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COLONIST INFLUX BREAKS ALL RECORDS

Oregon Points Most Sought—Entire West Gets Benefit, However.

The full returns, which have been thoroughly canvassed, show that the spring colonist movement into the Pacific northwest and into California was the greatest in the history of the railroads. During the months of March and April, which is the period of low colonist rates, the records show that approximately 63,000 people sought new homes on the broad acres of the northwest, including also Idaho, Nevada, Utah, Colorado and Wyoming, and that fully 8000 people found permanent lodgment in California, making a total of about 71,000.

Harriman Lines Carry 12,000.

As nearly as can be learned, the Harriman lines carried approximately 12,000 people on one-way tickets into the northwest, as against 6853 for the two spring months of last year, and the entire movement over the Harriman lines, including California, Colorado, Wyoming, Idaho, Nevada and Utah, was approximately 20,000 as against 12,497 for the previous year.

Although the detailed figures are wanting over the Hill lines, officials of those roads stated that the movement over the Great Northern for the months of March and April through the St. Paul gateway was approximately 14,400, and the movement over the Northern Pacific approximately 26,732, making a total of approximately 40,000 people.

It is stated that the movement over the Northern Pacific was fully twice that over the Great Northern. In addition to this, the Burlington turned over to the Northern Pacific at Billings a total of 11,141 colonists, which is an increase of 35 per cent over the contribution of this road last spring.

Oregon and Washington Get Most.

Owing to the refusal of the Hill lines to give their figures in detail, it is impossible to give the distribution of the movement over their lines. Assuming that the same proportions of the entire movement went to the same territories as those carried by the Harriman lines, Washington and Oregon secure the greatest portion of the new homeseekers.

It is also stated that the Denver & Rio Grande handled about 10,000 colonists, which, of course, were turned over to the Harriman lines, and are included in their totals. On the Burlington, a comparative idea of the movement to California is gathered from the statement that the passenger business to that state over that line increased from 2222 to 2510 passengers, making the total increase in the California movement over the Burlington for the two months approximately 13 per cent.

As showing that the increase in the northwest colonist movement is close to 50 per cent, it is stated that for the five weeks ending April 7, the Denver & Rio Grande's colonist movement through Ogden had increased from 3400 to 5100, but this was not all to the Pacific coast. A large part of this movement was to new lands along the Oregon Short Line in Idaho.

A careful study of the figures given by the roads shows that all of the farming regions of the west and northwest have shared proportionately in the increased settlement of vacant lands.

TAFT AT BALTIMORE GOOD ROADS CONGRESS

BALTIMORE, May 18.—President Taft is the most distinguished guest to participate in the opening of the great good roads congress, which opened today for a three days' session. Other speakers are: United States Senators John H. Bankhead of Alabama and Charles Dick of Ohio, Representatives George A. Pearre of Maryland, Walter P. Brownlow of Tennessee, William Sulzer of New York and F. C. Donald, president of the Illinois State Good Roads association.

Arthur C. Jackson of Chicago presides. He has spent several days in

DAMAGE NOT HEAVY AT CRATER LAKE

Steel's Personal Buildings Not Injured—Large Barn Crushed by the Snow.

KLAMATH FALLS, Or., May 18.—Superintendent W. F. Arant returned yesterday from Crater Lake, where he went to investigate the damage done to the buildings by the heavy snow during the winter. He stated that the damage was not as bad as reported, although many of the buildings were destroyed. The large barn, which was built of heavy timbers and constructed with the belief that it would withstand any amount of weight of snow, was completely crushed to a level with the snow, about ten feet from the ground. The heavy timbers were simply broken up into kindling wood.

The only damage suffered by the residence was the roof, which was crushed in, but Mr. Arant states that this can be repaired at a small cost. Practically no harm was done to the furniture, which was stored in the house.

Will G. Steel's buildings, which were near the Arant camp, were not damaged. Mr. Arant stated that there is still over eight feet of snow at the camp and that during Sunday night six inches of snow fell. It is still very cold near the lake.

Selections from the finest private art galleries in Italy, pictures, statuary and other art creations that have never before been taken out of the country are to be exhibited at the Alaska-Yukon-Pacific exposition at Seattle this summer.

The Hoo Hoo house on the grounds of the Alaska-Yukon-Pacific exposition to open June 1 at Seattle, will cost more than \$15,000 and will be the headquarters of all black cat visitors to the fair this summer.



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This is your opportunity to secure bearing orchard, or young orchard, or both bearing and young orchard, consisting of the choicest varieties of pears and apples. The tracts range in size from five to 27 acres. The soil is the best in the valley—Bear creek bottom land. The old trees on these tracts have produced record breaking crops that brought record prices in eastern markets for years past.

No such chance was ever offered before to secure such orchard tracts.

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