

cheese aggregates many thousands of pounds yearly, with a constant increase in the number of creameries and maintenance of a higher grade of milk cows.

The chief resources of the county are to be found in its timber and coal. Of the former, spruce, fir, cedar and myrtle wood constitute the principal acreage, and the sawmills converted 10,000,000 feet of this valuable timber into useful dimensions during the past year. In addition to this a large number of piles, ship knees, matchwood, broomsticks and shooks are exported regularly. A match factory is among the many new enterprises, with excellent promises of a successful future. Singularly, this section of the state contains the only belt of white or Port Orford cedar in the world. Experience has shown that it is better fitted for the export of shipbuilding than any other timber. This peculiar circumstance favors the construction of the Coos Bay and Coos Bay waters, and 1900 witnessed the launching of several splendid schooners.

A greater part of the county is underlain with several veins of lignite coal, and while they have been constant producers for many years, the systematic and energetic prospecting which has been carried on by responsible parties during the past year promises to open up the coal fields on a large and profitable scale.

The fishing industry supports three canneries, with an annual pack approximating 20,000 cases. The newly built hatchery will, it is hoped, materially aid this profitable resource.

Navigation of Coos Bay and the Coquille River has been hampered by reason of shallow bars, but the Government appropriations for jetty work, amounting to \$200,000, offer encouragement in overcoming these obstacles. Notwithstanding the limited amount of work done, local commerce feels the beneficial influence of this public expenditure. One of the great hopes of the people of Coos County is railroad connection with some interior point in the state. In no way can they obtain this more quickly than by securing the admission of deep-water vessels into the harbor, thereby offering inducements for more extensive fields of business.

The total taxable property is \$2,558,000. The county has expended \$115,000 in the construction of highways, bridges and other public conveniences to facilitate transportation and travel, while \$250,000 has been expended outside of urban property by private individuals on railroads, improvement of standing properties and furthering new industrial undertakings. Within incorporated towns \$100,000 distributed between public and private holdings has added materially to the appearance of the streets and the stability of buildings.

Anything which purports to represent the advantages of the Coos Bay country

trary, and at the present time the local market is supplied with local productions of the best quality.

Crook County was overrun last year with railroad surveyors, but when or where a railroad would be built they did not say.

Last year there were sold for shipment cattle of the value of \$50,000. There was shipped to market somewhere near 1,407,000 pounds of wool, the bulk of which was yet remains unsold. Sales of sheep were \$50,000 head, at a price that brought into the county at least \$125,000. At a conservative estimate, we sold horses to the value of \$25,000.

The development work at the head of the Ochoco is proving that the owners have a mine carrying lead, silver and gold in quantities sufficient to pay for profitable working. The Oregon King mine, in the northern part of this county, is a great body of ore, carrying lead, silver, copper and gold. A shaft has been sunk 225 feet, with extensive drifts at each 100-foot level. At every foot, either in depth or drift, there has been no failure to find rich ore.

The area of Crook County is about 5,100,000 acres. We have in cultivation 25,380 acres; under fence and used for pasture, 1,452,530 acres. Taking into consideration the vast area of territory, extent of virgin forest, fertility of soil, the amount of available water for irrigation, the richness of mines, Crook County's future is certainly bright. WILLIAM C. WILLS, Prineville.

CURRY

Capital From California for a Big Timber Enterprise.

There was a good demand for farming land in Curry County last year, but most of the people who came in search of homes found prices so stiff that they passed on to other places. There is some vacant grazing land back in the mountains, but it is being taken up, and the demand for stock ranches continues good, and many people from the East have purchased small ranches and made substantial improvements. The high prices paid for stock during the last three years has enabled the small ranchers who were struggling to make a living and pay interest to get out of debt and add 20 per cent to the value of their ranches. The demand for stock sheep and cattle is good. For sheep \$2.50 is the ruling price, \$14 for yearlings, and \$2 for calves.

There are five dairies in the county, that milk more than 60 cows each, besides several fairly well equipped dairies that milk from 30 to 50 cows each. All the dairies will have more cows in 1901.

The boom in the lumbering business on

has for several years confronted the farmers of the central and southern portions of the county. Gilliam County farmers produce wheat at a minimum cost, but when it comes to hauling their product from 40 to 60 miles to wagon to a market, they find that a large percentage of their profits has been absorbed between the field and the shipping point. While they live and pay their debts and are accounted reasonably prosperous and contented, they realize that modern methods must prevail in the transportation of their product if they would reap a full return for labor and investment.

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Wheat is not our only resource. Our stock interests are still important, and will always so continue, although the days of freighting give them an object-lesson in lateral improvement one of these fine days. We still have faith in the early opening of the Columbia River at Celilo, which will give us an open river to the sea, and with modern transportation facilities to connect us with that waterway, we shall soon become one of the rich farming communities in the Northwest.

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longing to the state in this county. Representatives of Eastern and Western capital inspected Klamath County timber last year and bought a considerable number of sections.

Another proposed railroad is heading for Klamath Falls from the north, and while the date of its construction may be more remote than that of the Oregon Midland Company, it is reasonably certain of being built within the next few years.

Immigration, which was larger in 1900 than for many years, was about evenly distributed over the southern half of the county, and the value of farming lands uniformly advanced with the growing demand. Unimproved ranches which could have been bought a year ago for \$3 to \$5 per acre now command from \$5 to \$10 an acre. As an instance, 600 acres, bought a year ago for \$5 per acre, sold in November for \$15 per acre. This land is

stockraising, and sales of cattle, horses, sheep and wool annually bring into the county many hundreds of thousands of dollars. Over 12,000 head of beef cattle were sold last fall, and at the present prices received by the stockmen and farmers have been estimated to be \$400,000. A conservative estimate places the number of sheep sold to be \$5,000, at \$100.00. The wool clip was 1,125,000 pounds.

Farming is becoming more extensive as the figures will show. With about 15,000 acres under cultivation last year, there were harvested 35,000 bushels of wheat, 5000 bushels of oats, 75,000 bushels of barley, 50,000 bushels of potatoes. Besides, nearly 200,000 tons of tame and wild hay were cut. This is an increase of about \$9,000 to \$10,000 in the past two years, and at the present price of \$5 per ton in the country and \$3 in town, this item alone is not small. Wheat and barley are always in

demand, and sell at a good figure—\$1 to \$1.25 per 100 last fall. Potatoes bring 2 cents per pound in the Spring and 1 cent for the Winter supply. For 10 years past farmers have been paying more attention to fruit-raising, and no finer apple in Oregon can be raised than in Lake County. Probably 75,000 bushels of apples found a ready market at 2 cents per bushel. 12,000 bushels of peaches, 300 bushels of peaches, 1000 bushels of plums and prunes and 1000 gallons of cherries.

In years gone by the average production of butter and cheese has been 100,000 pounds per annum. A large increase was noted last year, and nearly 150,000 pounds is the output. A creamery is being built within five miles of Lakeview, and ere are being talked of in the county. In a few years this will be a thriving industry.

The output of five sawmills in the county has been 100,000 to 150,000 feet per year for the past four years. The numerous new houses built last year, together with the unusual demand for lumber in rebuilding Lakeview, increased the output of 1900 to not less than 2,000,000 feet.

Last year the Nevada, California & Oregon Railroad built 40 miles nearer Lakeview, and now carries 120 miles of us. The road has just recently elected new officers, and new manager and vice-president, Mr. Dunaway, is already making arrangements to extend the line into Lake County next year. Other railroads are building in this direction, and the prospect for a railroad in the near future is very bright.

Several thousand dollars were spent by the county in building new wagon roads and improving the public highways, and every section of the county is in close communication.

Lakeview.

Wheat-raising is the leading branch of agriculture in Lake County, though other lines are by no means neglected. There are numerous fine bearing orchards, whose large and luscious cherries, plums, pears and apples are sent to market in their natural state, or as dried or evaporated fruit. Another important industry is hopraising. The deep, alluvial soil, enriched by the deposits and vegetable decay of ages, brought down by the streams and stored along their banks, is especially adapted to the growth of hops. Much attention has been given to the raising of cattle, horses and sheep. The foothills and mountain valleys offer splendid ranges for stock. Considerable attention has been paid to improvement in the quality of stock, and many high-grade animals have been imported in the past few years.

As a dairying region, Lake County possesses many advantages. Grasses of all kinds, both native and cultivated, grow luxuriantly. Cattle have to depend but little upon hay for winter feed, and from early in the fall to late in the Spring, keep the grass growing. Even in the dry summer season grass remains fresh and green in the most fertile along river and creek bottoms and in the mountain valleys. Timothy is the leading cultivated grass, but white and red clover make remarkable growth, especially the former, which springs up spontaneously on the hills wherever the destruction of trees and underbrush gives it an opportunity. Butter and cheese factories conducted on the co-operative or individual plan pursued in the East would meet with the highest success if managed by men possessing the necessary experience and business tact. A few successful dairies indicate that larger ones properly managed would meet with equal success. The lumbering industry in this county has assumed greater proportions during the past year of 13 months than ever before. The Booth-Kelly Lumber Company, the largest manufacturers of lumber in the county, are operating three large plants at Coburg, Siskiyou and Wendling, with an average daily capacity of 100,000 feet, the great majority of which is shipped to points outside of Oregon, the Southern Pacific Company having constructed 22 miles of railroad for the exclusive purpose of reaching and hauling lumber from the most strategic plant. There are numerous small sawmills in the county. There are large bodies of timber remaining untouched in the most of which lumbering plants might be located with good profit to the owners.