

HARNEY COUNTY HISTORY PROJECT

AV-Oral History #164 - Sides A/B/C/D/E/F

Subject: Kiwanis Radio Days On KRNS Radio - Pioneer Day

Place: Burns, Oregon

Date: June 11, 1983

Interviewer:

WALLY WELCOME: ... It was '16 and the man that was responsible for the idea was Jim Mahon and that was during the fair, October 5th, of 1916. They met in the Masonic Hall and they decided that anyone that had arrived in Harney County, which was of course Grant County then, but which is now Harney County, before 1887, would be eligible to register. And there were 159 registered that day. They decided that Mahon would be the temporary President. They would meet yearly.

And the next year they met right across the street here from the Ranch Supply. It'd be right between the bank and the Elkhorn Building. The bank wasn't as large as it is now. It was about a fourth that large. And that area there between what is now the Elkhorn, and the Bank was vacant due to the big fire of 1914, which wiped out all those wooden buildings. So they set up and had the luncheon there, that was in 1917. And they decided after that they would meet in the Commercial Club, which was down in the Odd Fellows Building, in the ground floor of the Odd Fellows Building. The meeting there was in 1918. They decided that they would --- the lady that had --- the oldest lady, the pioneer lady at that time would be a Queen Mother and she would reign the rest of her life.

That first Queen Mother was Julia Ann Hayes and she reigned through, until 1923, to her death. Then the next Queen Mother was Grandma Howser, and then --- until her

death, and then the next one was Mrs. Charles Fry, Auntie Fry they called her, who reigned until 1938. Then Maggie Smyth Donegan reigned from 1938 until her death in 1942.

It was decided in the meeting of 1942, that the Queen Mothers would not in the future reign until death, but they would have a different one each year.

The second President of the Pioneer Association was Claude Smyth in 1918. There was one lady President, and only one lady President, and that will be a question pretty soon.

DENNY PRESLEY: It already has been a question for those of you who were awake a little earlier here. That's quite interesting. No, Wally Welcome has done a lot of work on this research and we've really relied on him quite heavily because we've done a lot of historical sketches on buildings. Some of the people that have solicited ads with us, instead of soliciting regular ads on their business, they wanted a historical rundown of their business place. And of course, we had to rely on Wally to give us most of the information, and it was right on the top of his head.

...

WALLY: I'll tell you one of the events that's certainly vivid in my memory, was in August of 1924, when word came through that Sheriff Austin Goodman had been shot at the Folly Farm. Now Austin Goodman had been down to the South End to Denio on another civil matter. And Harold Cawfield was working for the PLS Company on the Juniper Ranch, which is east of Steens Mountain. A man named Archie Cody dropped by the Juniper Ranch, and Harold had a horse and Archie Cody purchased the horse from him, and gave him a check and he rode on up the road. And Harold was rather concerned about the check. He was rather a tough-looking customer. There's a picture of him down in the Mode-O-Day Building, if you want to take a look at him. But anyway, why Harold was

suspicious, so he phoned Nelson Higgs at the Crane State Bank. And the phone --- they had a phone at the Juniper Ranch, the PLS Company did, and they said he had no account. So along in about 45 minutes, why Austin Goodman arrived, and stopped at the Juniper Ranch on his way back to Burns and they told him about him. And so they said he hasn't been gone too long so you might be able to catch him. So Austin did, and he caught him at the Folly Farm --- and told him --- and said you're under arrest. And Cody said, "All right, can I unsaddle my horse?" And Goodman said, "Yes, that's all right." So he unsaddled his horse, but he had a rifle on the --- a 22 rifle --- on the other side of the scabbard of the horse, and he pulled the gun on Goodman. And Goodman said, "Well two can play at that kind of a game." And so he drew for his gun, and Cody shot. The bullet hit a key of Austins', one of his keys, and it split the key, and part of the key hit an artery and he was bleeding profusely.

Now there were some witnesses to that, but they were in the cellar at the Pollock Ranch, and in the cellar, and watched it out through a window. And Cody had ridden off, and when they went out to find him he was bleeding profusely and they tried to stop it, and was unable to stop it, and Goodman died within the hour.

When word reached Burns, why they were going to get a posse out to go capture him. Three sheriffs came in, Lee Noe from Malheur County, and Cy Bingham from Grant County, and one from Crook County. The three sheriffs came in. And I remember they loaded out from right in front of where the Odd Fellows Building is --- and these cars going out.

But there was two fellows up on that mountain which was the Jenkins homestead, Dick Jenkins, the young Dick Jenkins' father, saw this man ride by. They of course didn't know anything about the shooting, but he was kinda --- the fellow waved at him. And then when Dick went back to the ranch in Anderson Valley and he heard about it, that they

were hunting for this man, and he told them what he had seen. That this man had passed by about 50 yards and waved at him. So they notified the Sheriff's Office in Burns, Ed Goodman, Austin's son was the Deputy, so they notified Diamond, and some from Diamond went up from that west side of the mountain.

So Cody spent the night at Tom Jenkins' homestead, which was occupied at that time by a man, Tom Murchison. And he gave him breakfast and Cody rode on. In the late afternoon then --- the next morning why --- the men that had come up from Diamond, and some of them there was Haden Elliott, and Corey Smyth, and Roy Skiens and Albert Oakerman, and Ray Minor, and that afternoon they got a glimpse of him at the Daggart Ward place which goes to the head of Coyote Creek in the Clark field.

So the posse split and some went up on one side of the --- he was in that draw --- on one side, and the other came up on the other side. They exchanged several shots, and they had signaled Haden Elliott and Oakerman had signaled that they had seen him on that side, and they shot several shots to not particularly hit him, but to warn and tell the others that they had him in that draw. They came up on the other side --- there was about --- they shot the horse through the stifle, and of course it went about a quarter of a mile before he was losing speed, and he got off his horse and surrendered.

So they brought him into town. And I remember up at the old courthouse, which is located in the same spot that it is now, why Bob Voegtly and that boy named Bob Ziegler -- and we went up and took one of those benches they had in the district attorney's office -- and sheriffs from the other counties and the District Attorney George Sizemore was questioning him, and we stood on those benches and looked through the window. And that was the first glimpse we got of him, and he was certainly a mean-looker.

So Folly Farm --- Folly Ranch was in Malheur County so the trial of that was in Malheur County. Of course Cody had denied it, and said that Goodman had drawn first.

But anyway he was convicted, and two years later why he was hanged at the Oregon State Penitentiary.

DENNY: Thank you Wally, I know that is really taxing on you to remember all that.

... for the Harney County Insurance Agency's Historical Moment. What is the, I keep saying the Polar Bear Club, but that's wrong isn't it?

WALLY: That was the North Pole Club. The North Pole Club originally was called the Burns Liars Club, L I A R S. Back across the street was the post office, and the post office was right in where Mosley's Shoe Store is at, and right next to it was the Welcome Pharmacy. When the mail would get in about three times a week, this was a little past the early part of the century, they would congregate in the back end of the drugstore and bat stories back and forth, and they called it the Burns Liars Club.

And Reverend Irwin came to town, who was the Presbyterian minister, and he was a real affable person, and everyone in the town liked him real well. He was real accommodating and everyone was fond of him. He stopped in and wanted to know what was going on, and so they told him, well they'd invite him back sometime. And they discussed --- they said really we shouldn't have a member of the clergy belong to a Burns Liars Club, that wouldn't sound very good. So Julian Byrd was in that group with Dr. Griffith, and my uncle, and Irving Miller, and a few others, so they said how cold is it outside --- this was in the wintertime --- they went out and it was 20 below, so they said well let's just call this the North Pole Club then, so that's just what they did. They called that the North Pole Club, and they continued to meet.

Just a year or two later they had the Burns Athletic Club, which was strictly, I mean for sports, and men like Grover Jameson and Clarence Young and several others. They would do good, put on benefits and so forth and --- at Christmas time. And so they thought well why don't we combine this North Pole Club and the Burns Athletic Club into

another club, which they did, and called it the Burns Commercial Club. And that Burns Commercial Club existed clear through --- up until 1929, when it was changed to the Burns Chamber of Commerce.

DENNY: Well I think the Chamber of Commerce and the Polar Club still have a lot in common ... Wally, when did Burns get started?

WALLY: Well Burns was started about 10 years before the town had a post office. The post office officially was in January of 1884, but the first building was ... when Fort Harney was abandoned. It was a structure that was located at that time --- it wasn't a large one --- it was built with lumber from Fort Harney, and John Robinson. And so that existed on that corner where Erickson's is now, until 1892 when the Burns Hotel was built --- and Henry Richardson and Stevens --- and that old building was moved on a back lot right directly back of where you are located now.

So the first structure of any size was built on this corner right here where we are at now, where the Vogue's at --- where the Vogue's located --- by Stenger and McGowan.

DENNY: We're sitting on the old Burns proper then?

WALLY: That was in --- they built that building in 1883.

DENNY: Burns officially became Burns in 1884.

WALLY: Right.

DENNY: Now we've got another question. This is Harney County now. What was it before it was Harney County?

WALLY: It was Grant County.

DENNY: And when did it become Grant County?

WALLY: Well Grant County was, can I say all of this at one time? It was Wasco County, and in fact all of Eastern Oregon was Wasco County, and then they cut it off to Baker County. Grant became part of Baker County, as Harney County became part of Grant

County. Did you want the question on when Harney County became a County, a date?

DENNY: Yeah, when did it become officially?

WALLY: You want that a question, someone to answer on the phone?

DENNY: Yeah, we could do that, yes, we could make a question out of that. That's a question for somebody to call in on. Now that shouldn't be too tough of a question. When did Harney County become a County? You call that in and you answer that correctly and come down on the air and give the answer you could win one of our prizes sitting here in the window. We've got fruit jars, and we've got pink bottles, and pop bottles, and whiskey bottles, and some of these whiskey bottles came out of the old Frank Neuman place. They're all local bottles. We've got a McGowan milk bottle here, and an old black glass, and got an old purple drinking glass.

...

DENNY: This pioneer answered the question correctly. The question was when did Harney County become a county, and the gal here to answer the question is ---

CATHY WEIL: Cathy Weil.

DENNY: And when?

CATHY: February 25, 1889.

...

(Denny Presley talking with Agness Brown.)

DENNY: ... Agness, how long have you lived here in Harney County?

AGNESS: Do I have to tell you that? That tells my age. But I'm not ashamed, 72 years ago.

DENNY: Your family was from Harney County originally?

AGNESS: My Grandfather Poujade came here when he was only 19 from the Willamette Valley. That was in the 1880's. My father came here with Jasper Davis, the first --- well in

fact he was the justice of the peace when it was still Grant County, out at Harney. Then my dad was born in Kansas, but he came across the plains when he was only 2. They came here from Union County in about 1884.

DENNY: What did you bring down here with you Agness? I see you've got a lot of papers and stuff here.

AGNESS: Well I picked up just a little of everything. I understood that they were interested in the Brown Building. Of course Alfred Brown was my husband. The Brown Building has been in the family since, well --- N. Brown, Alfred's grandfather, purchased the land on the 21st day of April 1885, from Weil's and Cohen. They built a store; a wooden building there, but soon outgrew that business. In 1896 they built the present building.

DENNY: Yeah, now Agness you're giving us a sketch of the Brown Building. Now, High Desert Graphics is housed in the Brown Building, and they're sponsoring this little sketch you're giving us here on the Brown Building, and we'd like to thank all those people down there: Dick and Norma Deming, Elaine Durham, Blair DeShawn, Diane Robinson, and Marilyn Radmacher. You said now that you're talking about the wooden building now.

AGNESS: Well they replaced the wooden building in 1896. I don't know just when they built that first building.

DENNY: Yeah, Wally thought somewhere around 1884, 1885.

AGNESS: Well they bought the land in 1885, so they probably built it that summer.

DENNY: This building and location, not the original building, but the location is still in the Brown name so it's probably the oldest building, or oldest place in Burns, under the same name in the same family.

AGNESS: Oh, probably.

DENNY: Wally informs us that the Brown Building which was built in 1896, the one that's

standing now, is the oldest standing building on Main Street.

AGNESS: I guess it is, I wouldn't know. I don't know when the Voegtly Building was built.

DENNY: It was built later. Now you said that there was a vault in the original building.

AGNESS: They --- when at the time --- there was no bank in this area, so they built a vault into the back of the building, a fireproof vault in those days I presume. And people brought their valuables. It was not run as a bank, they just brought them there for safekeeping. And Nathan Brown would give them a receipt and they'd take the things, and then when they came back for them why he'd take the receipt and give them back their things. He just used it as a storage place. There were some miners that had gold pouches that brought in their gold. There were ranchers that had money that they didn't want to keep on their ranches.

DENNY: ... So actually there was no bank here then, so that was more or less the banking. Now the First National Bank was the first bank in Harney County.

AGNESS: Yes, I think so.

DENNY: And the First National Bank is sponsoring the ad.

AGNESS: Well this isn't part of the same bank though. That First National Bank was --- I found papers where they went into receivership. I found the paper where they were in receivership.

DENNY: What's some of the ---

AGNESS: When they built the building they had a mercantile business, which was naturally groceries, and then there was dry goods as well. Then they had where the telephone office now is, a big granary. It was a big old building, and that wasn't torn down until in the '50's.

DENNY: You're talking about the Browns.

AGNESS: The Browns, yes. At the time when they first built it the IOOF Lodge and the

U. S. Land Office rented the upper portion of the building.

DENNY: You brought in some papers. You were showing me some kind of a document a minute ago, now what was that? It was an interesting looking thing.

AGNESS: That was just --- I wasn't even intending to talk about that. I've been finding lots of things among Grandpa Brown's old papers. There's a city warrant issued to George H. Smyth for \$53 for cash advance for labor, and cross walks, and one cord of wood it says. It was signed by J. C. Foley, Chairman --- as Mayor, and Louie Wohlenberg as Recorder. Then apparently it was paid the same day because there was no interest. It was paid on, December the 1st, 1905. The City Treasurer at that time was V. J. Hopkins, with check number 130.

DENNY: That's a beautiful piece of paper that's written on too. It's got a bighorn sheep on it, and it's got an elk on the back.

AGNESS: Oh yes, by order of the City Council, Treasurer of the City Council of Burns, its got a big elk on the back. I keep it in plastic so it isn't going to get ruined. Then there's another interesting paper I found. We speak about the interest rates now and we think that they've been high, but if we take the dollar in 1929, they had 8% interest. I have a note here that calls for 8% interest.

DENNY: In 1929?

AGNESS: In 1929 on a \$300 note. If you'd add and subtract a little bit, our 20% interest was nothing.

DENNY: Yeah, I hope.

AGNESS: It was just nothing compared to that. I also have the field notes, hand written field notes. Wally's here, maybe he's picked up this name. Wally, can you read the name on these field notes? It's the original field notes in 1883, for the sections.

DENNY: While he's a looking through that, maybe you could give us something else

you've got here. You've got piles of paper here.

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SIDE B

AGNESS: The building was --- in 1937 the store was closed although they had discontinued the dry goods store many years before that. But after they closed it, closed the store and Uncle Ben Brown retired. During World War I, they used the upstairs as the Red Cross sewing room. And then in World War II it was the supply depot for the Air Force. They put a walk-in cooler in the back end and used it for a supply depot. But in 1940, when they built the courthouse, they used it for the courthouse. So it has been used for a number of things besides. It was in about in 1950 something that Al Brown moved his office into the building.

Oh, there's been various things, churches used the upstairs, there were several churches used the upstairs for meeting rooms, the Boy Scouts met up there for a long time. There was a teen tavern there in 1944, sponsored by the Rebekahs, the Masons, the Odd Fellows, Masons and Stars, Kiwanis, Lions Club, Sunshine Club, Hines Community Club, Ladies Library Club, Mother's Club, Hines Local A.F.&L., Burns Chamber, Booster Club.

Then after they closed it, and after World War II, Elton Clemens was in the building with a surplus store. Then Bill Hamilton and Don Pikton rented the north half when they started their lumber business here. And in about in 1945 or '50 is when Al partitioned it, and he used a little small section for his accounting office. I don't know just how many years but it's been 7 or 8 years ago Dick Deming came in and he rented the south half.

Then of course after Al's death in '79, Ray and Mary Durgan were in the north half for a while. Then United Parcel came in--- in the two little center offices, and then last

spring why Dick took over the rest of the building. I think that about wraps up anything I have on the building.

DENNY: Thank you Agness. I see you have all kinds of names and

AGNESS: This is records from my father, Charlie Davis. He died in 1923. He was a cattle buyer. It gives the names of a number of people here where he bought cattle: Tom Baker, Presley Smyth, Spangler, Annie Hayes, Charlie Comegy, Alvie Springer, Frank Mattney, J. C. Cressman, Fred Denstedt, Mrs. Frank Mattney, Clarence Mace, E. Sizemore, Dole Smyth, Charlie Foley, Mrs. Tyler, Fay Ferry, Jim Lumsden, Tom Baker, Walter Cross, H. C. Bower, Henry Dalton, Frank Mattney. And these cattle that he purchased were for \$40 a head, or \$25 a head, some of them \$24 a head, there's one for \$21. The few that were \$40, they must have been the best cattle in the neighborhood at the time.

JACK: Super, thank you Agness.

WALLY: Can we take time for an announcement? Any of you that want to go through the museum you'll have to before noon because today it will be closed at noon. So any of you from the outside that were planning on going through the museum, you'll have to get in there before noon.

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JACK: Now Jim, I think you've got a special treat for us, some-thing that a lot of people, especially people that have been in Harney County for quite a while will recognize. Is that right?

JIM WARD: Right Jack, and its Saturday morning and for many, many years we used to have this familiar sound that used to come on the air.

TIM SWEETMAN: "Howdy all you friends and neighbors, this is the Tim Sweetman

Show, and the reason that we're here is to bring a little cheer to lighten up your worries and all cares."

JIM: All right, it's time for the Tim Sweetman Show, and Tim's here with us, and we've got some letters dating way back from the ladies from Lawen. Hi ladies of Lawen. Just talked to one of you the other day. They want Tim to keep on singing every Saturday morning on KRNS.

TIM: Good morning to you friends and neighbors. I guess we're still on the air, aren't we?

JIM: You bet.

TIM: I'd like to say good morning to my mom this morning first thing, and all the ladies over there at Saginaw Village. I might even say good morning to Odie. And we've got to remember our good friends out there at Lawen, the ladies of Lawen. Dorothy has moved to town. In fact, Jim, are you going to read that letter?

JIM: All right. It says, "We the ladies of Lawen want to keep the singing of Tim Sweetman on the air every Saturday morning on KRNS. Our day wouldn't be the same without the extra boost we get from his singing, and the jokes we hear. We all look forward to it. Keep singing, yes keep singing Tim. Thanks Tim, for all the things you've done for us over the years, for the county. And, thanks again. Ladies of Lawen." And that card by the way is dated 1974.

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RICK: So, Marcus, I think you have a letter there you showed me that was written in 1894, and you'll tell us a little about Henry Miller. So go ahead Marcus.

MARCUS HAINES: Of course Henry Miller is the fellow we're talking about here, so I'm going to give you a short history about him here. Henry Miller was the owner of the Pacific Livestock Company here in Harney County, and was one of the biggest operators, I guess, that was ever in the West. For a short introduction here, Henry was born in

Germany, July 21, 1827, and he was christened Henry Alfred Chrysler. He came to America at the age of 19. After spending three years in New York working at various jobs, mainly butcher jobs, he purchased a non-transferable ticket to San Francisco from a man named Henry Miller. In order to use the ticket he had to use the fellow's name, which he did for the remainder of his life. After walking across the Isthmus of Panama to board another ship, he arrived in San Francisco with \$1, and immediately went into the butcher shop business. Get my notes out here.

So in order to supply the shop with the kind of meat that he wanted he bought a ranch and raised cattle, hogs, sheep, and all that to his liking, which was then the beginning of the largest ranch operations in the United States. At the time of his death, on October 14, 1916, he had accumulated an empire of a million acres of land, situated in three states, a million head of live-stock, two banks and their branches, lumber yards, and butcher shops, and other properties appraised at \$50,000,000. Now this is back in 1916. That was a lot of money.

His ranches in Oregon, of which there were many, were known as the Pacific Livestock Company, or the PLS Company. By the time the drought and the depression of the 1930's had ended, these ranches had all been sold to various individuals. I don't know just what happened to the rest of the estate. But Henry Miller was quite a hand at writing letters, so I thought maybe you might enjoy a sample of one that I have.

His headquarters were in San Francisco, and this letter was written to W. E. Hayes of Burns, Oregon. Now this isn't Haines, that's Hayes, on November the 14, 1894. It's kind of interesting how he handled these things here. And he said, "Dear Sir: During my trips to the ranches and different camps I found many short-comings. Also a lack of judgment as to supplying articles most needed. The separate table is too expensive for us to keep up, therefore your family will hereafter eat at the second table set by the cook,

instead of having meals prepared at your home. This applies as well to Mr. Jones, and I expect this to go into effect immediately. If the cook objects to the change, he can quit.

I also request that the milk be boiled for the coffee and that no more than one kind of meat be put on the table at one time, and only one kind of fruit. Everything to be well cooked and served and nothing stale need to be used. I expect the cook to make hash out of the soup bones, and stew out of the fresh meat. Also, more light breads instead of biscuits, and also corn bread for the table. When the camp outfit returns from a trip, I want the provisions that may be brought back to be used at once, and not allowed to sand in the wagons.

In two different camps I found our tools had been carried away, and thus become useless from neglect. Those places being Silvies Valley and the Indian Creek. There's no need of you being constantly engaged at home. There's not enough bookkeeping to keep you busy, and you should make time to go to the different camps and places belonging to us, to see what supplies and merchandise are needed, and you should attend to the ordering instead of Mr. Jones. He does not give the matter proper attention, and therefore we are the losers.

As the barn at the Island Ranch will not be covered this winter I want only the most necessary repairs made on the roof, and all shingles and shakes sent to where they are needed for making shelter for our stock. There are a great many ways in which you can serve us outside of your clerical work. The firm pays more promptly than anyone else, and when men are discharged from other places they can well afford to wait a day or two until you return. From this on, no family is to be paid over \$30 per month where they have children, and no man is to bring his wife as a border as was done this summer at the Whitehorse. I have written Mr. Jones a long letter stating reductions I want made following of which is a list.

Charles Cronin is to work for \$30 a month until haying time. James Brandon will get \$30 a month, J. C. Foley will be put in charge of the Island to do the blacksmith work, and to be given such gentle supervision as will make him fully earn his \$50 per month. The same applies also to Mr. Simmons. Mr. Beatty's wages will be reduced to \$40 from the time haying ceases. Griffith's wages reduced to \$40 to take effect the 15th of this month, and Trimmley reduced to \$30, and Walter Dow to \$30. Ordinary buckaroos --- vaqueros as he calls them here --- shall work for us this winter for \$25 a month, and boys and inexperienced men accordingly. If this is not satisfactory to the above, they can quit." I guess I lost the rest of it, but that's about the size of it there, Rick.

RICK: Okay, thank you Marcus.

...

BILL CRAMER: Rick, I thought it would be interesting today maybe to go way, way back and talk about the first people who were ever in Harney County, the earliest pioneers. You know this is a day when there's been a revival of interest in pre-history. There's been a couple of popular books written by an Oregon Author, *The_Clan of the Cave Bear* and the *Valley of the Horses*, that tell us a little bit about the life of some of these pre-history people. One of the most interesting things about this area of history is that a lot of the impetus on the study of the earliest man in North America came from the studies of Dr. Cressman from the University of Oregon Anthropology Department back in the '30's. He brought a bunch of students out into Harney County and they started digging in the Catlow Cave, and later in the Fort Rock Cave. The findings that they made in those digs were sagebrush sandals, and mats, and other artifacts, and when he announced to the scientific world that he had pushed the horizon of early man in the Americas back to 9 to 11 thousand years ago, the scientific community erupted. They didn't believe it. They didn't think it was possible. And in those days the dating methods were very uncertain, so

there was a lot of controversy about his finds.

Well, he opened the door. He wrote a book called *The Sandal in the Cave*, which is still a classic of early anthropology. Interestingly enough those two caves, which provided the chief sources of his digs, have both connections with Harney County. One of them of course was right in the South End of Harney County, in the Catlow Cave. The other near Fort Rock was on land that actually was owned by the parents of Bub Schroder who's a long time Harney County resident. She remembers when she was a girl going out and watching those people digging in that cave.

I think it's interesting to note that since the discoveries in the Catlow Cave there have been numerous discoveries all across North America, and some in South America, which have pushed the horizon of early man in the Americas, back even further.

And people generally assume now that the great explosion of early man across this land came with the people that they refer to as the Clovis people, in around 12,000 years ago. The Clovis people are so named because of the distinctive arrowheads and spear points which they made, which had a fluted little valley on each side, which apparently fit the wooden shaft of the arrowhead or spear. As far as we know, only one of these Clovis points has been found in Harney County. That was found by Johnny Crow a number of years ago on his ranch.

Where did these early men come from? Most scientists think that they came across a land bridge from Asia at a time when the Ice Age was at its zenith. The ice came and waned at various times, but the land bridge was completely across, adjoining Asia and Alaska because the ice gathered so much of the earth's water that it lowered the ocean about 300 feet. And strangely enough much of that land was dry land, and not covered by ice because of the peculiarities of the climate.

What were the people like? They were much like us, and they were very

sophisticated hunters. Lots of scientists think that about 12,000 years ago they entirely wiped out the mammoth because they were such superior hunters and learned how to conquer those huge beasts.

What were their points like? They were very sophisticated. In fact, surgeons have discovered that the well-made arrowhead point is really sharper and much more perfect in its edge than the finest surgical blades we use today.

...

BILL: At this time I would like to jump into the fairly modern history and discuss a little bit the revival of the Modern Harney County Historical Society. I came here in 1950, and quickly got interested in history because of the people who were involved.

Our leader in those early days was Grover Jameson, a marvelous interesting Harney County native. A group of people gathered with Grover and helped revive the Harney County Historical Society, and their efforts led to the construction of the Harney County Museum. I'm thinking of people like Henrietta Bardwell, Mary Bennett, Mary Miller, Jessie Williams, Ellis Bennett, Merle Bennett, Gregory Bennett, Ilda May Hayes, Art Sawyer, Wally Welcome, John Scharff, and many more.

I think people would be interested to know that the land that the museum and library are located upon were given to us by a lady named Anna Cater. Anna was the sister of Mrs. Hanley who was the widow of Bill Hanley, a well-known Harney County pioneer. She lived in the house that Harvey Lehr lives in now. A stucco house right across from the parking lot of the Historical Society. She owned the land, and it was a vacant piece of property. When she died her sister Anna was her chief heir, and Anna had been very active in the founding of the Jacksonville Museum in Jacksonville, Oregon. Anna met with us and she told us she thought we ought to build a museum and gave us the push to get started. She said that she would give us the land, and she would also

give us \$10,000 if we would build the museum. And she agreed to do this on condition that we matched the \$10,00, and agree that the land would be used for a museum or related facilities. She consented that we could use it for a library and for the chamber office also, and for meeting rooms for the community. This got us started.

These people I have named earlier went out and contacted the pioneers in the county and we raised not only the matching \$10,000, but also enough so that we were able to build the museum. Are you asking historical questions? Would you like a date?

DENNY: Sure.

BILL: Ask your people, what was the year that we constructed the Harney County Museum, one. And two, who were the contractors who built the Museum? Interestingly enough the architect of the Museum was a man named John Stores who was a young struggling architect in Portland at that time, and now has a world famous reputation as an outstanding architect in Oregon.

...

MARCUS: ... Prior to that time I think it was in 1881, that Mart Brenton said that he kicked the sand out with the toe of his boot and joined the lakes up, and they've been joined up ever since then. But prior to that time that was the route through the country, through here, used by the military and by the settlers as they came in here. You can readily see, now that the bridge is out at The Narrows, the value of that sand reef there, you see. They could come right down through this country here, dry shot and cross the sand reef, and go right on through to the P Ranch country out in the Jack Mountain and up through there.

So Mart kicked the reef out in there in '81, but it wasn't a very popular thing to do, so he kept his mouth shut about it for many years, afraid they'd hang him. They got around and built the bridge there at The Narrows in '92. Then Mart got to telling about

how he joined the lakes up. But prior to then he kept pretty quiet about it.

So talking about the naming of Malheur Lake when Ogden was there, this evening, he was on his way going into California, and Nell will tell you more about him. But he didn't name either one of the lakes. And Harney Lake then was named then in '59, by a fellow by the name of Wallen, and named after General Harney of Oregon, the commanding officer of Oregon at the time.

Then Malheur Lake was just a better name back in, I think, about 1820 something. Ogden was trapping down here in what is near Juntura now, on the river, and he had a cache of furs along with supplies, and the Indians cleaned the whole thing out on him --- when he went to get them. So he called it the Unfortunate River. And in French it means unfortunate, is Malheur. So those early maps then, they showed Malheur draining off into the Malheur River someplace, Malheur Lake.

And in 1864 when Lt. Dixon, he was a topographical engineer, came through here with Steens and named Steens Mountain up here, he came back around that way and changed the map because it wasn't true, it wasn't joined up. The name just kinda continued on, it was called Malheur Lake.

Malheur Lake over the years --- the reason none of us has seen it as high as it is now, but we've certainly seen it dry, and we'll see it dry again one of these days. Especially back in the 1930's --- that the lake went dry, and in 1931 it was surveyed and a topographical map made of it, with one-foot elevations all over.

And the only water that was in the lake was just out from the Sod House Spring. It run out there a little ways and just disappeared. Now that's where the buffalo, bear, and elk skulls were found. They were in the mud there, and dating back a long way because when Ogden came through here he found skeletons of the buffalo, but there was no game around here, big game. They had to eat their oxen, you know, for some meat.

But back in 1931 then when the drought hit it cleaned out Henry Miller, I was telling you about here a while ago. People started putting grain in. They'd just plowed the mud back, and just mud in a crop of grain, and you can't believe how that grew. It was mostly oats, and you'd walk out in it and all you'd see was straight up. Well they cut that for hay, and that was the thing that saved the country here because nobody had any money, and transportation certainly isn't like it is now. You can go down here to Vale or someplace and buy twenty tons of hay and have it back up here in the morning, you know, if you've got the money. We were paying \$10 a ton for that hay, and we got \$8 a head for our weaners in those days.

And then the thing --- as I see it now --- I went through that --- we had no range. It was dry, no storm, no nothing all winter. So we had no outside range like they have now. These cattle never shedded off, some of them, there was nothing for them to eat. The people are real lucky now that they have the supply of grass and feed that they have. If they got to sell these cattle, they've got something to market now. You can put some weight on them.

But anyway, we had this real drought in '31, and then in '34 it hit us again. They found out what they could do in Malheur Lake out there, and that year there was 7,000 acres of grain planted out on the east end of Malheur Lake where the water is but 10 feet deep now.

TAPE 2 - SIDE C

RICK: I've heard reports that out in Malheur Lake area, or up towards the Steens, there used to be otter in some of that country. Is that true?

MARCUS: Well, I'm sure it is. Yes, you read the diaries of these fellows and they tell about picking up an otter, and beaver of course was the main catch that they were after.

Yeah, I think there was everything in here at one time, Rick, really in the line of fur-bearing animals. Lots of mink and that sort of thing, you know.

George Benson who was the --- they called him the game protector at that time, he started to work here for the government in 1918, and worked until the government took over the refuge there in 1935. Then George wasn't good enough for them, of course, they gave him another job.

But he knew more about birds than anybody that's ever been in here. But he came here in 1907 and trapped muskrats. He and another fellow come up from the mines in Idaho. George has told me about the various types of fur-bearing animals that he and his partners caught. Of course the Sod House Spring there had the Sod House --- but it was built out of sod and there was supposed to be a monument there. That was built by trappers, there were four of them, in the early '60's.

Then another story is a fellow by the name of Trapper Bill in 1885 --- was claimed to have caught 500 beaver from the Sod House Spring up to Rock Ford Lane. That's a distance of about 10 miles. So that was the prime object for them coming in here, was after the fur. And they had it all right here to get.

...

STEVE FINLAYSON: ... And the total cost of the building at that time was \$2,200 to complete it. I don't know whether the taxes are higher than that now or not, but if they aren't they are surely close to that. During early pioneer day, the Pioneer Day Dance was held in the Tonawama Hall, and the Rebekahs would have a dance for younger people in the Odd Fellows Hall. So that's a little sketch on the Odd Fellows Building here in Burns.

...

DENNY: Ralph, before we get into our Fort Harney days can you answer --- we had a question on the air a little while ago about who was the first white child. Now Maggie

Smyth Donegan came in and answered the one on the first white settler. I mean Donna Huffman answered the question that was Maggie Smyth Donegan. It was 1873, and that was a white settler woman. The other part of the question was, the answer was older but it was a military person, and of course somebody that's interested in Fort Harney would know the answer to that and what was the answer to that question?

RALPH DICKENSON: The answer was Jennie Lucas.

DENNY: Most the people called in on a different name and what name did they give?

RALPH: Probably Mrs. Luckey.

DENNY: Yes, they did. And Mrs. Martin Lucas predated her by about five years --- and it was 1868, April 10, at Fort Harney. And Ralph you have your pick of what's out in front of you here.

RALPH: I'll take a whiskey bottle.

DENNY: Both the whiskey's I have here are from the old Frank Neuman homestead up there on Alder Creek by Crane. Ralph, what do you have for us on the history of Fort Harney? Where are you going to start at?

RALPH: Well, I'm going to start with the events that led up to Fort Harney, or Camp Harney.

...

RALPH: I'm going to start, Denny, with the events as I see them that led up to Camp Harney being established as a permanent military base in Harney County. You know the development of the Great Basin probably began with the early fur trade that precipitated in the Rocky Mountains, and flew over to this country. Now Marcus Haines --- I heard earlier talking about --- I heard Marcus talking about Peter Skene Ogden being in this country, and it was probably that fur trade that first brought people in looking at what's now Harney County. We know that Peter Skene Ogden was here in the late 1800's and

we know that a fellow that was a member of his party by the name of Antoine Sylvaile was the individual who discovered, and named the Silvies River after himself.

Next probably was the settlers and the wagon train people who came to this country, and the first one that we think of, of course, is the lost wagon train, that was the Steven Meek's wagon train. It's kind of a interesting story, I think, about Steven Meek. He came with a wagon train from St. Louis, and by the time he got to Vale --- Vale-Ontario country --- he'd talked a great number of the people in that wagon train into coming on a shortcut with him. A shortcut that he knew to The Dalles. Told them he had been through this country several times, and they wandered around in this particular part of Oregon for quite a while, lost, and it was pretty obvious that he really wasn't aware of what was here.

Camp Harney itself was the follow-up of several temporary camps up on Rattlesnake Creek, up above old Harney City. In August of 1867, August 16th to be exact, a company came. The 23rd Infantry marched from old Camp Wright out at Wright's Point and established a permanent military base on Rattlesnake Creek and named it Camp Steel. On September the 14th, 1867, Camp Steel was renamed Camp Harney after General Harney, who was the Commander of Oregon at that time. Harney died in 1889, May 19, 1889, just two months after Harney County had been created. I think that Marcus has said before there's also a lake named after him here.

An increasing unrest among the non-treaty Indians in this part of the country, and settlement by whites, made establishing a permanent military base in this part of the country necessary. With the Civil War behind us, the U. S. Army had turned its attention to actions against the Indians in the western part of the United States. Of course, they had a lot of career military people who were available to pursue the hostiles at that time.

Camp Harney was not a walled fortress, it was just a camp. It was never under attack during its 13 years of existence. It was composed of about 25 buildings. Buildings

like barracks for the enlisted men, and married soldiers quarters, officer's quarters, a bakery, a headquarters building, a guardhouse, commissary storehouse, quartermasters' storehouse, a hospital, and two stables. Kind of an interesting thing about old Camp Harney, there was no laundry there, and no chapel facilities, and there was no schoolhouse. Several times during the existence in those 13 years they argued about establishing a school, and it was always decided the same way. The education of the children there was left up to the parents.

By 1875 the Army did an inspection. The hygiene department of the Army did an inspection of Camp Harney and found that the structures were all in disrepair. The roofs were all leaking, the siding was coming off the buildings, and the foundations were all rotting. The materials for Camp Harney came from the timber about three miles above the old camp site, and were sawed --- what of it was sawn lumber, was sawed by a fellow by the name of Robie who had located a sawmill there for the purpose of providing lumber for the camp. That mill later on was purchased by Peter French.

Around 1870 the serious influx of settlers began in earnest. John Devine established his holdings in about 1869 at White Horse. Pete French, of course, came into the Blitzen Valley for the first time in 1872. As more people began to move in, the more the need to continue that Fort.

In 1874, a post office was established at Camp Harney. The 1870's also saw an acceleration of hostile activity. In 1873 the Modoc War in Northern California, 1878 was the Bannock War that had participation of the troops from Fort Harney. At that time, Fort Harney grew from its small size to about 300 men. Infantry, cavalry, artillery, signal corps., scout, and teamsters were stationed there during that time.

The camp, Camp Harney, was used as a base for soldiers who did mostly garrison duty during their time. Indians frequented the post. There were, during the 13 years of

Camp Harney's existence, Denny, there were ten different commanding officers. And it was either an infantry post, or a cavalry post depending on whether the C.O. was Infantry or Cavalry.

Camp Harney was disbanded June 13, 1880. Lumber in the buildings, as has been said earlier, were salvaged by the settlers. There were a few soldiers buried at the old Camp Harney site, and those bodies were exhumed and transferred for burial, permanent burial at the Presidio in San Francisco. That takes us about to the end of Camp Harney as such then.

DENNY: Now, I know everybody's interested in Fort Harney because it's about the earliest --- any type of white activity here. I know you're --- you've been writing a book, is that correct?

RALPH: I've been doing research for a book, yeah, for about the last 15 years, Denny.

DENNY: And have you got a title for that book?

RALPH: No, I haven't. I haven't even got all the pages inside done yet.

DENNY: That's been very interesting. ... What other forts were there, or not forts, but other posts were there around this area at that time, Ralph?

RALPH: Well, earlier there were two out in the Suintex area, Curry and Union. Of course, old Camp Wright down at Wrights Point. C. F. Smyth down at White Horse. Those were the ones in the immediate vicinity.

DENNY: They never lasted very long.

RALPH: No, they were of short duration. I think that Camp Wright was there just about a year, and Curry may have been there just a little longer. I know that not very many years ago there were still some signs of the fireplaces, or the indoor fireplaces left at that site. How long they were there I'm not sure. They weren't significant posts.

DENNY: You gave a talk to the Kiwanis here awhile back on Fort Harney, Fort Harney

Days, and you said you're mainly interested in the military people there because they're involved in --- whenever you look back into history, in the military people at that time, these people's names keep showing up wherever you look, just about. And that's quite interesting. You might go ahead with that.

RALPH: Well, Denny, my interest, my original interest of course was the Civil War, and as I became interested in the Civil War the names of the people who participated in that conflict are quite prominent. The way I got into the Fort Harney thing is my oldest son came home from school when he was young one day, and asked me what was at Fort Harney, and I couldn't answer that question. So I started doing a little bit of research at that time and I've been at it ever since. ... There were some very, very interesting people if you want to talk about that at Camp Harney.

DENNY: Sure.

RALPH: There was a fellow stationed at Camp Harney by the name of Charles Bendire. Charles Bendire was a German national who came to this country when he was about 17 years old, to the United States, and immediately joined the U. S. Army. He couldn't find any other employment. He participated in the Civil War, in the army of the Potomac, as a matter of fact, on the Federal side. After the Civil War he mustered out of the Army, then re-enlisted, and was sent out to the west part of the United States. Bendire, while he was here at Camp Harney, developed an interest in the bird life. He did a large amount of research on birds down at what's now the bird refuge. Bendire wrote a couple of very, very large volumes on the bird life --- put together an extensive bird collection. It was the first collection as such, of bird life in the Western United States, at least this part of the Western United States.

DENNY: I remember you saying that. It was something I'd never heard before and was really interesting. And it's funny how people, even back in those days, had a heart and

had a feeling for the wildlife.

RALPH: It sure is. His works, and his diary in particular, tells of a lot of time he spent down there around the lakes watching the birds. Cal Giesler has quite a little bit of information he told me, when I gave that talk at the Bird Refuge on Bendire. Some of that country in Malheur County bears Bendire's name. I think there's a Bendire Creek over there, and Bendire Mountain--- and there's --- which I'm not familiar with, but there's several species of birds which are named after Charles Bendire.

Beyond Bendire, there was a captain stationed here at Camp Harney, and he was a commander at one time at Camp Harney, and his name was David Perry. And anywhere that you happen to read about the Indian Wars in the western part of the United States during the late '60's, '70's, his name pops up. He was after Joseph, in White Bird Canyon, he was down in the lava beds, after Captain Jack, was prominent in the Bannock Indian War. He was out here--- his story is one that is very interesting too.

There were, of course, Sarah Winnemucca, the Indian gal who was married to Colonel Hopkins who was stationed at Camp Harney was there.

Marcus Reno, the fellow that was with Custer at the battle of the Little Bighorn and watched him cross the river when Custer was killed, was temporarily stationed at Camp Harney. There was a lot of ---

DENNY: There's quite a bit of controversy on Custer's Last Stand, and I know you said a lot of it was fiction. Maybe you might enlighten us just a little bit on what you meant on that.

RALPH: What I meant, I think what I said Denny, was that David Perry was in fact what fiction had made out of Custer. Fiction makes Custer an Indian fighter. He wasn't in my opinion. If you follow Custer's history through the Civil War, and this is strictly opinion, you find that Custer's name appears quite often at the larger conflicts in the Civil War. But

if you look at where it appears, it appears on the tail end. It appears when it's over. Custer was repeatedly late to do his bit in the battles. He got there in time for the pictures.

DENNY: Yeah, that's what you get for having rank and pull. We really appreciate this interview with Ralph Dickenson on Fort Harney.

...

DENNY: What was the meander line out at the lake, what elevation was it set at, the Malheur Lake meander line?

How long was the bridge at The Narrows, not how deep under the water it is, but how long is it? And when was it first put in?

And when was the post office established in that area?

...

DENNY: But I have a little document that Dick Tabor brought in here and it's kind of an interesting document. Maybe we could have you read it there.

RALPH: It's under the letterhead of Hopkin's Brother's Harness and Saddlery, City of Burns, to J. Hopkins, and I assume that's a driver. Is that what that is? Do you have any idea what that is? Or maybe it's a draw on salary, one month plus six days, \$10.80.

DENNY: A salary for one month and six days, and the whole total is \$10.80. The date on that is March 28, 1906.

RALPH: That's quite a document. You bet.

...

DR. JOHN GRAHAM: Marcus, would you like to just tell us a thing or two about Malheur Lake and The Narrows area?

MARCUS: Before I start that, Dr. Graham, I'd like to find out what the women did for you down at the beauty parlor. Your hair looks read bad, and what were you doing down

there?

JOHN: Well, I just went down to get the hot scoop on what was going to happen, and they told me I was a hopeless case, they couldn't help me.

MARCUS: You might just as well leave.

JOHN: That's right.

MARCUS: Well that's too bad. You know, quite a transformation happens there sometimes when they come out of that beauty parlor.

JOHN: Yeah, but I have terminal dandruff and it's going to stay that way.

MARCUS: Well, I'll tell you a little bit about Malheur Lake. You've been around here how long?

JOHN: 28 years. Two more years and I'll be a pioneer myself.

MARCUS: That's right you told me that a while ago. You've seen Malheur Lake have its ups and downs, but not quite as up as much as it is now.

JOHN: That's right. I think that Harney County would be a real prosperous place if we could get our bank accounts as high as Malheur Lake.

...

MARCUS: Well, it's interesting to study the history of Malheur Lake. I was born on a muskrat house out in the middle of Malheur Lake, so I've been around awhile, you see. The sand reef that separates Malheur and Harney Lakes was opened by a fellow by the name of Mart Brenton in 1881. And prior to that time the crossing from north to south through this valley was over this sand reef. You can readily see what the advantage was of having the sand reef in then. Well, Mart Brenton claimed he kicked the sand reef out in 1881, and joined up the lakes.

In 1931, the state and federal government had a lawsuit over the ownership of Malheur Lake and they brought back all the old timers --- fellows just as far back as they

could go to the '70's, '72 that was about as early as they could go back. They established a point on the sand reef on the Malheur Lake side, of where the water came to before the lakes were joined up. They ran a line of levels in there, and it checked out to 4,106 feet, and the elevation now is still under 4,100 feet, so you see sometime along after '70 they really had some high water, around back down through there. Anyway after the lakes joined up --- opened up there, the sand reef has never closed since.

They've been working back and forth, and of course Harney Lake is 12 feet lower than Malheur so it's the sump for Harney County. It's also fed by Silver Creek out here, and by the springs around what's called the Double O, or the Warm Springs area there. Anyway, this is the first time any of us has seen the water over the road here at The Narrows that was put in, in 1938. That was in conjunction with the CC Camp at Buena Vista and Sod House and the State Highway. They put a six-foot pipe in there and pulled out a three hundred foot bridge. It'd been dry for so long --- replaced it with a six-foot pipe, and then when the water really came up in the '40's again, they had to come down and the state put in this present bridge. They cut the road there, and put in a 70 foot bridge and replaced the 300 foot bridge that was put in there in '92.

But to tell you a little bit about The Narrows. My uncle went to The Narrows, Charlie Haines, in 1892 and started a general merchandise store. The town of Narrows had already kind of gotten on the map there. A fellow, name of Hembree had built a hotel and he had gotten the post office in about that time from over at the Sod House Spring. So Narrows really started to booming. Then when they had the influx of settlers here along '12, along in there, why all the traffic to the south, to the Catlow Valley which was the main attraction to people, went right through The Narrows, and he caught them all right there, and out in Sunset and all.

JOHN: Those two lakes kind of funneled everybody right through there over that natural

land bridge to the sand reef.

MARCUS: Yeah, that's right. Yeah, you bet. When they went out they just come over and put the bridge in there at The Narrows. It's called The Narrows because it's so narrow right there, and that is the west end of Malheur Lake right there.

DENNY: Seeings how you're talking about The Narrows, Wally, Mrs. Church just called in and answered your question on when The Narrows Post Office was put in, the post office in that area, and seeings how she can't get through the water we told her she could pick up her prize later. But she did answer the question. And what was the answer to that question? It was '89 right, 1889.

MARCUS: Is that the bridge or the post office?

DENNY: Post office.

MARCUS: The post office was established at the Sod House Spring in 1889 and named Springer. Then it was moved to the site of The Narrows in 1892, and the name was changed to Narrows. That's the answer to your question.

...

MARCUS: There's been another post office that we had a terrible time getting located. We kept hearing about Blitzen, on the bank of the Blitzen River. Well there's a Blitzen out in Catlow Valley but that's quite a way from the Blitzen River, you know. So in investigating there, we found out there was a post office established just below the Rock Ford Lane by a fellow by the name of Howe in 1889, and that's where the crossing was there on the rocks. I think I showed you there. He had a little store along there too at the time, but it didn't last two or three years. It was just in the house --- just what they had there. But that was all quite a riddle here at one time, because we had the two Blitzens here. We knew that it couldn't be the one out in Catlow Valley; it was a little too dry out there.

Well anyway, Charlie started building the town up which he did an excellent job of, and at one time at its height there --- he had the store and he had merchandise there that they would come from Burns to get. Now this stuff was all hauled in by freight wagons from down at Vale, and some of it came from Huntington. But he had stuff there, merchandise and hardware, that sort of thing that they didn't have in Burns.

JOHN: Interesting note, to let a person know just what a small world this is. Last summer when they were rebuilding the highway between ---

SIDE D

JOHN: --- here and Vale, we were stopped there while they were hauling big rocks across the road. I got out and got to visiting with some people there while we were waiting, and the car right behind me, a guy told me that his ancestors ran freight wagons from Vale down to that area. You know, he was telling me about the name of the freight company and all this stuff, the courses and so forth. I've talked with you about this kind of thing before, how it's kind of amazing how it can be brought up, and you can meet people directly associated with the thing, just on happenstance like that.

MARCUS: Yeah, that's right and, you know, there aren't many of those people left anymore either, John, that remembers anything about the freight teams. Show the pictures --- I have a lot of slides that I show of the freight teams hauling wool, and the bells on the leaders, and the jerk line teams and all, you know. People don't hardly want to believe that. But when you've got pictures of them they pretty near have to.

JOHN: That's right.

MARCUS: But anyway getting back to Charlie there and The Narrows, there was, I think, four saloons at one time, two hotels, and Charlie had the only store in town. And then of course the school and several residences there. But never a church to my knowledge,

they had a doctor; Charlie Haines was the dentist. He'd give you a drink of, a big shot of bourbon and set you down and pull the tooth for you. (Laughter) He'd give you another one if you were able to drink it, after you got through it. But anyway, Charlie died in May of 1916. He was there 24 years, and he left an estate of \$365,000, and he made it at The Narrows there.

JOHN: That's quite a lot of money.

MARCUS: That's a lot of money. Back in those days it was a terrible lot of money. But it was anything to --- have you fellows had enough of this or you want some more of it?

...

DENNY: ... history of the old mill sites here in town and that ought to be very interesting. Go ahead with it John.

...

JOHN: Merlin, what do you have about the history of the mills in the area?

MERLIN LA CHAPELLE: Well I've got a lot of stuff collected here over the last few years on some of the work that I've done out here at the Forest Service, that I've had to work with. One of the things that was not long ---

...

MERLIN: It was not long after the first settlers really came into Harney County that they started needing the lumber and they started the first sawmills around the area. The first sawmill that we have on record, or could find any records of in Harney County, was by A. H. Robie. That was set up in 1865 on reservation land, used to be the Paiute Reservation land.

JOHN: Is this the same Robie that sawed the lumber for our old Fort Harney?

MERLIN: Right. That's where all this lumber come from, is the Robie Mill, which is right over there on Coffee Pot Creek, which is just up north of Harney and to the west of

Harney, the next draw over. ... He furnished all the lumber for Fort Harney and the town of Harney there. Then in 1877 Robie sold the mill to Dr. Glenn who was the backer for Pete French, the ranch down there. He sold out all of his so-called land that he owned up there, which was all reservation land at that time. So he really didn't own the land to sell to Dr. Glenn anyhow, and the timber.

In 1887 Sayer and Dore operated a mill here on the Silvies River here in Burns, and Al Welcome's home sits on that piece of ground now. I guess it's still there. Wally could probably tell us that, but he's not here either. This mill got all of its lumber by floating the timber down the Silvies River by splash dams. And here again the timber was cut off the reservation land, which wasn't bought by any company either. It was just cut off the reservation lands up there.

In 1900 the mill burnt down, and Sayer purchased the Horton Mill, which is out at Cricket Creek, out west of town here. He moved it to town. None of these companies ever cut any timber of their own, it was all off of the reservation land, which belonged to the Paiute at that time.

JOHN: So actually they were just pilfering Indian land, Indian timber. I guess --- well times haven't changed all that much even in all these years. I'd like to remind the people listening out here to the history of the saw milling in the area, you know, it's kind of interesting to me that there were actually logs floated down the Silvies. You know, that's pretty unusual for a desert community.

...

MERLIN: There were a lot of mills that were set up. In 1880, E. H. King arrived from Red Bluff, California and he built a mill up here on a flat just south of King Mountain which would be Telephone Springs, what they call Telephone Springs area now, head of Rattlesnake Creek. King operated as other mills cutting timber, which he did not own.

But you know it was all --- nobody really cared about the timber at that time. People were coming in here for ranching and raising cattle, and the timber really didn't mean much up there.

In 1887 Charles McKinney came into Harney County and he built a mill south of King Mountain, the McKinney Mill site. There's a sign there now, a Forest Service sign sitting there, and that's on the upper part of Coffee Pot Creek. In 1908, this operated until 1908; McKinney transferred most of his mill and properties to his son-in-law, Elmer Perrington. Perrington operated two or three different mills across the bottom there of the forest land there, just inside the timber. And one of the areas is called the Dickenson Mill site now, which Dickenson purchased from Perrington, and then moved the mill to Trout Creek. That's on over the mountain there from --- that'd be on the west side of King Mountain instead of the south side.

Dickenson operated that mill until about 1945. At that time people named Christenson started a new mill here in Burns. They operated that until 1950, and it was dismantled and moved to Bend, that mill was.

In 1901, J. L. Lowe moved in from Tennessee, and was employed by the King Mill. Later he was the owner-operator of the mill at the head of Cow Creek. A lot of that remnants, you can still see the big sawdust piles there at the Lowe Mill site.

JOHN: Yeah, Cow Creek is a very popular name. There are a lot of Cow Creeks around. Just which Cow Creek are we talking about here?

MERLIN: Okay, Cow Creek is the one that comes down by Harney, be east of Harney. The one that comes right down through Harney is Rattlesnake Creek. Cow Creek is on over to, I should say to the west of, no excuse me, east of Harney site, is on over to the east. It starts up there just south of King Mountain, part of King Mountain drainage there. Lowe started that mill up there, at Lowe Mill.

In 1908 he had to start, that's when the Malheur Forest was established, and he had to start buying timber from the government finally. And it went for \$1.50 a thousand board feet, compared to \$300 and \$500 a thousand now they are getting. Times have changed.

Talking earlier about the splash dams, in 1890, 1894 the Ott Mill started up over on the Malheur River, and on the Middle Fork of the Malheur up out of Drewsey. It provided most of the lumber for the building of Drewsey. They used slash dams down the Malheur River also. Now today you can still see some of the splash dams that are still there. Make beautiful fishing holes there. Still there from the early 1900's.

One of our local people that's still around, in 1945 Gearald Frost, old "Frosty" he started a small mill up here on Craft Point area. There's still part of some of the remnants of that mill there also. Him and Everett Twinam combined and they started running a mill over there above Van, called the Van Mill up there. I'm not too sure how long they operated. They operated for quite awhile up there. Many small mills existed from time to time all over the area. They were all portable mills, just moving from here, to there, and everywhere.

One of these mills, I heard earlier that Cathy Weil was in here; well her husband's granddad had started a mill up here also. Bought it from the Larsons who started a mill up here at Rock Springs. Mr. Weil moved that up to Bridge Creek just out at Silvies, which is in Grant County, but he cut ties and timbers for the railroad that was moving up through there.

Then getting up a little more recent years, 1923 Fred Herrick was awarded a contract for the Forrest Service for around 890 million board feet of timber. That was the first contract, major contract, to bring in the railroad, and really get things started in the area. But he kind of defaulted on it, and I think it was in 1925, is when Edward Hines

finally invested a lot of money into the unfinished mill out here, and the railroad, and took over. Well Edward Hines has been running since that time here, until recent time here. New people took over.

I say there's been a lot of other mills around, and two other mills that operated here in town itself was the Pinecone Lumber Company, and the Wolverine Western Lumber Company that operated right here in town too. It's kind of a quick little history of some of the mills here, and what we could find.

I have located most of these old mill sites that are on the forest property up there. I have located myself, and know where most of them are. It's quite an interesting little thing going on.

JOHN: You bet it is. It's very interesting to me too. Of course you have a very nice way of putting it as, "small portable mill". When I was growing up we called these woodpecker mills.

MERLIN: Yeah, they just kind of hit and miss all over the place, just to peck a little bit out here, and peck a little bit out there, and not really cut too much at all.

JOHN: I've been here long enough that I remember the old Wolverine Mill and so forth. I'm sure a lot of the other people remember lots of these other mills that you've talked about. I'd like to thank you very much Merlin for coming by, and being with us, and sharing this information on Kiwanis Radio Day. That was Merlin LaChapelle for the Forest Service bringing you this interesting history about Harney County.

...

NELL BOSCH: ... tales and adventures from the voyagers of the Northwest Fur Company who had their headquarters there. He left home to become a factor in the remote Three Fork area of Northern Saskatchewan. Now due to adventures and misadventures, and believe me he had a few, I'd like to go into more detail on that if time permits. He

changed employers and served in the Pacific Northwest under Dr. John McLoughlin for the Hudson Bay Company. Let's see what I'm searching for --- A factor of the Hudson Bay Company, he did make his trips into Harney County. The first one was 1826, and he made another trip in another year, I will be telling this to you, and then for the third trip. Now then, the question is what year did he make his second trip into Harney County? I'm going to read some extracts from his ---

DENNY: Nell, excuse me for interrupting you but you might explain to the people that's listening to you that that question is one which can be answered to win a prize with, so if you pay attention to what Nell has to say you'll pick up the answer to that question, and then you can come down and pick up one of the prizes. As soon as you get through our block of buck raiders out here.

NELL: Thanks Denny. On Monday, September 11, 1826, Ogden left Fort Vancouver on his third expedition into the Snake country. Some kind of ceremony must have marked the departure of the gale in the common room, or walk through the crowd of Indians and whites gathered to see him off, a solemn hand shake with Chief Factor McLoughlin, a shout of bon voyage as he stepped into one of the two sturdy craft waiting at the landing. The rowers saluted, dipped their oars into the ... of the boatman and they were off.

Early in the morning of the fourth day the boat pulled to the shore at the foot of the main ... of the Columbia. Here Ogden found his clerk Thomas McKay, his men, and horses. Preparation for this moment had begun some weeks earlier when a party had been sent to Fort Nez Perce, for horses collected there in anticipation of Ogden's need. On the 1st of September, McKay and a party had left Fort Vancouver to meet with the men and the horses, some 100 head, and a few mules. This was not sufficient for the expedition needs however, and an additional but unknown number had already been dispatched from the Willamette Valley via the Santiam to join Ogden in the field. If the

animals from Fort Nez Perce were half wild, those from the valley were miserably poor when they arrived. These were company horses. They mounted the company's service and carried equipment and supplies. They were a potential food supply, a last resort in starvation country. The wooden frame packs were loaded with grain, tallow, ammunition, spare traps, small trading goods, leather lodges, other items experience had shown to be minimal needs of a trapping outfit, which also had to buy favors as well as furs from the Indians.

Of this party of 35, half were company servants, the rest free men. Most of whom had been with Donald and McKay the previous year. ... provided their own horses, usually three to a man, and equipment, traps, guns, ammunition, and supplies, as such quantity as the credit in the company books would furnish. If they were accompanied by native wives and children, as many were, they required more than the usual three horses. On the morning of the 18th, Ogden gave the call to raise camp. There was a delay in packing the animals unused to burden --- can't you see all that stuff bouncing around on packs --- and in hunting a stray. There was a brief fracas with an Indian who tried to steal a horse. But in time the caravan was under way. For two miles it followed the banks of the Columbia, then turned up Eight Mile Creek.

As Ogden bade adieu to the river, he noted that his men appeared happy, but he himself was less cheerful. He forded the Deschutes River where the Indians had erected a fragile bridge, and where today sturdy Sherars Bridge crosses it. Under Plante's guidance he proceeded in a southern and slightly eastern direction along Antoine Sylvaile's return route toward the Crooked River. The reason he took this, to him unfamiliar route was in order to avoid the loss of time and effort, if on arriving at the Crooked River where he had met McDowell and McKay the previous year, he could not find the canoe with which to pass the Crooked River. He followed up the Crooked River

for some distance on his own tracks from the previous spring.

In early October he was on Silvies River, and on the 19th from his camp near present Burns, he sent two men back to Fort Vancouver with his express.

I'd like to go to the extracts from his diary on the actual trip into the basin.

Sunday, the 9th (corrected to the 8th, apparently somewhere along the way he lost a day there). At an early hour we started and followed down the stream course east three miles, and we came to a fork, which discharged, into it as the ascended course nine miles from the stream divided into three forks. We took the left fork (wee, he spells just like a lawyer too), and followed it to its sources, course from out east. (Now this is Alder Creek near Snow Mountain.) We had at intervals some hills and a few stones but the road far better than I expected. The different streams we saw this day I am of opinion, discharge into Day's River. (Now this would be the John Day River.) Although the little waters just cease, still it appears there is a sufficiency of beaver as our trappers left this when they took us last night. We have now a mountain to cross tomorrow that's apparently thickly wooded. From our progress this day, I have in hopes of joining my trappers tomorrow. The two that arrived late last night started at daylight to overtake the party in advance. Some traps set, but without great hopes of success.

Monday the 10th. We made preparations to start as the sun rose, but unfortunately were detained until ten, from three of the horses being missing, and which from the time the men were employed looking for them, I was apprehensive they were being stolen, as from the number of men absent the watch is at present rather weak.

...

NELL: To get back to our trip down the Silvies, I'm going to go back to the narration. We got down through Emigrant Creek to Silvies and dispatched Mr. McKay on a straight route, and he hit in at the north edge of Harney Lake, apparently while it was, of course in

October, quite low. And reported it being very, very saline. Sunset the 31st, Ogden reached the marshy waters of Lake Malheur. Having surveyed the dismal expanse and tasted the bitter saltwater of Harney, separated from Malheur by a small ridge of sand that Marcus has referred to this morning Ogden was confirmed in his belief that neither of them was the lake so much talked about at Fort Nez Perce. Here there were fowl, geese, swan, bittern, duck in abundance, but no beaver. There were skeletons of buffalo, but no game.

From an old Indian woman Ogden learned that in the severe winter preceding, the natives reduced for want of food, had resorted to cannibalism. The poverty of the country led the Indians to plague the trappers, threatening to steal their horses at the slightest opportunity. Jean Baptiste, Tygauriche (sp.?), and Francis ... Payette, had engaged with a small band, lost their horses and guns, and were carrying two painful arrowheads in their flesh as a result.

When needed as guides or as informants the natives were hard to find. Yet the country was thickly populated. It is almost incredible the number of Indians in this quarter, Ogden commented. We cannot go ten yards in any direction without finding their huts. And I am fully of the opinion that there is no Indian Nation so numerous as they are in all North America. (This has always kind of posed a question with me because apparently there was the bones, the skeletons, the skulls and so forth of the buffalo, and here was a very, very densely populated area, and you just wonder what these people had lived on to become this densely populated, and then in such a short time apparently resort to cannibalism as a means of just bare existence. If their hunting techniques had improved that much, if they had gotten rifles, if there had been a severe drought, if there had been ice and they'd broken through or what did happen. But there is kind of a mystery there that someday maybe we will know.) But anyway, the free men surveyed this gloomy,

treeless countryside. I believe in one place he says he has never in all of his adventures seen anything as barren as this area, and so much for the theory that the sagebrush was introduced. Cause he reports of wormwood and this sort of thing all along the way. But he --- excuse me I want to go back to the narrative here if I can find it.

There was quite a bit of illness on this trip from the bad water in places. This apparently went with the severe drought that they were having. On the 1st of November, in an early hour this morning, Mr. McKay with a party of men started well loaded with traps taking a west course following the banks of the Salt Lake (this would be Harney) to ascertain its length and if any rivers discharge into it. In the interim, we await his arrival here. The remainder of the men hunting fowl with little success, although no want of ammunition expended. One beaver this day. (This of course is kind of the narration as we go along.) One beaver from nearly fifty traps. So it does sound as though the Indians had been perhaps using beaver as a food source.

About 4 a.m. (this is the 3rd), the snow began to fall and did not cease until after midday. We would well have dispensed with this as my two express men will be in consequence, have some difficulty discovering our tracks on their return from Fort Vancouver. We however take every precaution in marking places of different encampments that will assist them when they return. I seriously doubt this will help any, because the Indians are entering encampments after we leave. It is almost incredible the number of Indians in this quarter. We cannot go ten yards in any direction without finding their hutch, generally made of wormwood or grass, and of a size to contain 6 or 8 persons. And I am fully of the opinion there is no Indian Nation so numerous as they are in all North America. In this alone I include the upper and lower Snakes, the latter are as yet as wild as the animals of the plains, and so far have not acquired any information or knowledge from Indian traders. (He describes the rest of their trip, they will continue on

easterly and wind up at Klamath Lake.) ...

JIM LA FOLLETTE: Again we're thanking Farley's Market for bringing us Nell Bosch and her little dissertation here on Peter Skene Ogden.

...

DENNY: Do you have a question that might be a little tougher?

NELL: Yeah, this relates indirectly with Peter Skene Ogden, actually with the Hudson's Bay Company.

TAPE 3 - SIDE E

NELL: What is the oldest city in Oregon? It now goes by its original name. It had a secondary name shortly after the War of 1812, but it was changed back to its original name, and still goes under the original name.

Ogden made a total of five trips into the --- they called it the Snake River Expedition. The first was 1824-25 and he came into the actual Northeastern Oregon, Nez Perce, and Enterprise, and in that area. The second trip was 1825-26. He came to the John Day country and down the Silvies into the very northern end of the Harney Basin. In 1826 and 1827, which was the one that I was reading most of the excerpts from, was his principal exploring trip in the Harney Basin. In 1827-1828, he went down the Malheur River to near Vale, and then he sent Sylvaille, for whom the river is of course named after, back to the Harney Basin. And in 1828 and '29 he came back again to the Harney Basin. He was relieved of his command in the interior in 1830, and he was transferred to the Columbia Department, and he led a total of five Snake Country Expeditions as I just explained. He's just, as I say, a very interesting person. I believe he was very, very short in stature. He was something like 5' 6" tall, but he was certainly all man. And some of the deprivations that he and his troop went through in this country is truly amazing. I'm going

to say good-bye and I hope that you can get a boot out of some of these things and remember what this has taken to get him through.

...

JIM WARD: City of Hines, how come? Why don't you talk about the City of Burns? Were going to get into a problem here right away. So Chuck, how are you today?

CHUCK WALKER: Great, great, great, great. I'll get my glasses out here.

...

JIM: Chuck Walker and the history of Hines, and who better could tell us the history of Hines than Chuck Walker. ... Here's Chuck Walker.

CHUCK: There you go, there you go. Well this is easy; this is Jim, because this is my favorite subject. I've been a resident out in Hines since about 1931. So my favorite subject here is the City of Hines. We'll go back now quite a few years. Back about 1928 when Edward Hines came into Harney County to take over the Herrick contract. Upon arrival into Burns you can imagine, he was going to build a mill that was going to cut 400,000 feet of lumber a day and employ approximately 800 people at that time. And housing at that time was in the City of Burns. There wasn't much housing. Mr. Hines came into Burns and he notified the Chamber of Commerce that his project was to build a mill, not to build homes. So it was up to the local people of Burns to build the houses. Well, we went on from 1928 to 1929 and still housing was very scarce in Burns.

So about that time we got a hold of Mr. Hines, got a hold of a man --- contractors by the name of Stafford-Derbes and Roy out of Portland. They were from the South, and brought Mr. Stafford-Derbes and Roy over to Burns here, and to build houses for the employees that were going to come work this mill. All right, that was around 1928, the first time that Stafford-Derbes and Roy came into Burns, they looked over the area. And of course the plant was already, the mill was already started out there at its original place

right now. So Stafford-Derbes and Roy went out there just south of the mill site and bought some land. The first thing off the bat Mr. Edward Hines ordered 150 homes for his employees, which would be showing up here when the mill got completed and ready to go to work.

All right, Stafford-Derbes and Roy went to work and started their town site. Now this town site was all plotted out by architects in Portland. It was supposed to be the most modern city built at that time in Oregon. You can imagine building a city like Hines is today, in sagebrush land, which was unimproved land at that time. Stafford-Derbes and Roy came to town; they drilled the well, put in the water system, the power system, the streets, and started construction on their houses. It's hard to visualize today, building a mill, building a town site, building Seneca, all in a couple of years. Now they had about 1,000 people working on the mill. I don't know, they claim about 250 carpenters working in the City of Hines, building homes. I have pictures that show the construction of the town to start with.

Mrs. Edward Hines was one of the instigators of the design of the City of Hines. Many years ago when communities were built, all homes were built with one design. You can look into Archie Bunker's and you can see the streets where all the houses look the same. Well, Mrs. Hines had been around mill town all of her life. And she didn't like all the houses to look the same. So it was her desire that the houses be constructed with a different design. No two houses next door to each other the same design, nor any houses next door to each other the same color.

So Stafford-Derbes and Roy went to work. They designed 86 different houses to be built in the City of Hines. And if you'll know this day, there's no two houses next door to each other that are the same. Maybe there's some that are painted the same, but at that time these homes were constructed all different designs. Now all the homes had

basements in them, they had a furnace, they had a kitchen, built in cabinets, they had two bedrooms, all the walls were plastered, nice bathrooms, tubs and everything. This was all back in 1930, if you can imagine that. A plastered wall, today you don't even see plastered walls.

So these people that were coming from the mills of Virginia, Minnesota which had cut out, and also Lumberton, Mississippi, were welcomed into the community here with brand new homes, all plastered walls. Of course there were no lawns; there was no trees, nothing of that sort.

So the town started out and the population was, I have that here, in 1930 was 217. The population in 1960 was 1207, in 1980, 1690. So from 1930 to 1980 the town grew from 217 to 1690, or approximately 1473 more people. Now, of course, along with the construction of the houses they built a store. The schoolhouse was built in 1930-31, and Hines was on the road.

Today we have --- well let me tell you a little about our water system that Stafford-Derbes and Roy put in. The original tank on the hill was the first pump that we had in Hines. The first water well. That --- well that tank on the top of the hill holds a quarter of a billion gallons of water. Later years we put in another pump down there at the fire station, number two. Then later years up in the Choate Addition we put another well, which is number three. Now all of those, three wells, the top one on the hill pumps 800 gallons per minute, the one by the city hall pumps 800 gallons a minute, and number three up in the Choate Addition pumps 1,000 gallons per minute. So, over the years, Hines has enjoyed a water supply. We have no meters in Hines; everybody uses the water as they need it. There again that helps us to have nice yards, nice trees, nice gardens. So Hines has got a nice water system. We have an excellent school system.

Along with our City of Hines out there, we have a volunteer fire department that is

second to none in the State of Oregon. When the whistle blows, that truck is rolling within three minutes. And these are all volunteer fire department. Bruce Farster is our Fire Chief out there, and Tom Zirkel is our assistant out there.

Let me tell you a little about --- a lot of these people remember the old swimming pool that we had there south of the mill. That was built in 1935, which we enjoyed, all built of wood. That was quite a project with all the communities here. We had raffles and paid for the wood. The mill donated quite a bit of it, and they built a pool, completely built of wood, and it lasted for many, many years. A lot of our local people learned to swim in that pool. I know my brother, for instance, was on Omaha Beach in World War II, and the boys dropped off the landing barges there, a lot of them drowned because they did not know how to swim with a full pack. Well our local boys had a chance to learn how to swim; about the time they learned how to ride a bicycle around our community here.

Now then in our town of Hines we have six employees. We have two in the City Hall, we have a two-man police department, we have two boys, John Beaver and Bob Sands work on our water and our sewer lines. In 1955 we put in the sewer system out there. Prior to that we had cesspools and septic tanks. So our town has grown great in the last 50 years. We paved the streets shortly after the sewer system was put in. Today we have a --- our population has dropped a little in the last couple of years, waiting for our economy to get back into Harney County.

But I might tell you that the City of Hines --- during the construction time, the City of Hines was called the Greater Burns Development. I get a kick out of that, telling my local friends around here that Burns at one time stretched clear out there past the mill. Which was true, they called it the Greater Burns Development.

Then in December 13, 1930, the Hines formed their own council and at that meeting they named the city Hines, after Edward Hines, the founder of our mill.

One time --- I've got to give credit to our local library up here. I've been writing a history of our mill and our city and I go up to --- and read the Burns Times-Herald at the library which is a great place to get your information of prior years, because they have all the Burns Times-Heralds back to '29, and then the Burns paper prior to that. So, I go up to the library and I get quite a few dates and places to verify my dates in this book that I'm writing.

But I get carried away when I start talking about Hines, because I lived there all my life and its been just a wonderful place to be raised, to grow up, and also to raise our families. Everybody --- I know one here a few years ago, people get along great in Hines. We were having problems with water being over-used in our watering lawns and gardens, and running down the street, so we just put out a little notice to our residents telling them to use what they need, leave as much as you can, and by golly, right away our water usage was down. The people all cooperate so well in Hines, that it's just a wonderful place to work. We have a beautiful council; the people are just great to work with.

...

CHUCK: What was here first, the Hines Store or the Hotel? Incidentally that Hotel that was built in Hines, that was four gentlemen out of Portland put up the money to build that Hotel. Of course in the great depression of 1930, that was when they discontinued it. But they were the ones that were going to build the Hotel. It was designed for \$100,000. They were going to have apartments in the top floor, and hotel rooms on the second floor. But that was called the Ponderosa Hotel, incidentally, when it was designed to be built there. But then they built the store building, and you can see there where they started. These are the houses when they're under construction. If you can imagine building that many houses, laying out the streets, the water line, all in one swoop. There must have

been thousands of carpenters here working at that time.

DENNY: Well this photo that Chuck Walker is looking at here is one, two, three, four, five, five photos long glued together. And that's quite a panorama picture. I've never seen a picture like that before.

CHUCK: Panorama of the City of Hines. Did you notice how the park is lined out there? Incidentally, the idea of the park was, in the '30's that's before the boob tube, before TV. So what the park was designed for, was so the families in the evenings could go down to the park with their kids and have a picnic in the park, which is a great idea. Our parks are used to that extent today. In the evenings people would get their families together and go down to the parks and play ball or something. So the town was designed around the parks. And it still looks great.

DENNY: Well Chuck Walker, I'm sure we could go on, and go on about Hines, because Hines I assume is going to go on, and go on, and I hope Burns does too.

...

LARRY ASMUSSEN: ... crossing, they sat down together and determined to take this short cut and head out toward Harney County and over through the Cascades into the Willamette Valley. I've been fortunate enough to have a book in my possession called *Our Wagon Train is Lost*, and it is the true story of those 1,500 pioneers who left the main Oregon Trail on that short-cut route, led into the high Cascade Mountains. As time allows us today, I'll try to give some excerpts from that book that told of the trials and the tribulations that they suffered on the so-called short cut across Harney County and into the Cascade Range.

...

LARRY: Well I mentioned the Meek Trail and his companion Elliott. As it applies to Harney County, I thought maybe we'd be interested in just reviewing some of that, and if

you don't mind I'll give a little bit of that history. I know that earlier you had some information on the Meek Trail. This particular paragraph here is the Unmarked Road of Meek and Elliott. This is taken from the book called *Our Wagon Train is Lost*, which Ralph had earlier referred to.

"But now past the rugged Blue Mountains of Eastern Oregon, Elliott finds himself perplexed, at the perplexing alkali lakes. The grass is barely tolerable when it's found, the water is chemical. Elliott wants to go north, around the lakes, to cross the Silvies River, but there is disagreement. Hanks Neville Hill, one of the leaders of the Elliott train argues that the route south is probably the quickest around the marshes, since there are high hills to the north. Others agree with Hill. So Elliott, overruled, leads the way south, weaving around the sinking marshes, watched curiously by the ducks, stilts, quail, marsh hawks, bull snakes, and geese who stay out of reach, and out of gunshot range. Hours, days, soon two weeks pass in the same wet, trodding through deceptive cattails, and tule grass, and bulrushes, and mud. Wagons submerged to their running gear, wallowing oxen bellow complainingly. Before she quit her diary keeping, Elizabeth Stewart remarked, 'Now, take the map and look at those lakes which lie between the mountains and the Cascades, and you will not see one for every five that there is on the ground.' (Yes, I imagine at that time as they were crossing Harney County, and traveling south of Malheur and Harney Lakes, was a stark contrast to what they possibly would have had, had they gone on the old Oregon Trail Route.) It took, (it says here), three weeks to travel only a few dozen straight miles as the osprey flies. Time eats away at the provisions and at the patience of the wagon crews. And the reward on the other side is mostly scorching brown sage desert. A wasted land this time of the year. Purgatory between the lakes and the Cascades. A stream, the south fork of the Crooked River, offers temporary relief for two days rest."

It's interesting as we read about the different accounts of those early pioneers as they cross Harney County, and a little bit later I'll have another reflection from another family.

...

LARRY: *Our Wagon Train is Lost*. One of the reasons I have an interest in this particular book is that my wife, Bethel, her mother's family came across on this very wagon train. Actually it was the great, great, grandmother of hers that came, and it was the Williams family. In our book about the lost wagon train and their trials across Harney County, and into the Cascades, trying to cross the Cascades, they give us a few insights from that particular family. And it's called the Williams', Lymans' and 650 families run into the Pacific Northwest Forest. And I'll just give us a short section of this now, and then have some more later in between some of the spots that Dr. Cliff Weare is going to be giving us.

"Hannah and Thomas Williams follow Elliott, but they never see him." (These wagon trains were quite large as they traveled.) And when Hannah Williams leaves Auglaize County, Ohio, with Thomas and their six children, it is March 26, 1853. Hannah has just become pregnant. Their current family has come from two previous marriages, and I won't bother to go into those particular marriages, but one of them --- their relatives is a fine carpenter, a millwright, and a mechanic with a total of seven years of vocational college training in Ohio. Thomas knows he can do well in Oregon, so he loads his small water powered sawmill and woodworking tools into a large freight wagon. Hannah supervises the stocking of flour, sugar, pork, and rice into large barrels along with the clothing, medicines, basic pots, pans, and plates. When she finds room, Hannah tucks in a few pieces of furniture and some kitchen luxuries she hopes will survive the long arduous trip. Hannah and the four girls ride a Baltimore and Ohio Railroad Company train

from Cincinnati, Ohio, to the St. Joseph in Missouri. Thomas and the two boys stayed behind to travel by river barge and mail packet boats down the Ohio and Mississippi Rivers with 23 oxen, the freight wagon, and two other rigs, horses and supplies. They all meet in St. Joseph in good time. But it takes another five weeks before Thomas is able to buy another yoke of broken oxen and three steers, to finish the outfitting requirement any careful immigrant thinks necessary for a large family.

The Williams folks meet Illinois families leaving at the same time. (Now remember as we are giving this story it is back in 1853.) The Meeks-Elliott group had crossed over into the Willamette Valley in 1852, and some of them had gone back and were now leading this particular wagon train to the West. The John Stoops family, and Mrs. Stoops brothers and sister Joe and Selena Parker, they're twins, and James Parker, and a young man named James Parven who drives one of the two Stoops wagons. The Illinois caravan is aiming for Pleasant Hill since they are friends to the earliest settlers there, the Elijah Bristow clan. The Williams family make the Pleasant Hill area its goal too.

Fifteen-year-old Elias Williams drives his father's double yoked wagon, and Mary Williams, 13, manages the reins of the third drawn by two oxen. Mary proves to be calm and cool-headed on the road. Even the time her light wagon gets pushed down a half mile of the Platte River at a fording, and the current capsizes the younger children into the water. Miss Mary holds to the wagon side, grabs young August Wagner by the hair, and keeps him above the water until other family members rescue the still moving prairie schooner, turned river schooner.

Now we're going to interrupt our story about the Williams family as they move toward the West to Harney County, and Dr. Clifford Weare has some announcements for us. Dr. Cliff.

...

DR. CLIFF WEARE: ... turning right on "D" Street and down that way, and her father had broken a leg, and was badly injured and died. We have McPheeters, Dr. Samuel McPheeters who came in 1887. And also in 1887 the honored and revered Dr. Marsden moved to Drewsey in 1887, and in 1891 he came to Burns. Other early doctors who --- I met several people who knew and recalled, one was Dr. Heinrich Volp who came in 1895. J. W. Geary came in 1899, practiced here for a good many years. There was a Dr. Reuben Burrow, who came in 1902 and left in 1907. Then Max Gerdes came in 1905. Dr. Carl Griffith came in 1908 and practiced until 1918, when ill health affected him and he died in 1921. His son Carl Griffith has moved back to the ...

DENNY: How did you become interested in airplanes?

ROE DAVIS: Well I took a ride the first time, it was in an old biplane that Billy Dibble had in here. He was taking passengers, and I took a ride in it, about 1930. That was the first time I'd ever been up in an airplane, and I kind of got interested in it. Then I didn't fly anywhere then until about '35, when I traded for an old basket deal --- that the airplane had been dismantled and I traded an old car for it, and went over to Boise and hauled it over here, and I rebuilt it and learned to fly it.

DENNY: What kind of a plane was this one?

ROE: It was a biplane, similar to the one that Billy Dibble had. Only this was, the one he had was a Waco and this one I had was an OX Eagle Rock. It had the same motor; it had an old V-8 water-cooled engine, 90 horse. But the old biplanes, they'd hold three people; the pilot sat in the back and then two people sat in the front. Just open cockpit, and they didn't fly too bad for their time, but they were underpowered of course. But they were nice to fly; well it was fun to fly them.

DENNY: How did you start these planes?

ROE: You started them by cranking the propeller, and they started pretty good if they

was working good.

DENNY: Where did you get your pilot's --- who did you get your pilot's license from? Where did you learn to fly a plane?

ROE: The way I learnt then --- there was a guy here that had a little --- that knew how to fly, that's about all I can say, but he learnt Daryl to fly the year before.

DENNY: This is Daryl you're talking about now?

ROE: Daryl Eggleston, and then he learned me to fly.

DENNY: You and Daryl had the first two home-owned planes here.

ROE: Yeah, he had a little Curtis Pusher about a year before I got the old Eagle Rock. He had the first local owned airplane and I had the second.

DENNY: What is a pusher?

ROE: Well it was a little --- made by Curtis Aircraft. It had the little 45-horse motor that set back of the pilot up on top of the wing, and it kind of pushed the airplane instead of pulling it like the one I had. Of course, it had a prop out in front and it --- so that's the difference in the pusher and the ---

DENNY: You really didn't have anything in front of you then on that one, you were right out in front.

ROE: Yeah, that's right.

DENNY: The pusher wasn't too speedy of an airplane either, was it?

ROE: No, it would land slow, about 35 miles an hour. And, oh flew about 45 or 50 I guess. It was pretty slow but it was fairly safe and nice to fly.

DENNY: What type of heaters and stuff were in these airplanes?

ROE: Well they never had any heat, all I had for instruments was a tachometer, to tell how fast the engine was running, and a altimeter to give your altitude, distance from the ground, your height, and then a ... gauge, and a water temperature gauge. That's all,

'cause it's a water-cooled engine.

DENNY: You wore what kind of gear? You had to wear clothing in those days.

ROE: Yeah, the only way you could keep warm, of course, was to put on more clothes. 'Cause there was no way to heat them. And of course you wore a helmet and goggles to protect your --- keep the wind out of your eyes. That was about it.

DENNY: You looked a whole lot like Snoopy then.

ROE: Yeah, that's right.

DENNY: Where did you --- where was the airport then, airfield?

ROE: Well the airport then was right across from the grange hall out there in that 80 acres. The runway was a little ways down the lane there from the grange hall, and it was in that 80 acres that lay between the grange hall and that next ranch down there.

DENNY: And it just consisted of a place where the sagebrush had been cleared.

ROE: Yeah, you know they cleared off the runway and it wasn't too bad for that time. But we built our own hangers and took care of our airplanes.

DENNY: Then quite a few planes came in. That was when Burns Municipal Airport ---

ROE: Yeah, that was in '35, and then in the next year began to get some more airplanes, and in a couple of years why there was 12 or 15 local airplanes --- within about 3 years.

DENNY: They were all the cub type?

ROE: Yeah, they were all light aircraft, yeah.

DENNY: And they had about 40 horse engines?

ROE: Oh, all the way from 40 up to that, and then in a couple of years then I bought that one that had 200 horse, then in a couple of years after that.

DENNY: And the one you're talking about, 200 horse, is this mono-coach.

ROE: Yeah, it was a full-cased mono-coach cabin plane then, and it was about ten years old when I got it. It was built in '28 or '29 along in there. But it was more modern, and it

was a pretty good airplane.

DENNY: You ran a passenger service?

ROE: We did haul some passengers.

DENNY: You moved --- you pulled away from the Burns Municipal Airport then and built your own here in Burns.

ROE: Well, I had --- I'd moved out between Hines and Burns and I had some acreage there, so I built a little strip there, so I could have an airplane there at home. And I moved the hanger over there and later on Daryl moved his hanger over there.

DENNY: You and Daryl were giving instructions into flying, kind of an air school then.

ROE: Well, yeah, kind of. Off the land, yeah.

DENNY: When you and --- when the war came around, World War II, you and Daryl were both involved in Military Air Duty.

ROE: Yeah, I went over to Bend to a friend of mine, had a war training program where they trained pilots, and he wanted me to come over and run the shop for him, and take care of the aircraft for him. So I stayed over there until the program quit.

DENNY: You talk about barnstorming. Now what is barnstorming?

ROE: Well it's when you take an airplane and go out someplace and take passengers out. You know --- and we used to go, me and Daryl used to go out to the CC Camps, maybe on a Sunday after payday, and some of them had little airstrips and we'd haul the kids for a dollar a ride, you know, take them around a little bit. That's what they call barnstorming.

DENNY: Kind of give everybody a little introduction into flying.

ROE: Yeah.

DENNY: Now I understand you made a few landings that you weren't really wanting to make.

ROE: Well on the old early airplanes, when you took off you always surmised you might have a forced landing, so you kind of kept a field picked out to where you could land if you needed to. Then when you got out of sight of it, why you had another one picked out, and they come in kind of handy once in awhile. I had a few forced landings.

DENNY: You took them on wheels though.

ROE: Yeah. I had a couple of them in the Eagle Rock, and I had one or two with other airplanes. Three or four forced landings. But they're all right if you're ready for them, you know, but if you don't just figure they never will let you down, why you could get caught unprepared. But with them early airplanes you were always prepared for a forced landing.

...

DENNY: Most of these small planes were nothing like today's planes, that's for sure.

ROE: Well, they were all under-powdered. This Eagle Rock biplane had 90 horse, and hauled three people, which was underpowered, but it'd haul them if you was careful. And the little Fisher Daryl had was 45 horse. And, but the little Cubs we had in here then, was well --- one of them later on then was a 40 horse and then another one Daryl got one that was a 50 horse.

DENNY: Who were some of the other people, or some of the early pilots then that you probably taught to fly?

ROE: Well, me and Daryl, they learned us to fly. There was a guy who was a mechanic here who had flown a little and he knowed how to get an airplane up and down so he learned me and Daryl how to do that. We could get up and down, that was about all. Then we went from there.

DENNY: Now you had to have a 100 hours in the air before you could get your license.

ROE: Yeah, to apply for a pilot then.

DENNY: What are you required now?

ROE: Well, I don't know now, but it's not over 50 anyhow. It went to 50 later on but the early pilots it took 100 hours of flying.

DENNY: They figured you had to fly more by the seat of your pants so they wanted to make sure you knew what you were doing.

ROE: Yeah, I guess so. Now of course you can get more instruction, you know, and that's what counts, and get some training. We didn't have that. We didn't have that opportunity then, you know. You just had to learn the hard way. It took more time.

DENNY: But you know what you were doing then.

ROE: Yeah.

DENNY: I've heard a lot of old stories about the older pilots, Daryl Eggleston and a few of them, and some of the newer pilots said that they were real pilots. Because they had a few chances to see Daryl in operation, and you, and it really amazed them how you could handle a plane, and where you could put them down, and how you could get them back up again.

ROE: Yeah, we learned a lot, the forced landings, we needed them and that was the main thing for them older airplanes. You never know when they was going to quit you. There was nothing you could do about it --- they just weren't as modern as they are now. And only one magneto, while now they got two and that made a difference.

DENNY: You and Daryl, neither one are flying any more, right?

ROE: Oh no, Daryl flies a little, I think, occasionally. But I haven't flown for 10, 12 years. I used to have all kinds of license, but if you don't exercise them why --- like my mechanics license, I just turned them back, because you don't use them. You have to exercise them some every two years or --- and I got to where I didn't use them enough, so I just turned them back. I could go ahead and renew them if I wanted to, you know, but I don't have a

use for them.

DENNY: There's a lot of pilots now with planes. Do you think there's as many pilots with planes here in Burns now as there was 25 years ago?

ROE: Well after we got started there in a few years, there was quite a bunch of guys flying there, just before World War II. By the time the war started there was quite a few flying here. I couldn't say how many. But I don't know now, of course, I've been away from it. I don't know how many guys fly here now, but I question if there's any more flying now than there was then.

DENNY: Now were planes quite expensive in those days?

ROE: No, they wasn't. You could buy a pretty good plane for, older, for \$300 or \$400.

DENNY: \$300, \$400 is ---

ROE: This one I got I traded a little old 1930 Austin and \$50 for it. He was wanting \$150 for it, but I traded him the car and gave him \$50 and ---

DENNY: And had you an airplane. But you had to put it together I understand.

ROE: Yeah.

DENNY: The planes today are considerably more expensive.

ROE: Oh yeah, you can't look at anything now under \$6,000, \$7,000.

DENNY: Yeah, that flies.

ROE: Yeah.

DENNY: Well, thank you Roe. I'm sure that people really appreciate this, it's very interesting.

ROE: Yeah, well, that's about it.

...

WALLY: ... in Burns, Oregon, was started by Billy Grace in 1887. It was located up on the corner of Broadway and "B" Street. Henry and Jake Welcome, two brothers, who

worked for Billy Grace when they were kids, both went back to the Chicago School of Pharmacy in Chicago, Illinois, and returned; Henry in 1894, and Jake in 1899. They bought out Billy Grace and started the H. W. Welcome Drug Company. They operated from that corner of Broadway and "B" until 1903, when the new George Fry brick building was built on the corner of Broadway and Washington. They moved --- this building was built in 1903 --- and they moved the drugstore to this building, and occupied the north half of it. The south half was occupied by a saloon. Jake bought out Henry in 1905, and changed the name to the Welcome Pharmacy, and continued in that business as the Welcome Pharmacy until 1920. Then it was sold to a group that formed the Home Drug Company, which included Henry Welcome, Al Welcome, Maggie Welcome Levens, Phil Smith, Dr. Carl Griffith, and Charles Leonard.

... store from the Fry Building location to the new Levens Hotel on the corner of Broadway and "A". This hotel of the Levens, later was known as the Arrowhead Hotel. The Home Drug continued in this building until 1927. Jake Welcome returned as manager of the Home Drug Company in 1924, and finally bought out the remaining stockholders, the last of which was in 1937. The Home Drug moved from the Levens Hotel Building to the Fry Building, which is the present location of the Home Drug in 1927. That building was gutted by fire in February of 1927. It had been occupied by the Weinstein Clothing and Shoe Store. When it was rebuilt the Home Drug moved in June of 1927, and remained in that building until it was sold in 1939 to Mr. Young from Baker. The building was sold.

The Home Drug then moved to the new Raymond Voegtly Building, which was just completed in February of 1939. That building located between the old Charlie Voegtly stone building, which still stands, and the Burns Times-Herald stone building. Continued in that location until 1979, when it moved back up to the Fry Building which at that time

had been owned by the Corbett's.

Wallace Welcome went to work for the Home Drug Company in 1927. He was still a junior in high school, and worked on the, mostly at the fountain which was an ice fountain, before they had Frigidaires or refrigeration. It was all by ice. You'd have to pack it with rock salt and ice every day, the ice cream. And we were open from --- I went to work at 7 in the morning and worked until 10 o'clock at night in the summertime. Then going into my senior year the following ... school and then on weekends, and we were open seven days a week. The store, when I first started, was up in the Levens Hotel Building, and I helped move it when they moved down to the Fry Building, where the store had been back before 1905. We moved there in June of 1927. I worked there and stayed out of high school 4 years, went to college, graduated from Oregon State in 1936, came back and was associated with my Uncle J. C. Welcome all through the time until I bought the store in 1958.

... to the appeal in the election of 1932, then liquor became legal again. The State of Oregon opened what they called Liquor Stores and agencies. The agencies were mostly put in drugstores. There were three drugstores in Burns then, Reed's, Corbetts, and Home Drug. So they met with those three, and it was decided that who would be the agent, they'd cut the cards. My uncle, Jake Welcome, wasn't present at the drawing, and Cal Clemens drew for him and drew the queen of spades which was the highest card drawn, so they became the Liquor Agent 14.

... The store was located exactly where it is now in the Fry Building, in the north half of it. The Safeway had moved into the other half in 1927, at the same time when we moved down from the Levens Building.

...

WALLY: We continued as a liquor agency and that, until 1950 when the state then

became a state store. ...

Wallace and Darrell Welcome sold the Home Drug Company on March 1st, 1974, to Dick Day.

Now for a little bit of history of the Fry Building where the Home Drug is now located, which was built in 1903. The drugstore occupied the north half of that building, and the south half was occupied by Schwartz and Budelman who had a general merchandise store. And Schwartz and Budelman remained in that half of the building until 1911, when the Masonic Building was built, and they moved across the street to the ground floor of the Masonic Building.

And in that place there was a saloon, Joe Linder had a saloon in the south half, and remained a saloon until prohibition was repealed. That half of the building, or the south half of the Fry Building, had a dance hall. They had a dance hall in there for a while. Then when the drugstore --- when it moved out why, Weinsteins opened a shoe store in that, a clothing store in that part. And where they tore the partition out, which had been a saloon, and before --- after the saloon prohibition, why Culver Page opened a confectionery shop in that part of the building, and he operated that from 1920 until 1922, and that is when he moved out. And then that's when they had the dance hall after that. It remained a dance hall until 1923, when Weinsteins came in and had their shoe and clothing store in that building. They tore the partition out. Weinstein also had a grocery store across where the present site of Nyleen's, and they opened a furniture store in the -- - original grocery store was where the Elkhorn is. They moved across the street to where the Nyleen's are now at. Why they opened a furniture store in the Elkhorn Building.

... building George Fry owned and they moved down there in 1927, and the Safeway also moved from the location from farther down the street into that building in 1927. So they occupied the south half of that building. Then in 1939, the building was

sold to a Mr. Young from Baker, and the Safeway wanted all of the building, so we had 30 days to move. And the Safeway tore out the partition and used that as the store until they moved to where they built their new building now in 1966.

Orville Corbett bought the Fry Building not too long after World War II, and had leased that building to the Safeway ... in 1972.

...

LARRY: ... 1917 the first state highway improvement in Harney County was the one between Crane and Burns. A graveled road, completed about 1920. By this time, the horseless carriage was becoming quite prevalent. In 1910 Archie McGowan sold four Model-T's, thereby establishing the oldest Ford Dealership in Oregon. The end of an era.

No more the 12 horse freight teams hauling wool to the South End of the county, to return laden with grain, feed for the sheep, supplies of groceries, and dry goods to last a long time, as trips were few and far between. Trucks were now being used when the roads were passable, and the new graveled road to Burns speeded up communications and progress in conjunction with the railroad.

The boys were building old bugs out of odds and ends, and foraging for their hunting and fishing, and getting their girls out of town. They also followed tracks in the snow leading to a moonshine cache, took some to town to sell to their regular customers, and have some money for gas. Ah ha.

...

LARRY: ... on the old Ideal Theater that we used to have here in town. The Ideal Theater was built by A. Combs in 1926. A. Combs is the father of Goldie Racine. The opening show was in July of 1926. Racine's ran the theater up until the Desert Theater was opened in 1950, and continued to run it a few more years. Racine's then sold the building to Dwight Hinshaw, and was then the home of the Times-Herald paper office. The

occupant of the building is now the Silver Sage.

In 1932 the theater caught fire. And the building used to contain a stage and the graduating high school classes of 1927, 1928 graduated there. The old Ideal Theater was in the days of silent films, and contained a large pipe organ. Pep rallies and town plays were held there also. Marie Haines played the pipe organ. For the silent movies, Marcus Haines' cousin, Phil Cawfield, also played the sound effects. The pipe organ wasn't only a pipe organ; it made a multitude of sound effects, for it was a Wurlitzer. When sound movies came in though, the pipe organ gave way, and was moved out.

Before 1926, before the Ideal Theater was built, several wooden buildings stood there in that location. A Chinese laundry, a warehouse, and etc. And a brick building, the original Byrd Building, Burns Times-Herald, also was there. A fire in 1918 burned the wooden buildings down, and the lot stood empty until the theater was built in 1926.

...

DENNY: We're here with Eldon Presley, better known as "Cyc" Presley. Cyc is short for Cyclone. That's a nickname he acquired in his earlier days for being in a hurry everywhere he went. Now Cyc grew up with the Ford car, and started out with a Model-T when he was 14 years old, and he built what they called a Model-T Bug. In fact he had a couple of them. What's a Model-T Bug?

CYC PRESLEY: Well that's a stripped down Model-T. You took all the body off from it, and you kind of custom built a little old bug body around it, which didn't weight very much, and didn't amount to much either, but you could leastways ride in it. And it was a lot lighter and it'd just go a little faster.

DENNY: Now what's some of the significant things about a Model-T that distinguishes it from cars today?

CYC: Well they had three pedals, low pedal, reverse pedal, and a brake pedal. And they

worked on bands, and whenever they'd get real loose you'd have to take the cover off and tighten the bands up. But if you wanted to go ahead you pushed down the low pedal, and then they had a lever on the side there that you shoved down, then you let up on the pedal and you're in high gear. And that's the only two forward gears you had.

DENNY: Now how'd you stop the car, what did that consist of?

CYC: You just had one brake pedal that worked on those bands. And of course they had a little emergency brake when you pulled that lever back, but they didn't work too good.

DENNY: Well this is after you got the car started. How did you get it started?

CYC: Well you had to crank it, and in warm weather --- it's a magneto system --- and in warm weather it didn't start too bad, but in cold weather a Model-T was quite a chore to start. You had to jack up the rear wheels so it'd crank easier, and if you didn't jack up the rear wheels in the cold, the things would take after you.

DENNY: It'd get you, huh? What kind of a fuel system did it have on it?

CYC: They had gravity feed, and if you went up a very steep hill they wouldn't feed, and you'd have to turn around.

SIDE F

DENNY: I remember Mom talking about the Model-T's. She said you had to get out and push 'em up all the hills, and you got to ride down the other side, besides having to back up the steep ones. What kind of an engine did they have in them? What kind of pump systems did they have on then?

CYC: They didn't have any oil pump, just a supply system, and no cooking system pump, just regular old thermal heat. You'd go down the road and the thing would be steaming all the time. Also on the crankcase, you had a petcock down there; you'd check that petcock to see how high your oil was in your crankcase.

DENNY: They didn't have a dipstick on them?

CYC: No, just a petcock.

DENNY: They didn't have a fuel pump, didn't have a water pump, didn't have an old pump. They were pretty simple. They called them a poor man's car. Why was that?

CYC: They called it a poor man's car because when Henry Ford first came out with it, they were cheap, the cheapest car on the market, and a poor man could afford to buy one.

DENNY: And just about everybody had one 'cause most people were poor people. What kind of tires did it have on it?

CYC: It had a 30 x 3 1/2 clincher rim tire, and they had wooden spokes on the early ones.

DENNY: And if you had a flat tire, how'd you get it off?

CYC: You'd just pry it off with a couple of spring leaves you'd pack along, just for tire maintenance, and put it back on with those same spring leaves.

DENNY: You didn't pull the rim off?

CYC: No, just pulled the tire off.

DENNY: And you had flats wherever you went.

CYC: Right, if you hit any rocks you had flat tires.

DENNY: And if you took a long trip you had a lot of flats.

CYC: Yeah, everybody packed a pump and patching. If you didn't you didn't get anyplace.

DENNY: Now the Ford Dealership here in Burns is an old one, it goes back a long ways, is that right?

CYC: The Ford Dealership in Burns, as I understand it, and from my memory is the oldest Dealership in Oregon. Started by McGowan's.

DENNY: And McGowan's also bought the Egan Store and moved it to Burns, and started

Burns in 1884. What about the Ford Dealership in Crane, Oregon? What was it called?

CYC: The Ford Garage in Crane was owned by the Burns Garage in Burns, and it was also called the Burns Garage down there. It was run by John Loggan, and later sold to Marvin Curry and that's where I went to work.

DENNY: You went to work there when you were out of high school?

CYC: Right, first year out of high school.

DENNY: Then you came to Burns and went to work in the Burns Ford here?

CYC: Yeah, for Archie McGowan.

DENNY: And you worked in Burns Ford for a long time?

CYC: I worked there for 12 years.

DENNY: You worked on the Ford cars as they progressed. You had a Model-A too. What was the difference between a Model-A and a Model-T?

CYC: Well a Model-A had a gear shift system instead of the old pedals, and it had shock absorbers, and it had a water pump, and oil pump, and the fuel tank was high enough above the engine that you didn't have any problems going up hill with it. It was a lot faster car, a lot smoother riding, and just a more comfortable car.

DENNY: The Model-T was --- didn't have a heater or anything in them, did they?

CYC: No, they didn't have a heating system at all. In fact most of them just had side curtains, if you had any side curtains.

DENNY: What type of T's did they have?

CYC: Well they had Model --- well that's just --- that's about all they called it, is just a Model T. They had coupes, and sedans, and little old pickup, they had a little old Ford truck--- didn't amount to much.

DENNY: Your Dad had a flat bed Model-T truck. It had solid rubber tires.

CYC: Solid rubber rear tires, and pneumatic tires in front. Just a windshield, and a box

on the back to haul stuff in.

DENNY: Didn't have a top or anything?

CYC: No top on it at all.

DENNY: Had little old short doors. No, those trucks didn't even have doors

CYC: Didn't even have a door on it at all.

DENNY: A lot of those Model-T cars had little bitty short doors on them. You could just step over them if you didn't want to walk through them.

CYC: Well on one side, the driver's side usually didn't even have a door at all. The passenger side had a door.

DENNY: Didn't have much on those cars. Just went down the road. The Model-A had quite a bit more power than the Model-T, and it had different wheels and stuff. The Model-T's went about what?

CYC: Oh, 30, 35 miles an hour just about top on them, and of course the Model-A would do 70 or better.

DENNY: Model-A was --- also had better wheels and everything.

CYC: Oh yeah.

DENNY: As Ford progressed from the Model-A; they went in 1932 to their Ford V-8's. Ford V-8's were quite a --- they really revolutionized the Ford again, or the car industry again, because a cheap car could have a V-8. And those V-8's could really move down the road.

CYC: Yeah, they were real fast, had a lot of power, and a lot of get-away. They would just go faster than you wanted to drive on them, really.

DENNY: Then in '54 they came out with the overhead V-8, and Ford started --- their cars had a lot of power all the way through. I see down on the showroom floor now that they've got --- course speed is one thing they don't put into cars anymore because of the

55 miles an hour speed limits. But the Ford still has classic cars. I see that 1984 car down on the showroom floor, that's a Mercury Cougar; it's a pretty car. They've revolutionized the car design on that, and it's a whole new change in the car again.

Now let's go back to the Model-A. Model-A had a seat, they called a rumble seat, and you hear a lot of people talking about the rumble seat, and rumble seat stories. What's a rumble seat?

CYC: Well, a Model-A had that seat behind the --- clear in the back, and you just lift up, it looked like a trunk back there. But you just lift it up, and it folded back and there was a seat in there, and cushions, and a backrest, and people rode back there. Mostly those rumble seats was in the roadster type.

DENNY: They had the touring cars in the Model-T's. What was a touring car? That was like a ---

CYC: Well two seated car they called it, touring car, side curtains.

DENNY: It didn't have a hard top or anything?

CYC: No, just a cloth top --- folding, you could fold it clear down.

DENNY: Well Ford had what they called a Victoria. It was a pretty car. You owned one of those didn't you?

CYC: Yeah, I had a Model-A Victoria, real nice little car. In fact I wish I still had it, because it'd be worth some money now, but they also came out with a Victoria in some of the later models. In '55 they had a Crown Victoria.

DENNY: '51 had a Victoria.

CYC: Yeah, it wasn't called a Crown.

DENNY: '37 they made a change in the Fords too. You said some-thing about they changed the top on them?

CYC: They came out with a turret top. That's an all steel top, no cloth, just complete steel

top.

DENNY: Now the '34 Fords had suicide doors. You're talking about the '33 or the '35 one was an oil burner.

CYC: The '33 was an oil burner. They had something wrong with the intake manifold system on it. It just sucked the oil out of it, and burn it just as fast as you could throw the oil in there. You couldn't even keep the spark plugs from fouling. In '34 they came out with a different manifold system, intake manifold, and they got away from that.

DENNY: I understand that you owned a '36 and a '37 Ford.

CYC: Yeah, I owned a '36 coupe, and a '37 two-door sedan.

DENNY: I see Jerry Kimble he owns a '36 Ford, and it seems like everybody in town relates to a '36 Ford, for some reason. Like everybody got married, or had one, some relationship to a '36. Then they got into the '50 Fords, and the '40 Fords, and '55's, and it seemed like Ford had a lot of cars that were classics. Fords have come a long ways since the Model-T days, through all the years and through all their different classics, and down on the showroom floor you can go down and see probably another classic. The little Mercury Cougar they've got down there is probably, in time, as well as today is a very classic looking car. You ought to go down and take a look at it. This ads been sponsored by the Ford Dealership here in Burns, and we appreciate it.

...

LARRY: Okay, that's the Ford Garage and other buildings. That was 1938. A car catches afire and a portion of the east side of the main street is destroyed. Fire is an insidious element when it gets away from us. Small communities and towns without fire fighting facilities are especially vulnerable. Crane had an especially bad fortune with fires, with the exception of a staunch defiant brick building. It has been literally burnt to the ground. A building being used for a dorm, first, when the town was new, taking a life, to

everyone's sorrow.

In 1930 fire broke out on the west side of the street, burning all but three buildings to the ground. Around 1937 it spelled doom for the covered swimming pool and dance floor at the hot springs, three miles from town. Then the 1938 conflagration, the corner store, the Denman Hotel, and this past winter the last vestige of a business establishment, the service station and small store. Although quite a number of people live nearby, and a new school system has been established replacing the one also leveled by the fire demon, it is doubtful the town will ever be rebuilt. Those are comments by Juanita Presley ...

That was a house built back in 1904. Pete Clemens was born there in 1911, and two years later sold to A. A. ... To the west was the Billy Smith house. North was the John, and I hope I pronounce this correctly, it looks like Gemberling house.

DENNY: Yeah, Gemberling.

LARRY: The Gemberling house. On the east side Pete Peterson's house. That house is still there. Across the street was the George Fry house. Where the Safeway parking lot now is was the Cavender Livery Stable. Mr. and Mrs. Long lived there, and from early to late 1940's they maintained the downstairs as their home, and the upstairs as the rooming for six or seven single men. They did not feed them, just roomed them. These men that were being roomed there generally worked at the railroad.

Russell Hudkins and his family lived in the house from the late 1940's into the '50's. The old castle then --- they kept single men upstairs. Bill Bradeen moved into the house then, and Ruel Teague lived there for a while. Bill Ashcraft then bought the house. They maintained a home in it, started a restaurant in it, and had an office they sold mobile homes from. Ashcraft sold the building then to, present owners I guess. They still run it now as a restaurant. I can't quite make out this particular note.

DENNY: Ashcraft sold it to Lonny Justice and he ran the Oasis in Juntura there at one time too. He started the bakery; Lonny Justice started the bakery in the restaurant.

LARRY: I can remember a little of that as time went by. Ashcraft sold then to a Mrs. Mace, who sold to Jerry and Rosalie Kimble, the present owner-operators. And Jerry and Rosie have turned the restaurant into a real nice business, and nice looking place to eat.

Okay, we're going to go back now to Leon Pielstick who has some more spots for us.

LEON PIELSTICK: Thank you Larry. Larry Asmussen doing a real good job ...

DENNY: ... a block north of there in 1915, and he operated a hardware store there until 1932. The south portion of the lower ground floor became Dillard Chevrolet Company in 1926, and was ran by Ali Dillard, Grover Jameson, and Ernest Musick. Now the corner entrance was knocked out for a corner drive-through, and with gas pumps installed. And Chevy cars were displayed inside on the showroom floor. In 1930 of December, Orville Corbett moved the Rexall Drugstore into the south portion and operated the drugstore there, and soda fountain until 1972, when Cork Corbett moved it across the street to where the Home Drug is now. Upstairs at all this time was the Masonic Lodge, and it was there until just the last few years when they built, and moved, to a new location. There were also law offices upstairs for a number of years. And the Masonic Lodge, Masonic Hall I should say, was used for many things including funerals, school dances, and especially during the 1920's. And even the first Pioneer Day was held there in 1916. Gillman sold the old hardware store to Jinks Harris and was as, and what is known as the Masonic Lodge now. Let's see, there was Harris Hardware, and the Corbett Drugstore is what I remember it as being as, and it was that way for a long time. Hale Baird sold hardware out of that store with Jinks Harris originally, well since the 1940's anyway, and Baird's still own the building now, and are still selling hardware. They take in all of the

upstairs and down-stairs. And this historic sketch and rundown is sponsored by Baird's Hardware. Thank you. Here's Jim Ward.

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LARRY: ... until one Elijah Elliott had been assured by the important men in Eugene City that a road through the Cascades would be complete by the autumn of 1853. So when Elliott traveled to Fort Boise late in the summer to meet his wife and family coming west along the Oregon Trail, he reported the good news to other immigrants. And the word spread. It was estimated that the new cutoff, and that cutoff was to go directly through Harney County here, that that cutoff would save 150 miles and get the families into the Willamette Valley weeks ahead of schedule. Needless to say, however, many immigrants turned and followed Elliott over the new road. But most never asked if the leader knew the way. He didn't. And no one had ever tried to pull wagons across the Cascades before.

We had related the experience of the Williams family, and one of them in particular was Hannah Williams. In March of 1853 (1853) she had --- she was, just become pregnant, and now I pick up the story in September of '53. Because Hannah is now six months pregnant, maybe because supplies are getting even lower than expected, well perhaps for several reasons, Thomas and Hannah decide to take that new trail when they reach Fort Boise. They don't see Elijah Elliott. They only hear about his leading some families on a 150-mile short cut into the Willamette Valley through the Harney Valley. The Stoops, the Parkers, the James Parvens, talk it over too. But they decide to stay on the old established route. It's pretty well traveled after ten years, and it's safe. The family's part ways, agreeing to meet in Pleasant Hill and immediately the Williams family fee ...

The going gets awful rough too. The alkaline lakes and the grass less desert are un-nourishing for the cattle and teams. Up ahead the Elliott trail leads them around the

south of Harney and Malheur Lakes. While wagons sink into the blackish marshes the train, the train should have gone to the north. There are disagreements. Some folks loose their tempers. They become even more frustrated. Each group of forward wagons lead the others into the same quagmires. But of course, Elliott never expected so many wagons to follow. In fact, he and all of our wagon train don't fully realize the long line of folks attempting the new short cut.

Oh, there's some reasons for merriment though along the road. In the moonlight on the banks of the Malheur Lake, Mary Malloy, age 18, and Alexander Griffin, a widower at 30, get themselves married by a Baptist minister from a nearby train. Mary has been tending to the widower Griffin's children during the trip west, growing fond of the children, huh, and their father. She wears a gingham dress and there's lots of music and singing.

Joseph Marion Gale follows Elijah Elliott. He travels with his father, brothers, and other families, Hawker Smith, J. M. Jones, Kennedys mostly. He tells us it has been 75 miles now since the trains and stocks have had fresh, drinkable water. They follow Elliott into the night, across the sage plains, hoping to find water before the scorching sun of the next day dries out their oxen for another cruel 18 hours.

We know that from history that they crossed, finally crossed Harney County and they ended up in the Big Bend area around Bend, first coming upon the Deschutes River. And later, since there was no trails cut through the Deschutes, they have to cut out their own way all the way across the Cascade Range. And it was a very difficult and tedious. We also learned that their food supplies ran out. They were starving and they sent men ahead. And actually what happened, the men that went over the Oregon Trail and around, got into the Willamette Valley first and sent back help from the Willamette Valley to those who were staving on the trail.

There's much more that could be said about the lost train that went through Harney

County, but if you'd like to know more about it you can get the booklet, *Our Wagon Train is Lost*. It's written by Pete Peterson, and it's illustrated by a Jerry Williams, who is part of Bethel Asmussen's relatives over in the Willamette Valley. I'm going to discontinue this dissertation here on the old wagon train that was lost, and turn it back over to Leon Pielstick.

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LARRY: ... stone, as most of the stone buildings here were, by two stonemasons, Jim Shepard and Lee Wiseman. Lee was Jim Shepard's father-in-law. The Commercial Club was in the bottom of the building then, now called the Chamber of Commerce. The Chamber Club occupied the south portion, while the north portion was occupied by Clevenger's Mortuary. Upstairs, besides the lodge room, were law offices up into the 1930's. Inger Johnson who runs the Heather Shop, said that she saw the bill of costs on the building, the entire building, and that it only totaled \$2,200 to complete it, in 1909. And as one comment said, I'll bet the taxes are higher than that now.

During early Pioneer Day, the Pioneer Day Dance was held in the Tonawama, I hope I'm saying that right, Tonawama Building or the Hall, and the Rebekahs would have a dance for the younger people in the Odd Fellows Hall. Well that's just a little run down on ...

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