

# The Times-Herald.

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## SOME OF THE THINGS SAID ABOUT OUR CELEBRATION

### Newspaper Comment Following Visit Of Delegations to Burns on Train Excursion; We Like it.

The Times-Herald has clipped from outside papers some of the things that were published of our railroad celebration.

The Sunday Oregonian had considerable space devoted to Burns and Harney county together with some pictures taken during the celebration. In part the Oregonian says:

Members of the Portland Chamber of Commerce who returned Friday from a special excursion to Burns to celebrate the extension of the Union Pacific to that city saw the first pioneers of the Harney valley—Pute Indians in their war paint and feathers—the early white settlers in a variety of motor cars and the passengers on the first train to arrive over the new line, meet on the plains on which Burns is situated to mark the disappearance of the last frontiers of the old west.

The Portland party, 40 strong, with delegations from the chambers of commerce of Baker, Ontario, Nampa, Boise and other points went into Burns in a train of 13 cars and were greeted by shrieking horns from hundreds of automobiles, the firing of revolvers and the cheers of at least 1000 persons gathered at the side of the track.

It was a colorful parade that passed from the train—for the station has not yet been built at Burns—up the wide road into the city, headed by the cowboy band from Bend. Many Indians were in the procession, riders who came from the Pute camp on the hills above the city and who were all "dolled up" for the occasion in full war regalia. Pretty Indian girls on their ponies and fat Indian squaws were out to see the arrival of the iron horse with his load of palefaces from the coast. Behind these first settlers rode the early whites of the valley, those who have been looking forward for nearly 50 years to the arrival of the train and for whom the week was one of the greatest in their lives.

#### Welcome Is Lusty

Hundreds of motor cars, owned by residents of the town and farmers and stockmen of the valley, gathered to greet the train, and the chorus of horns shrieked a deafening welcome to the visitors. The special train bearing delegations to help the little city celebrate its union with the great outside was the heaviest that ever had been over any section of the line and the first passenger train that had made the trip from Crane to Burns over the extension of 30.17 miles.

But the Burns people did not wait until the train actually had arrived at their city to extend a welcome to the visitors from other cities on the line of the Union Pacific. At Crane, heretofore the end of the line, the official committee boarded the train and the extra edition of The Times-Herald was distributed among the passengers with full details of the plans for the celebration and for the wild west show that was a feature of the entertainment of the guests. In the receiving party were E. W. Barnes, who first saw the opportunities at Burns and brought about the extension; E. H. Conser, cashier of the First National bank; J. W. Biggs, attorney; Charles W. Ellis, attorney; L. S. Geer, merchant; Julian Byrd, editor of The Times-Herald; L. M. Brown, cashier of the Harney County bank; W. E. Huston, mayor of the city; Mrs. I. H. Holland, Mrs. J. J. Donegan, Mrs. M. Levens and Mrs. E. W. Barnes. Mrs. I. S. Geer, Mrs. Harry Smith. Pretty girls who were candidates for queen of the rodeo also boarded the train at Crane and went through to Burns with the party.

The chief formal observance of the arrival of the railroad was staged on the court house yard, where all of those who had the principal parts in the drama of which the railroad was the final act spoke of some of the things that the coming of the line would mean to this city. Warn-

ing notes were struck by railroad officials against radical ideas in politics and economics, and a fling at La Follette and his platform was taken by numerous speakers who called attention to the fact that the road would never have been constructed but for private enterprise and private capital.

#### Road Result of Vision

It was pointed out that the extension from Crane to Burns became a fact because of the vision of Fred Herrick, timberman, who has purchased 1,200,000,000 feet of government and private timber in the Malheur forest about 50 miles away for about \$3,000,000. There he will erect a mill that will employ 400 men and will cut 65,000,000 feet a year. He announced at the time that as soon as he gets his first mill under way he will start another, of the same size and capacity and with the same payroll.

All this timber will pass over the railroad, which even now is pushing on to the timber beyond Burns. Eight additional miles have been built toward the woods, and the steel and ties are on the grounds to extend the line into the heart of the forest, where timber cruisers declare there are between 10 billion and 11 billion feet of timber tributary to the city, all of which must one day be cut and pass through Burns on the way to the markets of the east. The finest yellow pine in the country grows in the hills beyond Burns, the fringe of which may be seen from the city itself.

For this government timber Mr. Herrick paid \$2.50 a thousand feet and obtained his holdings of private timber for a little less. It was reported that he had more than \$600,000 invested in the enterprise to date, and the payments on the timber have not been large. According to his contract for the development of the tract, he had to build the extension to Burns and then on to the timber at his own expense, but the Oregon Short Line will take over the line as soon as it shows enough traffic to make the line a proper investment for the company. Union Pacific engineers surveyed the route and directed the construction and experts from the company were on hand at all times to keep in touch with the cost of construction.

#### Community Dreams Realized

Dr. L. E. Hibbard, president of the Harney County Commercial club, of that section that were being realized, of the many steps that had been necessary before the steel rails actually reached the city and of the disappointments that had been experienced. He praised Mr. Barnes and Mr. Herrick for their vision of the future of the valley and for their efforts which made the dreams come true.

Mr. Barnes spoke of the way in which he had interested Mr. Herrick in the timber and other possibilities of the valley and declared that the coming of the line, the construction of the mill and the new day that had dawned in Burns was but the beginning, for there were about 11,000,000,000 feet of timber near at hand that so far, under the plans would be merely touched.

Fred Herrick declared his intention to put in at least one more mill and probably two of the same size as the first plant, and said that his promise to bring the road to Burns had been fulfilled. He asked the people to bury the hatchet and work together for the good of the county.

The Sunday Journal also had a nice writeup of Burns in connection with the celebration and Round-up together with some pictures taken of the special train, a view of Main street, one of the Bear valley timber, construction work, etc.

The Journal says in part: Burns has been punching cattle for 40 years and now it will begin to saw wood.

Cattle punching on what is doubt-

less the last frontier of the great West is much more romantic and thrilling than lumbering, but the output of a large sawmill means a steady flow of traffic for a railroad.

And Burns at last has a railroad, for the construction of which the heavy stand of pine timber north of it was the impetus.

Cattle raising will continue in the Harney and adjacent valleys, of course, and doubtless agriculture will be stimulated to greater output, but with the hum of the sawmill that must be erected as an integral part of the timber sale and railroad construction Burns can no longer be identified exclusively as a "cow" town. This picturesque distinction must share honors with the more prosaic reputation of a "lumber" town. Here cowboy and lumber-jack will fraternize.

#### Four-Day Celebration

Burns turned in tonight, quite worn out from four days of celebrating in a wholehearted fashion best to be enjoyed in the "wide, open spaces."

The celebration began Wednesday with the arrival of the first train over the Crane-Burns extension of the Union Pacific system, bearing important railroad officials and business men from Oregon and Idaho who came to pay their respects, including a delegation from the Portland Chamber of Commerce.

Burns reciprocated with a real welcome, the formal aspects of which were an exchange of addresses between prominent residents and visitors delivered to an interested audience from the front steps of the Harney county courthouse.

In the audience were sturdy men and women who for 40 years had heard at frequent intervals that "the railroad is coming," and younger people to whom the railroad myth was a heritage, at last shattered for all time. The speaking over, there was a barbecue on the lawn adjoining the courthouse, where great pieces of beef and potatoes and coffee were prepared for the enjoyment of all comers.

The rest of the week was given over to the annual Harney County Round-up, whose slogan "Ride 'Em High" was quite descriptive of the occasion.

#### The Railroad Comes

But to return to the railroad and the immediate reason for its construction. Several years ago the Union Pacific system built its road from the mainline at Ontario 126 miles southwest to Crane. For mile upon mile this road winds up the canyon of the Malheur river and emerges into the upper Harney valley. As originally contemplated this line was headed across the interior

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## THE PURPOSE OF THE EXPERIMENT STATION

Is Established for Experimental  
Purposes to Solve Problems  
General to Community.

Due to the fact that there still seems to be quite a few people in Harney Valley who have a rather hazy idea as to just what an experiment station is, or what functions it should perform, perhaps a short outline of the station's activities would be somewhat enlightening to some of its friends who have never taken interest enough in its affairs to even give it the "once over."

As a rule, branch experiment stations are located in new areas where agricultural problems and practices are new and very dissimilar to those used in the older settled sections of the state. In such locations, the methods of farming, crop varieties, rotations, fertilizer requirements, duty-of-water and climate conditions, may be such that by the use of the standard methods and varieties of the older farming sections, failure invariably results. It is this condition of affairs that justifies the establishment of an experiment station to do the preliminary work in such a section and thus save the settlers the loss of thousands of dollars by their misguided efforts.

At present the Harney County Branch Experiment station is working on the following problems: The best varieties of spring and winter wheat, rye, oats, barley; Forage crops such as alfalfa, field peas, clovers, and sunflowers; Root crops as potatoes, sugar beets, mangels and other minor root crops. Duty of water for the leading crops. Methods of application; frequency of irrigation, etc. Fertilizer experiments with five leading crops to determine whether or not the soil is deficient in any of the principal plant foods. Rotations with five crops to find out which legumes are best adapted to rotations in this section of the state. Rate and date of seeding of the various crops. Tillage practice to find the best method of handling the various soil types, also the best types of machines for these soil types. The cattlemen have demonstrated conclusively that farming cannot be successfully handled on horseback, hence we will not need to secure data on that particular method. These experiments cover a few of the main lines of investigation. Each experiment must be conducted for a period of years before definite conclusions are arrived at and the findings recommended to the public. Out of

1,000 varieties of wheat handled in the nurseries and plots, only one may prove to be adapted to a certain section. This variety is then increased and distributed to the settlers by the station. It often requires years of breeding before a single variety is secured that contains all of the necessary qualities, the from a single head of grain it takes five years to increase this particular variety enough to distribute to the farmers, even in a small way.

It is the purpose of the station to try and work out the solution of problems that are of general interest to the community, as a whole, and then in a more limited way, the individual agricultural problems.

The first question that the un-informed man or woman asks is, "Is the station self supporting. The answer is most emphatically NO. The station was not established to be operated as a farm, but by numerous experiments carried on in small tracts, complete accurate data, which, when applied to the various farms, would enable the operators to produce profitable returns. The man has not yet been found who could operate a general farm in tenth to fortieth acre tracts with several hundred varieties of cereals, legumes, and root crops, at a profit. The station could be handled as a farm and pay good returns, though it is located on average to poor soil.

In the spring of 1922, bulletin No. 191, entitled Growing Irrigated Crops in Harney Valley was put out by this station. This bulletin goes into detail concerning the preparation of land, various systems of distribution, crops to grow, rate and date of seeding, etc., and has a detailed expense account of the station pumping plant as it was installed by Mr. L. R. Breithaupt in 1917. This bulletin was announced in the local papers and has been on hand ever since and is free for the asking.

All data put out by this station represent facts secured from carefully conducted experiments. The station is open at all times to the inspection of all interested parties and any agricultural information that we are capable of giving is yours for the asking.

Signed: OBIL SHATTUCK,  
Superintendent.

#### GOOD REPORTS FROM BURNS BOYS AT U. OF O.

Information comes from the University of Oregon at Eugene that two of the freshmen entering this fall from the Harney County High, Burns McGowan and Edward Brown, in which the boys were included the 25 per cent of the new students who were exempt from examination in English. Burns also ranked high in the physical ability test and is a member of the frosh football team.

## HIGH CLASS LYCEUM COURSE FOR THIS FALL

Three Numbers Sponsored by  
Harney County High; First  
Comes October 17th.

The patrons of good, clean amusement are to be offered a treat this fall. Three high class numbers have been secured from the Ellison-White Lyceum circuit and these will be presented at the Liberty Theater in a manner that will meet the approval of the public.

It is a fact that not every number in the past has been pleasing, in fact a lot of criticism has been uttered against some of the attractions. This year only three offerings will be made and these are all billed for weekends. In this way they in no wise conflict with school or mid-week attractions.

The Harney County High School has assumed the responsibility of putting on the course, that is, the students and faculty will handle the ticket sale and publicity. By selecting three of the best numbers offered by the Lyceum and having them come this fall the school has less to conflict or compete with its activities later in the year when the annual Fumbles, the Senior play, etc., are presented.

The schedule for the Lyceum numbers is as follows:

October 17, Friday, "The Ghost Between," a comedy drama.

November 1, Saturday, The Doris Entertainment Concert Party, a musical number.

December 20, Saturday, Chicago Novelty Artists, musical and dramatic.

"The Ghost Between" is Vincent Lawrence's much discussed play which has a decided "punch" throughout the entire bill with a lot of humor.

The Doris Entertainment Concert Party consists of three artists. The entertainment is not devoted exclusively to music but includes impersonations, bird imitations, whistling, dramatic sketches. In all it is a well balanced entertainment that is sure to meet with approval from a Burns audience.

The Chicago Novelty Artists is also musical and dramatic with members of such varied talents as to enable them to present a program that will give the audience unusual entertainment value for the evening.

The selections are most attractive and well considered as each will appeal to the amusement loving public of Burns and will be put on at prices that should bring every one out to them. Season ticket prices for the three offerings will be placed at \$2.00 for adults; \$1.50 for students, and \$1.00 for children.

Single admission charges will be, for the play: Adults, \$1.00; Student, 75 cents; children, 50 cents. For each of the other two numbers single admission prices will be adults 75 cents, student 50 cents, and children 25 cents.

Ticket sales will begin October 10th and reservations may be had at either the Home Drug Co. or at the Rexall Drug Store.

#### IRVING INVITES FRIENDS TO HOUSE WARMING

Archie McGowan was called over the long distance telephone on Wednesday and extended an invitation by District Game Warden Irving Hazel-tine, to come over on Canyon creek that night to take part in a dance and general house warming in the new fish hatchery just completed there. The invitation was to all Harney county citizens who take an interest in the fish and game, as belonged as much to Harney county Mr. Hazel-tine stated that hatchery as it does to Grant. He promised a good supper also some beds for the weary, but owing to such short notice Archie was unable to get up a party to go over, especially so closely following the Round-up, as we are all more or less "peppery" after the strenuous days of last week. It was nice of Irving to invite the bunch though, just the same.

W. D. Baker was over from Drewsey the first of this week, having come over in response to a summons to appear before the grand jury as a witness.

