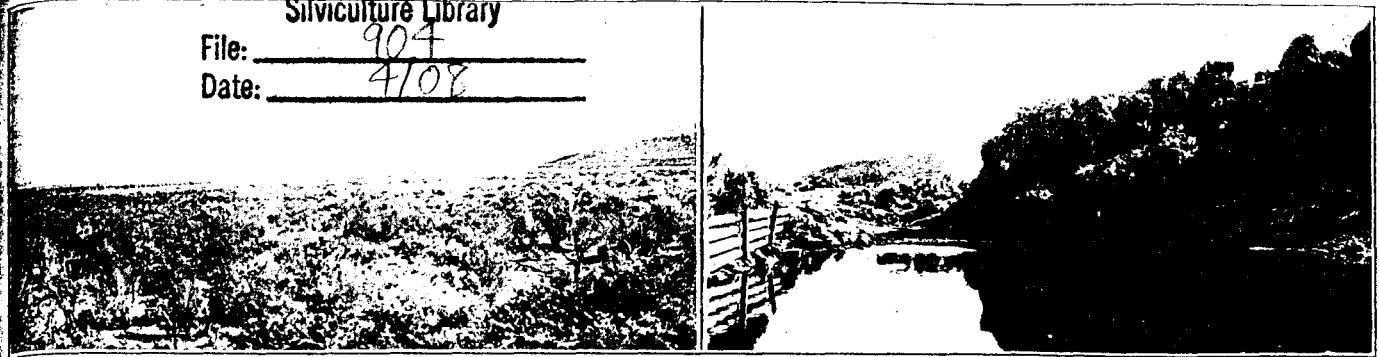


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Left—A portion of the millsite of the Fred Herrick Lumber Co. near Burns, Ore. Right—Big Warm Springs, the source of water for the new mill pond. This spring flows nearly a million and a quarter gallons of water every 24 hours.

Development of New Oregon Pine Section

Completion of Railroad From Crane to Burns Marks First Step

By Jno. D. Guthrie, Public Relations, U. S. Forest Service



FRED HERRICK

HARNEY and Grant are big frontier counties in south-eastern Oregon; Vermont and Connecticut could be fitted comfortably inside their boundaries. Burns is the community center for the region and Burns used to be 28 miles west of Crane, which was at the end of a branch of the Union Pacific Railroad that extended westward 127 miles from Ontario. But now that is all changed, for the railroad has come to Burns.

Grant and Harney have heretofore been livestock countries. They are an important part of that region of the state which long has known as "the meat platter of Oregon." The country is one of great distances. One may look east and south and southeast for mile upon mile. To the north are the Blue Mountains, so named by the pioneers who, looking out from their covered wagons, saw them from afar to the east as they came into the Oregon country. These mountains were covered with good western yellow pine in 1845 and they are now.

To the south stretches the cattle and sheep country once knee-deep in nutritious grasses but now badly overgrazed. In the valleys and the flats are the great green meadows where numberless waterfowl have made their home for centuries.

For many years some of the local residents used to argue that the timber was more or less of a detriment to this cow country, holding that the young pines were ruining the range; it would be better if the timber was burned off every year or so, they said. But many of the pine saplings of 1845 are now pine trees large enough for saw logs. The pine trees grew and became more of an asset to the country, for lumber the country over became scarcer and dearer. And now a railroad has come in to take the lumber cut from the mature trees out so it can be used.

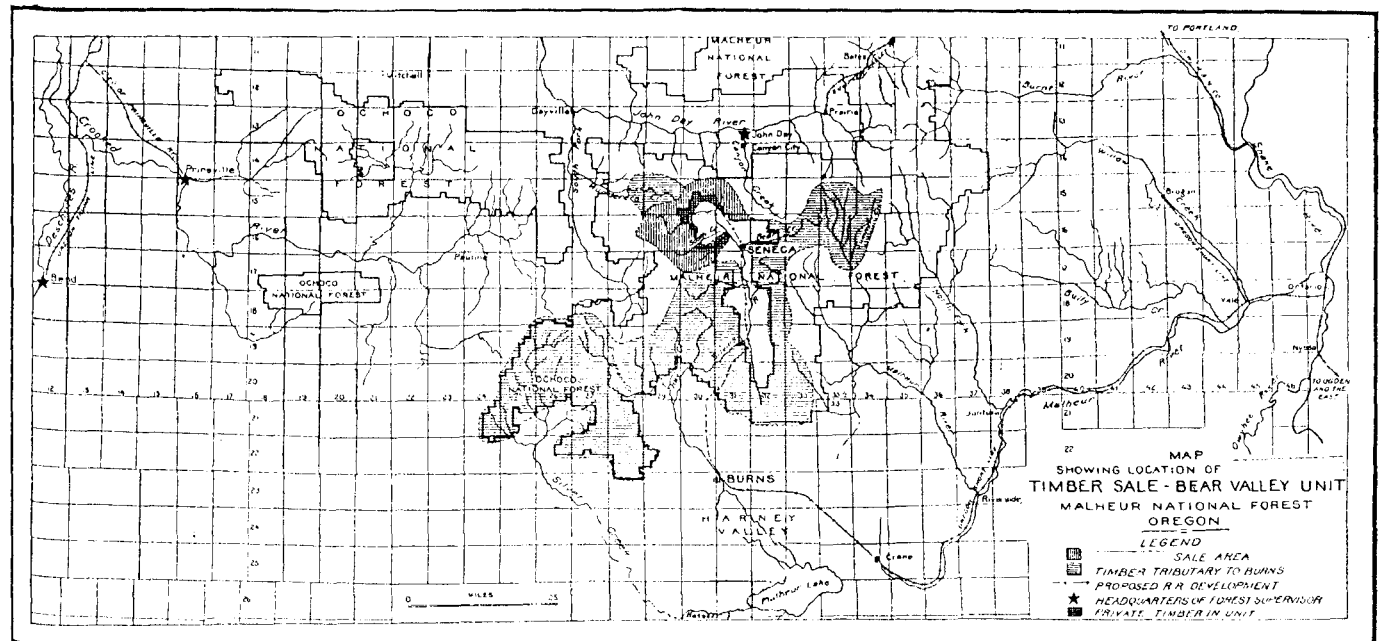
From 4000 to 6000 feet above sea level is found the yellow pine forest. Below that is the sagebrush. The forest has been subject to all the harmful influences that forests must withstand. Lightning yearly took its toll, pine beetles have carried on their silent work, fires accidental or man-caused have taken their share. But where fires have been kept out the young timber has come in and will grow into sawlogs. The young pines, if protected, will bring payrolls to any region. Theodore Roosevelt set aside most of the Blue Mountains as a forest reserve in 1907. On July 1, 1908, this area was split up into several units, and the southern unit, containing 1,048,666 acres, has since been called the Malheur National Forest.

From its beginning the Malheur forest has been a sheep and cattle country; its sales of

government timber have been few and small. In 1924 it carried 23,000 cattle and horses and 80,000 head of sheep and the receipts from grazing fees last year were \$24,258.85. From now on, however, timber is going to be talked about some in the Malheur country, and the pine trees that many of the stockmen used to think were not good for much are going to come to the front. These same pine trees have brought the railroad in.

The Forest Service has been administering and protecting this country now for 16 years. One of its main functions has always been to put to a conservative use the resources of the national forests, which are timber, forage, water and recreation. In 1922, as a result of informal applications, the Forest Service cruised and laid out a big block of timber on the Malheur forest, known as the Bear Valley unit. One of the main conditions of a sale required by the Forest Service was the building of a standard-gauge, common-carrier railroad from Crane into the yellow pine timber of the Malheur forest. A block containing 890 million feet was therefore advertised in the spring of 1923. This was only a part of some 6,725,000,000 feet board measure of timber considered as tributary to Burns and the proposed railroad. The area of the Bear Valley block is some 67,400 acres, lying at the headwaters of the Silvies River.

This sale, covering the largest body of pine timber ever sold by the North Pacific forest district, was probably more widely advertised throughout the country than any other sale of national forest timber had ever been. Why was this? Because here was an opportunity for a



permanent lumber operation, because continuous operation was practically guaranteed by the government as far as a supply of the raw material, the standing timber, was concerned.

The total amount of national forest timber that was offered for sale in this chance was estimated to be:

	Ft. B. M.	Pct.
Western yellow pine.....	770,000,000	87
Douglas fir	78,000,000	9
Western larch	30,000,000	3
White fir	10,000,000	1
Lodgepole pine	2,000,000	..
	890,000,000	100

The average stand per acre for pine is 11,400 board feet; for all species, 13,260 board feet.

The western yellow pine in this region is sound, largely mature, and of good quality, comparing very favorably with the better class of pine timber now cut by the mills in eastern Oregon. The government logging engineers who examined and reported on the area reported that the trees will average about four and one-half 16-foot logs in merchantable length, and will run about five logs per thousand feet log scale. They estimated that the pine will yield between 25 and 30 per cent of shop and better lumber and over 20 per cent of No. 2 common.

The timber of other species is of smaller size than yellow pine, but in quality comparable to the fir and larch being cut by mills of eastern Oregon. The small size of the trees will make possible very little high-grade lumber from these minor species. This timber is most suitable for dimension stock, ties, small timber and inch lumber for ordinary building.

Timber Tributary to Burns

TRIBUTARY to Burns there is estimated to be 6,725,000,000 board feet of timber, of which the railroads, with short branch lines north from Burns, will reach about four billion feet. Adjacent to the government timber in this first sale area there is about 210 million feet of privately owned timber, which makes a total of 1100 million feet as possibly tributary to this operation.

The Forest Service proposes to handle its timber tributary to Burns in such a way that there may be continuous production of lumber in that region. With an estimated stand of 6,725,000,000 feet, it is estimated that this working circle can be so managed that there shall be a continuous yield of approximately 68,000,000 feet each year. Such a plan should make it possible to establish a permanent sawmill plant in that vicinity, with permanent homes for mill and woods workers, with all that this means for community and home life. Such a possibility has long been the purpose of the Forest Service in its practice of forestry on a national forest.

To connect up the outside world and its markets with this immense body of raw material means the construction of much railroad. The town of Burns and the surrounding country have long awaited the coming of a railroad. Livestock could never bring it; it remained for the hitherto unappreciated timber to bring one. To

carry through the development plan, the following railroad building was considered necessary by the United States Forest Service logging engineers:

1. Extension of the Oregon Short Line from Crane to Burns, 30 miles of standard-gauge, common-carrier road. The grading for this was completed in the fall of 1923, construction completed in 1924, and the line was formally opened on September 24, 1924.

2. From Burns north to Seneca, 50 miles, with about six miles of 1½ per cent grade with loaded cars of logs and about three miles of 2 per cent grade with empty cars. The grading of this line is going forward, some 15 miles having been completed by October 1.



JAMES W. GIRARD
In charge of the Burns
operation of the Fred
Herrick Lumber Co.



FRANK J. KLOBUCHER
In charge of survey and
construction of the Crane-
Burns line.

3. Short branch lines, varying from five to ten miles, from Seneca out into the timber, as needed.

Easy logging conditions characterize the area. The topography is gentle, as a rule, ground surface is smooth and free from rock, and there is little underbrush. High wheels could be used on much of the area tributary to the operation. Skidding will be by horses and tractors. The logging season will run from eight to ten months.

The successful bidder for this body of national forest timber was Fred Herrick, of St. Maries, Idaho, well known for his operations in that state and in the South. He has associated with him as manager James W. Girard, logging engineer with the U. S. Forest Service for many years and with wide experience in timber in Idaho, Montana, Oregon and Arizona.

As chief engineer, in charge of all railroad construction, Frank J. Klobucher, forest engineer, was selected. Mr. Klobucher is an engineer

with forestry training at the forest schools of the University of Washington and Yale, with many years of practical experience in Idaho and Montana.

Jim Girard is managing the operation, and he believes in forestry, knows timber and the lumber game. The Fred Herrick Lumber Co. is going to practice forestry on its private holdings, for it believes it will pay. The company is going in for continuous production. It believes that the day has gone when lumbermen can afford to make heavy investments in mill and logging equipment for a comparatively short period of operation. The company is going to pile and burn its brush. It believes that even if this costs from 75 cents to \$1 per thousand feet that as a fire prevention measure it is good business. The damage to equipment and standing timber, plus the cost of fighting fires, have convinced many a pine lumberman that it would have been cheaper for him to have piled and burned his brush piles.

Common Carrier Road Built

UNDER the terms of the government contract with purchaser, a standard-gauge, common-carrier railroad was to be built from Crane, the former terminus of the Oregon Short Line, 30 miles into Burns. This road has now been completed and was formally opened, with much rejoicing, on September 24. This line embraces 36 miles, including all sidings and double tracking at the millsite and the station in Burns. Sidings for loading livestock have been put in between Crane and Burns, a total of six having been installed. The right-of-way is 100 feet, but only a width of 30 feet is fenced, from Crane to Burns. The character of the country for this main line is relatively simple, the deepest cut being only four feet and the heaviest fill 11 feet, the maximum grade being three-tenths of 1 per cent. Five bridges only were required in this 30 miles. Eighty-pound steel has been used throughout. The construction of this mileage was handled entirely by the Fred Herrick Lumber Co. under the direct supervision of Frank J. Klobucher as engineer in charge, who began work on it in September, 1923, and completed it in August, 1924. The job is considered a first-class one, it has been passed on by engineers of the Union Pacific System and it is understood that this company will shortly take over the line and operate it.

There will also be constructed 50 miles of railroad north of Burns into the timber. This road has all been located and some 15 miles of grading completed up to October 1. This line will not be as simple construction as the Crane-Burns line, since there will be a larger number of bridges and trestles, at least one tunnel of 360 feet, and much heavy rock work, and rip-rapping; the maximum grade on this section will be 2½ per cent. The right-of-way on this north line is 80 feet, but not the full width will be fenced. Now that the Crane-Burns main line is completed, work on the north line will proceed with greater speed, since machinery, equipment and supplies can now be brought into Burns by rail



Left—Bear Valley pine stands tall and straight. Upper center—When the fire is kept out the young pines reach out into the open valleys. Lower center—Typical pine in the Malheur National Forest showing the ease with which it may be logged. Right—Miles and miles of merchantable yellow pine of this character stands on the Bear Valley sale area.

rather than hauled. This north line will be a standard-gauge, common-carrier road and will be built and operated by the Fred Herrick Lumber Co. Many difficulties were encountered in securing the rights-of-way; for example, owners were scattered from Pennsylvania to Arizona, necessitating much correspondence with consequent delays. The company has followed a liberal policy in dealing with local owners of land. For example, in no case will they fence the full width of its rights-of-way and have constructed many miles of road for use by local settlers. In spite of the company's liberal policy, construction work has been delayed in some cases by owners of land demanding exorbitant damages for rights-of-way.

The sawmill which will put Burns on the lumber map is to be located about one mile south of the town. An ideal site covering 320 acres has been chosen and laid out through which the railroad to Crane runs. The site for the mill pond covers 40 acres. This pond will have the

very unusual feature that it will be fed by natural hot springs, having a flow of 1,200,000 gallons each 24 hours. The mill will be a steel and concrete structure, two bands, with resaws, built for a permanent operation. Its capacity will be from 250,000 to 300,000 per day. There will be a planing mill, dry kilns and a box factory. The thought has been kept in mind throughout that this whole operation is to be a permanent and continuous one, not one to be run for 10, 20 or 30 years and then abandoned or moved. Continuous lumber production is based on continuous forest production may be said to be the central idea around which this Bear Valley sale on the Malheur National Forest in southeastern Oregon revolves.

This sale of national forest timber will open up a vast reservoir of hitherto untouched wealth in the state of Oregon. It will utilize that part of the forest crop that is ripe for use and the area will be so handled that the second, third, fourth, and later crops, may be harvested. In

these harvestings the local people, the counties, the state and the nation will share, not only in moneys paid in by the purchaser but in bringing in a railroad and the stimulus that such a permanent industry will have on that general region. Out of every dollar that the government receives for this timber 25 cents will be paid directly to the counties for roads and schools. The operation of the sawmill plants and the woods operations will probably mean the employment of 500 to 1000 men, which, with the recognized permanency of the operation, will undoubtedly attract men with families, thereby increasing the permanent population of Harney County by some 4000 to 5000 persons. Agricultural development, including dairying and possibly sugar-beet growing and other industries that will come, will mean greater prosperity for Harney and Grant counties. The resources of this part of Oregon are many, but they must be opened up to the outside world, and the pine trees on her hills have begun to help in this development.

How the Railroad Came to Burns

DREAMS of forty years were realized by the pioneer settlers of Burns and the Harney Valley of southeastern Oregon on September 24, when a Pullman train of 13 coaches, bearing visitors from Portland, Boise, Ontario, Baker, Nampa and other Oregon and Idaho cities, felt its way cautiously over the 30 miles of new grade to the west of Crane and parked at the foot of Burns' main street. The arrival of this first train marked the passing of another frontier, and although the reception had all the warmth of hospitality that exists only in towns like Burns that has waited so long for rail transportation, there was to be noted, as that sturdy pioneer, Bill Hanley, remarked, a tinge of regret that the old order has passed and the isolation which has knit the citizens of the vast domain of Harney so closely together is at last broken. And it is realized that the coming of the railroad means new responsibilities, and new duties of citizenship. Burns now passes from a cow town to a lumber town, where the lumberjack will dispute his importance with the cowboy.

The events that led up to the fulfillment of the hopes of Burns for a railroad to the outside world make an interesting story, with three central figures, E. W. Barnes, James W. Girard and Fred Herrick, in order of their appearance. Curiously enough, none of the three responsible for the consummation of the project, until comparatively recently, was especially interested or even familiar with the long fight Burns had been making to be on the railroad map, and the construction of the line westward from Crane really came about from a combination of circumstances that reads almost like fiction. Three or four years ago the ladies of Burns and the Harney Valley organized what they were pleased to term the "Sage Brush Band," a unique musical organization that soon became known throughout eastern Oregon and western Idaho, and its fame even penetrated through the Cascade Mountains, and Portland was eventually visited.

Mr. Barnes Hears About Burns

AT that time E. W. Barnes, now of Burns and called the father of the railroad project, was a resident of Portland. Mr. Barnes had spent many years of his life in the timber business and in the promotion of timber developments. On the occasion of the visit of the "Sage Brush Band," he and Mrs. Barnes had the opportunity of meeting some of the members in a social way, and, true to his calling, when the conversation drifted to Burns and where it was, he asked if there was any timber in the vicinity. He was assured there was an abundance of timber, but it lacked a means of transportation to market. Then the story of the struggle to secure a railroad into Burns was related to him.

Unlike the citizens of Burns who, by force of habit, thought mostly in terms of cattle and hay, Mr. Barnes saw instantly that the way to get a railroad was to promote the erection of a sawmill. Here was a method of attaining the desired end, which had not been thought of by the citizens of Burns, but which proved to be entirely feasible and successful. Mr. Barnes was not long in visiting the Harney Valley country and taking an inventory of its timber resources. He found that the source of raw material for a mill of sufficient capacity to justify a railroad would have to come from the Malheur National Forest lying to the north of Burns. With the co-operation of the citizens of Burns, he was successful in inducing the United States Forest Service to place on the market the Bear Valley unit, 50 miles to the north and containing a total of 890 million feet of excellent western yellow pine. When the project was approved, the Forest Service sent to the Malheur, as valuation expert, the man who was to play one of the principal parts in the future railroad and milling enterprises. This was James W. Girard, attached to District 1 at Missoula, Mont. Mr. Girard, because of his long experience in such matters, was

selected to assist Bruce Hoffman, logging engineer from the Portland office, in determining the market value of the Bear Valley unit, which, after a careful examination, they placed at \$2.75 per thousand feet.

After their report had been filed and approved, the Forest Service advertised the unit at this price for a period of six months, and although some interest in the timber was manifested, no purchaser was forthcoming and the future of the railroad again became obscured in doubt. It was finally decided that the tract should be offered for a period of 30 days for a minimum of \$2 per thousand, although it was done against the advice of Mr. Girard, who felt that it was easily worth the higher figure. Twenty days of the readvertisement period passed and apparently no buyer was in sight. Mr. Girard, believing that government sales should be stimulated occasionally with a little personal contact with pros-

pective buyers, came to the conclusion that he would venture forth and see what could be done. Soon entered the third and most important figure in the drama.

Mr. Girard, as valuation engineer, had appraised timber in Idaho on a number of purchases made by Fred Herrick, of St. Maries, Idaho, owner and operator of several western and southern mills. Mr. Herrick had always felt implicit confidence in the fairness of Mr. Girard and their association had long been a pleasant one. Mr. Herrick is the man who should take the Bear Valley unit, thought Mr. Girard, who was in Missoula at the time, and he accordingly made preparations to visit Mr. Herrick to advise him of the quality of the timber and the comparative ease with which it might be removed and manufactured. Scarcely had his arrangements been made, when there came a long-distance message from St. Maries asking for Mr. Girard. It was Mr. Herrick on the line. Their conversation was brief and to the point. It consisted of the following: "Say, Jim, this is Herrick, down at St. Maries. What do you know about the Malheur sale? Come down right away. I want to talk about it."

Mr. Girard Goes to St. Maries

MR. GIRARD was not long in getting down to St. Maries. He explained to Mr. Herrick the whole situation, including the procedure to be followed in making the purchase and the terms of the government contract relative to the railroad and sawmill. In a few minutes Mr. Herrick announced quietly that he would take it. "I propose to bid \$2.80," announced Mr. Herrick. "If the stuff is as good as you say it is I can't afford to be bidding around \$2 and lose out by a nickel."

As a matter of fact, there was another bid at \$2.05. The contract calls for the reappraisal of the tract at five-year intervals, so the extra amount paid by Mr. Herrick is considered by him merely in the nature of good insurance against losing a fine opportunity and really will not amount to much in the long run, for this is to be a continuous operation that is never expected to cut more than the annual replacement in the Malheur forest. This transaction is an example of that splendid faith in one man for another, who will sign a contract entailing nearly three millions of dollars for timber alone, not including the railroad and sawmill, without once having put foot upon the ground.

It was not long after the purchase that Mr. Herrick succeeded in getting Mr. Girard away from the Forest Service and placed him in full control of development now under way at Burns.

Naturally, the first step required in the development of the Malheur timber was the completion of the railroad line from Crane to Burns, which formed the motif for the celebration on September 24. The article by Jno. D. Guthrie, which appears in this issue, contains the full description of the road from a physical standpoint and need not be touched upon at length here. It is quite obvious that the line from Crane to Burns will become a part of the Union Pacific System as soon as it is ballasted and placed in condition, which will be about November 1.

It should be observed, however, that, with the exception of the steel, ties and a cash item of less than \$10,000, the Crane-Burns line was paid for by Mr. Herrick and built by Mr. Girard and all engineering and construction was under the direct supervision of Mr. Klobucher, chief engineer. W. B. Skogerson was in charge of the Union Pacific Railroad interests in connection with this extension, particularly the track laying and ballasting. The road to reach the timber will run directly north of Burns a distance of 50 miles. Twelve miles are now graded and ready for the steel and the entire line will be

(Continued on page 127)



1—A long tangent in the flat country between Crane and Burns with eighty-foot fenced right of way. 2—Clyde tracklayer at work. 3—General Manager James W. Girard standing in the deepest cut on the line between Crane and Burns. 4—Trestle work was also light on this road.

Hawaiian Sugar Crop

By Wm. Herlitz, Duisenberg, Wichman & Co.

THE 1924 sugar crop being completed on several plantations and the total final yield known on the balance, a resume of the production indicates the following (2000-pound tons):

Total yield of Hawaiian Islands, 680,000 tons.	
This is the largest crop ever harvested and compares with former records as follows (tons):	
1904.....	367,475
1909.....	535,156
1917.....	644,574
1922.....	609,077
1923.....	545,606

The increase was not confined to any one group of plantations, as the original crop estimates and final yield or estimates of the plantations known to the stock market in San Francisco runs as follows:

	Estimate Tons	Yield Tons
Hawaiian Coml. and Sugar.....	57,000	63,250
Oahu.....	47,000	60,000
Ewa.....	36,000	44,000
Waialua.....	30,000	34,000
Pioneer.....	29,800	34,950
Olua.....	24,000	30,000
Honolulu Plantation.....	18,000	19,500
Onomea.....	20,000	22,000
McBryde.....	12,250	15,250
Hutchinson.....	7,500	9,000
Honokaa.....	7,400	9,000

While the price of sugar is now and has since April 15 been low, more than half of the above sugars were shipped prior to April 15 last, and enjoyed higher prices. As a sample of the strong financial position of the better plantations, the Oahu Sugar Co. called in and paid off its entire bonded debt. No material increases in dividends have as yet been paid, and, considering the financial status, substantial extras can be safely looked for between now and the end of the year. The price paid to date by the C. & H. refinery to the separate plantations averages \$105 per ton. Additional payments will follow as sugars are cleared up, but the total of payments made to date indicates clearly that no large amount of sugar is on hand at Crockett. We are informed that June, 1924, was the largest delivery month for sugar from Crockett on record.

What They Have Earned.

The prosperity and merit of the Hawaiian sugar shares is not alone confined to the 1924 yield. A study of the earnings and dividends over the last 18 years shows enormous amounts placed back into the properties. It is also admitted that the replacement value in most cases would be at least twice the present day book value of the separate plantations. Some of the major plantations over the preceding 18 years show the following:

	Total Earnings	Total Dividends
Ewa Plantation.....	\$20,263,632	\$14,775,000
Hawaiian Com. & Sug.....	36,684,438	27,640,000
Hawaiian Sugar.....	13,921,735	10,122,500
Honolulu Plantation.....	8,006,079	6,975,000
Hutchinson Sugar.....	3,327,431	3,395,000
Oahu Sugar Co.....	21,134,709	12,314,500
Olua Sugar Co.....	3,644,413	412,678
Onomea Sugar.....	8,218,216	6,875,000
Pioneer Mill.....	15,778,037	10,760,000
Waialua Sugar.....	15,429,625	9,080,000

While the acceptance of the Dawes plan and the gradual stabilization of world conditions indicates a firmer and better market for sugar, the Hawaiian planters look to the United States as the consumer of their yield. High lights on the consumption of sugar in the United States (in 2240-pound tons) show the following (tons):

1906.....2,864,013	1919.....4,067,671
1911.....3,351,391	1921.....4,107,328
1915.....3,801,531	1922.....5,092,758
1923.....4,780,684	

The figures create a per capita consumption of 103.18 pounds in 1922 and 95.63 in 1923. While it is true that in years of readjustment or unemployment the per capita consumption decreases, the fact remains that over a period of 100 years the United States average increase in tons of sugar consumed has increased 5289 per cent per year.

We believe that no other industrial shares offer more safety of principal, prospective earning power and proven dividends over a decade, than the major Hawaiian sugar shares.

Capitalizing Study.

The increased yield is not solely due to climatic conditions but to a capitalization of many years of study of irrigation, fertilization and the development of cane adapted to the particular needs of each separate plantation. Improved machinery is also a factor. On Oahu it is admitted that 5000 tons of the 13,000-ton increase was due to use of cane loaders. This enabled the completion of the harvest three months prior to the normal date and at a time when the juices were highest in content. These machines saved one-half the number of laborers required in loading and are now a permanent part of the plant equipment. The use was closely

watched and the success will allow other plantations to follow. The financial value of the record-breaking 1924 crop can be made clear by the fact that the market value of the 1924 crop of 680,000 tons at \$110 per ton is over \$75,000,000. New species of cane such as the Yuba cane at Honokaa have been perfected for the rainfall and small yield per acre plantations, but it has taken several years to bring the new cane so planted to maturity so that the plantations might benefit financially from same.

The construction of a large plant to manufacture "Celotex" from bagasse is now being arranged. This would enable the making of shipping boxes, beaver and building board and paper mulch as a further recovery against costs of sugar.

PASSING OF THE WOOD BUSINESS.

The citizens of Bogalusa, La., may be left in the lurch this winter for a wood man. Their old standby, the Great Southern Lumber Co., has given so much thought to conservation that the term "waste wood" has become obsolete about its plant. Most of the wood it formerly sold for a small consideration to the populace of the thriving city among the pines will be required for the manufacture of kraft paper, which has a higher market value than stovewood. The kraft paper industry has been steadily growing at Bogalusa since its inception there several years ago. In an announcement printed in the Bogalusa Enterprise, the Great Southern Lumber Co. tells of the emergency in the wood-selling business, and advises its former customers they no longer can depend on the company for their kitchen and other fuel wood.

SCHAFFER BROS.' KILNS REBUILT.

Fire destroyed four dry kilns at Schaffer Bros. Lumber & Door Co., Montesano, Wash., September 1. The work of reconstructing the buildings was started September 10. The work of installing the iron equipment was started on the 17th and the kilns completed ready for drying lumber on the 24th. It is believed that this is a record time for rebuilding four new dry kilns 104 feet long, it taking only two weeks to construct four new buildings and one week to install the iron equipment complete. The new kilns are of the Moore progressive type. The iron equipment was furnished by Moore Dry Kiln Co., North Portland, Ore.

How the Railroad Came to Burns

(Continued from page 51)

pushed to completion in time for the opening of the mill on October 1, 1925.

Harney County court house was the scene of the formal celebration of the linking of Burns to the outside world. The speakers included H. M. Adams, vice-president of the Union Pacific; Fred Herrick, W. E. Barnes, Fred Ames, personal representative of Chief Forester Greeley; William Hanley, pioneer resident of Burns; Walter E. Meacham, of Baker, Ore.; Donald Sterling, managing editor of the Oregon Journal, of Portland, and members of the Burns civic and commercial organizations.

Chief Forester Greeley's message to the people of Harney County, which was read by Mr. Ames, was as follows:

Chief Forester Greeley's Message.

"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 the Crane-Burns Railroad. However, in my unavoidable absence, I am asking District Forester George Cecil 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, box factories, sash and door factories, and other wood-using industries. But the distance between the timber on these hills and the market to which it was to be sent seemed almost insurmountable. As to concrete evidence of the faith which the people had in the future value of timber, let me call your attention to the many timber claims patented to individuals, and the activity of various lumber companies in

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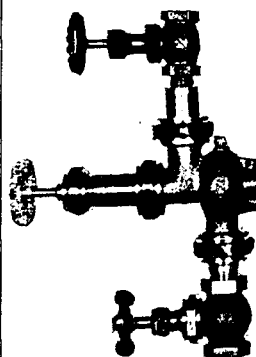
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Points of Superiority CURRYING

This process in the production of Moloney Belting puts back into the leather the animal oils removed in tanning, making it pliable and flexible. Only the finest of natural oils are used. It is a slow, thorough hand currying process, assuring proper lubrication and long life.

"A Belt is No Stronger than Its Weakest Lap"



PREPARE NOW *for*

Sufficient Steam

Install VULCAN OIL BURNERS

Secures economy with safety. Over 300 satisfactory installations during the past year. Our service includes complete installation with or without tanks or brick work. Vulcan Oil Burners give the best satisfaction.

Don't Fail to See the New Jenco Steam Generator

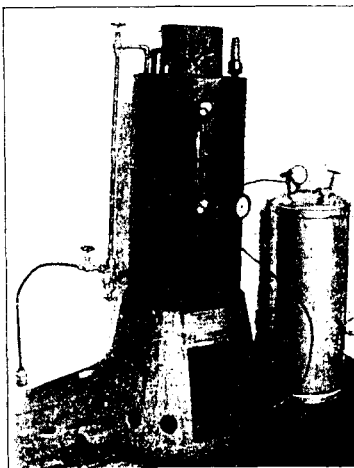
It is cheaper than wood. Saves firing up time. Eliminates fire hazard. Can be connected to any burner.

V. S. Jenkins Company

301 Railroad Avenue So.
SEATTLE, WASH.

Representative:

E. B. HUSTON, 51 First St., Portland, Ore.



New Jenco Donkey and Locomotive Steam Generator

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 known as the Forest Service.

"The years rolled by and still nothing happened in the way of timber utilization. But the timber was being protected and allowed to grow against that future need which still held a permanent place in the dreams of the old-timers. By and by far-sighted citizens began to grow impatient and decided that it was time to wake up Uncle Sam from his lethargy and to ask the very pertinent question of why this timber could not be sold and bring a new activity into the community life.

Sawmill Is Promised.

"The Forest Service had planned to do the very thing the citizens asked, but perhaps at not so early a date. In any case, a new cruise, a new timber appraisal, and a new sale was offered to the public, known as the Bear Valley unit, containing 930 million feet of timber. With it was the promise of the Forest Service to furnish 50 million feet of timber annually, more or less, to a sawmill and wood-using industry perpetually. A big sawmill and a railroad always busy sawing logs and hauling forest products—that was the promise of the Forest Service made to the people of Harney County.

"Fred Herrick bought that unit of timber, and in doing so accepted his part of the obligation which was to build the railroad and the sawmill and to make use of the resources of the wilderness which had formed the background of the Harney County community since the pioneer days.

"You have gathered today to celebrate the accomplishment of the first step in that new enterprise. The railroad has come to Burns. It is the 'coming event' which is already casting its shadow before it, portending the fulfillment of that timber dream of long ago. I want to congratulate, not only the people of Harney County, but also Mr. Herrick for his part in the enterprise. Especially do I want to congratulate my old friend, Jim Girard, whom I hope everybody in Harney County knows and appreciates by this time. I am delighted and rejoice with you.

Not to Be Deserted Mill Town.

"I want you to note particularly that this development of the lumber industry is something different from the usual development. How many of you have seen a deserted sawmill town? If possible, it is even a little more depressing than a deserted mining town. If you have even seen one you understand what it means to cut the timber and have the sawmill cease operating, leaving only a monument in the shape of a huge sawdust pile. With the help of this community in forest fire protection and its hearty support in all the activities of the Forest Service in the mountains, the sawmill which Mr. Herrick is to build need never cease operating for lack of a timber supply. We are going to grow timber as fast as Mr. Herrick can cut it. The people of the United States, acting through the Forest Service, are in the business of growing timber as a crop, and the Malheur National Forest is only one of the many national forests scattered through the western country, and to some extent through the East, where the new idea of timber as a crop is being demonstrated.

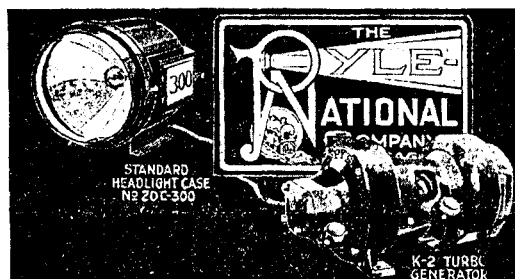
"We want the agricultural lands to grow grain and hay and vegetables. We want the desert to grow feed for livestock. And we want the mountains to grow timber to feed the wood-using industries which are destined to prosper in your community. We want every class of land in this county to contribute its share toward making Burns and the surrounding country a great locality in the great state of Oregon.

"The Forest Service is proud to do its share in the fulfillment of one promise of American life—a happy and prosperous community of good western folks."

Round-Up Concludes Festivities.

A barbecue on the lawn of the court house concluded the first day's program of the three-day celebration. The two remaining days were given over to the Burns Roundup, one of the real wild west shows left on the frontier. In Herrick startled the natives at the roundup in the outfit purchased for him, without his consent, by the boys of the Burns staff of the Fred Herrick Lumber Co. His attire consisted of a genuine 10-gallon cowboy hat, the largest in stock, a vivid purple cowboy shirt and a brilliant red handkerchief.

"Results at Night Are Slight Without the Proper Light"



Turbo-Generators

Locomotive Headlight Cases

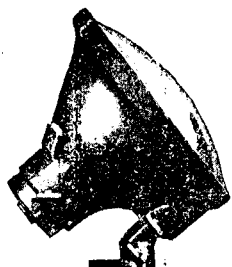
Lighting Accessories

that are unequalled for
**Efficiency—Economy
and Durability**

Expensive Switchboards, Rheostats, or other regulating devices are not required with "Pyle-National" Turbo-Generators.

Operate on steam pressure from 75 pounds up. Steam consumption less than any other Turbo-Generator of equal size and capacity.

Floodlights BETTER ILLUMINATION WITH FEWER UNITS WITH "PYLE-NATIONAL" FLOODLIGHTS



10-inch Floodlight No. 20F645
Other sizes and styles
Ask for bulletin

Floodlighting facilitates transportation, production and construction work. For lighting yards, loading platforms, coaling of locomotives, water tanks, and for general illumination "Pyle-National" floodlights are indispensable.

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