on the toboggan; three irrigation districts languishing because of financial depression and lack of confidence in the future, our only choice appeared either to go to heaven in rags or to hell in embroidery. There remained yet much to be accomplished which required ready money, so on April 30, in response to a general invitation by the President of Burns Commercial Club to attend a meeting for the purpose of devising ways and means to finance and promote the well laid plans of Barnes, the following ten men met and organized a special and executive committee with Hon. I. S. Geer as chairman:

I. S. Geer, L. M. Brown, James Lampshire, E. H. Conner, Ben Brown, Archie McGowan, Joe Thompson, Julian Byrd, Nollie F. Reed and A. C. Welcome.

Nothing is difficult to a willing mind and, although money had almost ceased to circulate, these men personally guaranteed \$200.00 per month for an indefinite period for that purpose.

With this pledged fund as a nucleus Barnes, at the completion of the Government cruise returned to Washington about July 1st for the purpose of getting the cruise unit placed on the market, but found Chief Forester Greeley out on a tour of inspection of National Forests. However, through Secretary Wallace a meeting between Mr. Greeley and Barnes was arranged for at Portland on July 25th, which was attended by a delegation from Burns headed by I. S. Geer. The friendly influence of Portland at that meeting was felt by the presence of such men as C. H. Stewart, Colonel E. E. Faville, Chas. Dyette, F. E. Andrews, W. D. B. Dodson as well as Governor Olcott.

Colonel Greeley at that meeting made the definite promise that he would sell the timber and thus help in giving this great undeveloped country the needed railroad transportation so as to make agricultural development possible. Subsequent events proved that Mr. Greeley's word was irrevocable and, on August 15, 1922, the first advertisement appeared offering the timber for sale, followed by extensive publicity throughout the United States.

Grass never grew under Mr. Barnes' feet; for two months prior to February 15, the last day for the filing of bids, he was in the East trying to interest people with sufficient capital to take hold of the proposition, and when the announcement was made that no bids had been received he lost no time in securing the best offer obtainable, together with a certified check for \$25,000.00, and hurried to Washington to place the same before Colonel Greeley.

A resolute man cares nothing for difficulties and notwithstanding certain objections, hurried meetings between officers of the Forest Service, Mr. Barnes and prospective bidders at Minneapolis and Chicago, and the ever loyal support from our congressional delegation, friends in Portland and elsewhere, together with the insistent local demand, resulted in the forestry department accepting the bid obtained by Mr. Barnes as satisfactory. Colonel Greeley, big and broadminded, recognizing that the Government had an interest in our welfare, remained faithful to his promise given in July. Republication of notice for sale of the timber for a period of thirty days followed and Barnes had won.

PROSPECTS FAVOR
BUILDING ACTIVITY

The Times-Herald has it from some of the substantial business men of Burns that there is likely to be considerable building in this city immediately. It is stated a large

stone structure is sure to be started within the next few weeks; another stone building is planned near the central part of the business district, the ground having been acquired and contractors considering the plans.

Another contractor has been completing arrangements for the erection of fire proof business buildings to cover almost an entire block on Main street, tenants for these buildings are said to be ready to sign long term leases.

NEW BUSINESS ENTERPRISES

Burns has seen several new business enterprises inaugurated during the past season among them being the Highway Service Station and Garage, the Burns Cafe, the Round-up Restaurant, Central Service Station, Electric Service Station, Mrs. Ward's Millinery, Heck's Studio, Skaggs Chain Grocery, The Toggery, the Harney County Furniture Co., Weinstein's Furniture Co., Burns Service Station, the Burns Laundry, Valley View Hospital, Caldwell's Barber Shop and Beauty Parlor, L. Swelstras Tailor, O. P. Friley New Shoe Repair Shop.

THE CITY COUNCIL

Burns is in the making, and during such a period many perplexing problems arise in these days of budgets and restrictions on tax levying bodies. Fortunately we have a very capable broad gauged council, presided over by Walter E. Huston, Mayor, that has met every emergency necessitating expenditures of money, and calls for assistance, in a manner and spirit that entitles it to the highest commendation and confidence of the people. The members are: Sam Mothershead, J. M. Desbets, Ernest Smith and L. E. Reed.



FRED HERRICK

Mr. Fred Herrick spent three days in Burns during the week. He took a keen interest in the Round-up program on Thursday and made himself agreeable to all with whom he came in contact. Mr. Herrick has promised more prosperity to Burns with the establishment of not only one but two sawmills, and the railroad on into Bear Valley. He has made good so far and we are to give him every assistance within our power to continue with this big development that means so much to this country. He has assured us again of his good intentions and we are taking him at his word. All we ask is that he hurry the development as rapidly as circumstances will permit.

Come again Mr. Herrick.

FORMER RESIDENT SENDS CONGRATULATIONS

Theo. Coleman, who was here for a time back in 1905 and later, sent a telegram from Decatur, Ill., to the manager of this paper on the occasion of the railroad celebration. He wires: "Greetings. Harney county threw out the towline in 1905 and after a long pull Burns has a railroad. Congratulations."

Dell Defenbaugh and one of his sons were here last Sunday evening and Monday morning, going back to their home at Denio on that day. Dell is the pioneer merchant of south ern Harney county. He came to this county from Missouri in 1883 and has since made the Denio section his home. He still has the Missouri instincts as he came all the way up from his home to see for sure whether The Times-Herald was telling the truth about a railroad being in Burns. Upon his arrival home his daughter, Miss Lola, her brother and a young friend immediately took possession of the motor car and came back to take part in the railroad celebration and Round-Up.

FOURTH ANNUAL ROUND- UP IS GOING OVER BIG

Attendance Double That of Last Year; Program Thrills; The Crowd is Satisfied.

The 4th annual Harney County Round-up has brought out many visitors and competitors for the several events. The weather the first day was most disagreeable but since it has turned over warmer and the crowd has grown in attendance. From the management we learn that the attendance this year is about one and a half more than last year, even with the bad weather handicap.

The new grounds are not so convenient to town as the old grounds and the new track not so fast, but the speed events are good and some good finishes are recorded. It has been impossible to secure the results of the speed events owing to this office being overcrowded with extra work and no one on the ground to report each event and the Round-up boys were unable to give them to the reporter.

Interest seems to center on the bucking contest where there have been some good riders qualify. The first day there were 17 entries, and 11 of them qualified for semi-finals yesterday and the same number were qualified to finish today and the final winner must be chosen from another cut of four riders.

The contestants who entered were: Bill Gravier, Buck Harrison, Tom Ragan, Mike Stewart, Walt Lawyer, Pete Elmo, Perry Ivory, Jack Hanson, Guy Cash, A. F. Manis, Ed Gage, Everett Riggs, Hippy Burmister, Evan Riggs, Dick Parker, Jess Stahl, F. R. Roberts.

The eight who qualified for the finals are: Bill Gravier, Mike Stewart, Walt Lawyer, Jack Hansen, Guy Cash, Everett Riggs, Hippy Burmister, Evan Riggs, Jess Stahl. Among these men will fall the winners of the bucking contest. There are three prizes, first, second and third money with the winner having a \$200 saddle in addition to the purse.

The same bunch of riders are also included in the bareback riding on the wild horses, mules, bulls and these added: Cy Perkins, Ples Connely, B. D. Kelley, Freely Pukett, Ted Bennett, Wm. Tuckey, Homer Mustard, Oliver Nickpie, Elmo Johnson, Tex Frizell, Stuart Sam, Chief Zillenhouse, Tex Johnson, Don MacFarlan, H. J. Holcomb, Alfred Welcome, Tine Frank, William Pete.

In the roping contest Mike Stewart has first place with Perry Ivory second. Wild mule race, Guy Cash is first with Buck Harrison second. Bulldogging was not included in the program as a contest, but an exhibition was given by Jess Stahl.

Three accident have occurred to cause regret. Corey Smyth had a leg broken the first day by getting kicked by one of the relay string horses he was riding; another fellow had a knee cap dislocated and yesterday Ed. Gage, one of the Island Ranch buckaroos, was thrown by a bull and his foot caught causing him to drag for a distance and the big animal stepped on the boy's head. He was unconscious for some time and was finally taken to the hospital but is reported recovering alright this morning.

The band has been generous with music giving concerts during the afternoon at the grounds and also in the evening on the street. The concessions are grouped pretty generally around the open air dance pavilion and along the streets leading to it at the Burns Garage camp grounds. The business part of town is practically free from these concessions aside from "hot dog" stands. There are some games of chance surrounding the headquarters building near the Burns garage.

Taken altogether the Round-up is a success and is going quite satisfactory to the management with the visitors pleased.

BURNS GROWING RAPIDLY

During the past few weeks there have been over 30 new residences erected in Burns. New additions have been platted, and placed on market with brisk sales. Acreage tracts surrounding the platted portion of the town have attracted buyers and altogether the town and immediate community show a healthy growth.