

# SOUTHEASTERN COUNTIES

## Long in the Background Because of Lack of Transportation Facilities, They Are Now Forging Ahead.

THE four Southern and Southeastern Counties of Oregon—Klamath, Lake, Harney and Malheur—have an area of 24,648 square miles, a trifle more than that of the State of Maine. Klamath is larger than Connecticut, Lake is larger than New Jersey, and both Harney and Malheur are larger than Massachusetts. This vast region has been in the background for a number of years, but it is now coming to the front in a way that portends big things. Its main reliance in the past has been stock, but now that it has been demonstrated that the land will "produce" when systematically irrigated, the thoughts of the people are turning to grain raising, horticulture and dairying. Many enterprises are on foot for the development of the natural resources of timber, minerals, etc. Malheur County has a railroad on the northeastern border, but in Klamath, Lake and Harney the slow and old reliable stage coach is the only means of communication. Both Lake and Klamath look forward to railroads this year. The Columbia Southern, a connection of the O. R. & N., will build down to Lakeview and make a rich country tributary to Portland.

### KLAMATH COUNTY.

#### An Era of Progress With Railroad Connections in Sight.

It is patent to those who have investigated that Klamath County needs only railroad facilities to place it in the front rank, commercially as well as otherwise, among localities of the Pacific Coast. It is a source of surprise that modern transportation has not long ere now sought to share in the profits of a county so rich and varied in resources and possibilities. Railroad building in the near future, however, never appeared more assured. Among proposed lines to be built are those of the Pogeama Sugar Pine Lumber Company, which, co-operating with the Southern Pacific, has made preparations to run a road from Klamath, Cal., up the Klamath river to the mouth of the Klamath, a distance of 30 miles, Klamath Falls being the ultimate terminus. As understood, the promoters expect to complete the line and have trains running by next Summer. This prospect has given an unusual stimulus to growth and development the past year, and aided the unsurpassed advantages of timber, soil, water and climate in inducing a largely increased influx of homeseekers and investors.

Klamath County is larger than Connecticut, having an area of 2822 square miles. There are 1,250,000 acres of agricultural land, 1,000,000 acres of grazing land, 1,500,000 acres of timber land and 278,400 acres covered by lakes and marshes. The population, about 5000, is infinitesimal compared to the number the county could amply support. The assessed valuation aggregates \$2,225,165, about \$300,000 more than it was in 1910. The Assessor's record shows that of the deeded lands, 60,215 acres are tillable and 416,512 acres non-tillable.

#### Billions of Feet of Timber.

The forests of this county lead natural resources, and are the source of great future wealth and industrial activity. In quality, the sugar and yellow pine is nowhere excelled. There is also an abundance of fir and some hemlock and cedar. A gentleman of experience estimates that there are fully 15,000,000,000 feet of high-grade timber in the county. About 20,000,000 acres of timber have been sold during the year and many Government claims have been filed on. Though the choicest tracts, outside the reservation, are in the hands of individuals, there yet remains with the Government a large number of desirable sections subject to entry. More buyers and cruisers have inspected Klamath County pine than formerly, and the demand has advanced prices somewhat. Most of the timber is tributary to the lakes and streams, and the lay of the land enables logging without difficulty. A few new saw mills have been built, and the lumber manufactured this year will be approximately 22,000,000 feet.

Abundance of alfalfa and native grasses, a mild climate and an unlimited supply of pure water have favored this county exceptionally for stock raising. Each succeeding year sees an increased number of cattle fed here and the result in the fall brings several hundred thousand dollars to the pockets of growers. Until four years ago Little Shasta Valley, in California, was the winter feeding ground for the stock of Southeastern Oregon. Since then the big Klamath Basin has grown in popular favor as such resort. Last Fall fully \$400,000 worth of cattle were sold, and the sales of horses, mules, sheep and hogs can be reasonably estimated at \$100,000.

#### Wonders Done by Irrigation.

Irrigation has more than doubled the past year and has worked wonders in transforming miles of sagebrush plains into farms of luxuriant alfalfa and grain. As an instance, E. E. Ankeny bought 2000 acres of sagebrush land a year ago at \$15 per acre. As one of the owners of the rich leading from the source of Klamath River, he was instrumental in having it enlarged last Spring, so that water covers his tract. From his hitherto raw land, he has this year raised over 12,000 bushels of grain, besides clearing and planting 150 acres to alfalfa. We understand he would not sell the land now for less than \$75 per acre. Neighboring ranches, benefiting by irrigation, have done equally well. With Big Klamath Lake to draw from, the supply for the Ankeny ditch is unlimited, and by enlarging it will eventually water 100,000 acres of good, tillable land.

Two ditches from Little Klamath Lake have for several years irrigated 20,000 acres in the vicinity of Merrill. Four new ditches, that will water 10,000 acres, have been made from the two forks of Sprague River near Bly. Two of these have been promoted by local companies and the other two by James Boyd for the exclusive use of his ranch. Two new ditches on the Klamath Reservation will cover 50,000 acres. A number of ranchers have lately built reservoirs for irrigation. In addition, several projects are on foot for further development along this line: A. D. Harpold is behind an enterprise, now in progress, to store water near Little Lost River Gap and irrigate a large share of Poe Valley. John S. Shook and Ed Terwilliger have a scheme to water land around Bonanza from Lost River. Parties are preparing to furnish Langell Valley with water from a reservoir, with a system of canals. By building a dike, Frank McCormack has reclaimed 1000 acres of his land heretofore covered by Big Klamath Lake.

#### Increase in Land Values.

During the past 12 months additions to the population have been many, and real estate sales unusually numerous. As a consequence, deeded land has advanced in price on an average of about 40 per cent, ranch property being valued at from \$15 to \$50 an acre, varying according to improvements, location and accessibility to irrigation. The acreage under cultivation made unprecedented increase in 1919, and has more than doubled in the last two years. Alfalfa and most profitable crop being alfalfa, which turns out about five tons to the acre. Wheat, which averaged between 20 and 25 bushels to the

acre last year, fell somewhat short of its usual yield. Also oats, barley and rye ranked in quantity a little below their customary standard. Klamath County is a signal success in growing vegetables. Five-pound potatoes, solid and mealy, are common, and enormous crops of them, as well as of turnips, cabbages, beets, etc., are the rule.

Fruit growing is steadily advancing and it will not be many years before the local demand can be wholly provided from orchards here. Apples, pears, peaches, apricots and plums are raised, and freedom thus far from diseases incident to the industry in older counties, makes the fruit lawless and of excellent quality.

Dairying has become a profitable auxiliary to ranching, the elements being especially favorable and has made rapid forward strides of late. The two creameries at Fort Klamath and private dairies ship tons of butter and cheese to outside markets every year.

The towns and ranches have kept step with the progress of the times in new buildings and improvements, and in this work the lumber, brick, stone and lime used are home productions.

Klamath County is well supplied with churches and good schools. This year the Klamath Falls school was raised from the 8th to the 12th grade, qualifying its graduates for admission to the State University without further preparation. A steamboat, under Captain Schorr, is making regular trips on Big Klamath Lake, and other boats on that and the

lower lakes and river are contemplated for next year.

For health, attractive scenery and hunting and fishing, Klamath County has few equals. The altitude is 4200 feet, and the pure air and water are usually safeguards against disease. With neither oppressive heat in Summer nor excessive cold in Winter, with no cyclones, waterpoufs or severe lightning, the climate is agreeable as well as healthy. The many crystal streams, teeming with mountain trout, the abundance of deer and small game, and the grand scenery, notable among which is the famed Crater Lake, attract hither thousands of tourists every year.

The present era of plenty and prosperity is nowhere more thoroughly felt than in Klamath County. Though much improvement has been made the past year, indications foreshadow still greater progress for the near future. More people and capital are needed and can here find remunerative employment in helping develop the resources.

### LAKE COUNTY.

#### Strong Company Formed to Develop Potash Properties.

Lake County borders on the state line of California, and derives its name from the numerous lakes located within its borders, where the sportsman finds his paradise. Lake is the third largest county in the state, and ranks in acreage with some of the largest New England States. Its length is 115 miles, and its breadth 80 miles—a small empire in itself. The county is to a certain extent mountainous, though interspersed with numerous large and countless small valleys, prominent for their fertility. On the mountain is an abundance of grass, and many thousands of head of stock graze there continuously during the Summer season, putting to flight the specter that whispers to the calamity-howler that the range is ruined and the country is going to the

"demition bow-wow." Stockmen all say the Fall season of 1919 put a new aspect on the situation on the range, and that was the greatest year in many for the stockman's business. Months ago the new grass took shoot on the mountain, hill and desert, and cattle and sheep and horses have gone to their Winter home rolling fat. The great desert surrounding Lake County and emerging inside its borders, with its expansive acreage, is looked upon by the stranger crossing it as an awful waste of God's own gifts—fit for nothing but to dampen the ardor and make gloomy the days of the traveler. But the stockmen of Lake County will tell you that the same desert, "Nature's folly," let it be called, was made purposely by Providence for the benefit of all men in his business. It is the natural Winter home of the great herds of Lake County stock. There only sufficient snow falls to furnish water for stock, while all around and about on the outside of the desert snow falls so deep that stock must be kept up and fed to save them from starving, at least two months in Winter.

The land is well adapted to agricultural purposes outside of the arid district, but only sufficient to supply local demands, and to furnish the mills and stockmen, has thus far been cultivated. The reason for this is because Lake County is remote from railroad transportation, and there is no profit in raising grain and shipping to the outside for flour or feed by team. However, there is every indication that one, if not two, railroads will build through Lake within a very short time. The Nevada-California-Oregon Railway, which has its terminus at Madeline, 100 miles to the south, is looked for next year, and the Columbia Southern from the north is prospecting on a route through this county.

#### To Develop Potash Properties.

There are many new industries in contemplation, and some that have been worked only moderately will take on new life and be extended when easy transit for products is assured. There is in

Lake County a natural salt mine that furnishes the crude product for all the local stockmen; near Lakeview there is a lime mine, inexhaustible, the quality of the product of which is said to be equal to any on the Pacific Coast; and in the past six months the Oregon Potash Company has located 700 claims within the county, from which it expects to realize millions of dollars. There is no doubt of the reliability and substantiality of the Oregon Potash Company, whose filings of lands surrounding Summer and Albert Lakes, in the northern part of the county, have set the public to wondering. This company, with Charles M. Sain as president, has millions of capital at its back, and, having already expended thousands of dollars, there is little doubt that millions of capital will be spent in the development of their properties. Potash, which the lakes and land surrounding hold in immense quantities in crude state, is something new for this country. The word of the president of the Oregon Potash Company is out to the effect that his company has contracted with the Nevada-California-Oregon Railway Company to extend its line to the location of the potash claims, for the purpose of developing the same. "This railroad will build into Lake County in 1920, at least as far as Lakeview," says Mr. Sain. It is the intention of the Oregon Potash Company to establish plants that will cost probably \$1,000,000, and that at least 50, and possibly 1000, men will be employed in the works. It is also understood that when the Nevada-California-Oregon Railway is started for Lake County, in the Spring of 1920, it will be made a standard-gauge track.

Lakeview, the county seat of Lake County, is situated at the head of the beautiful Goose Lake, a body of water 30 miles wide by 45 miles in length. The town owns its own water and electric systems, and has a population of 1000. It has an elegant school building, with high-school grade and five teachers. It has two churches, Methodist and Baptist. The business portion is all brick.

New Pine Creek, at the Oregon-California state line, to the south, and Paisley, in the heart of the great Chewaucan Valley, to the north, are two growing towns with bright prospects for future development. These towns have nearly doubled in size in the past two years. Twenty miles beyond Paisley is Summer Lake, known as the garden spot of Lake County. Here are grown all the fruits and berries known to the Pacific Coast.

### Warner Valley a Fertile Spot.

Just across the ridge of low mountains to the east is to be found the great Warner Valley, one of the most fertile spots in Oregon. Here lie the lands that have been in litigation for nearly 20 years, between the "Warner Settlers" and the Warner Valley Stock Company, a corporation claiming the fertile body under the swamp act of the State of Oregon. Here the settlers built their homes, reared their families and harvested their crops for all these years, though their rights to these homes are still in jeopardy. The last decision by the Commissioner of the General Land Office was in their favor, and the case is now on appeal to the Secretary of the Interior.

There are numerous new enterprises about to be launched in this section. One about 50 to be mentioned casually in a limited space like this all the industries and possibilities of which Lake County can boast. A scouring mill for the preparation of home wools, and artesian water, and irrigation systems, are three things that will be established and should flourish. A scouring mill for numerous natural hot springs, scattered all over Lake County, in which eggs can be boiled hard in two minutes. Fine forests of timber, numerous saw mills, great cattle ranches, an abundance of camping places in the Northwest. Here can be found on the summit of a mountain, at an elevation of 8000 feet, a lake of crystal water, filled with beautiful mountain trout, and at its edge a mineral spring, the waters of which are said to possess wonderful curative powers.

At Summer Lake a river bubbles up out of the ground and courses through the valley. Bands of antelope, numbering in the hundreds, are seen here, and the big mule-tail deer can be found in numbers anywhere on the mountains and foothills.

### Land Easy to Cultivate.

Lands of Lake County can be cleared for cultivation without expense, as most of the land is dark, sandy loam, covered with sagebrush, which is removed by driving a team attached to a heavy roller over it, pulling the brush up by the roots. Deeded land can be purchased at \$250 to \$7 per acre. The vacant lands may be acquired under the desert, homestead or timber land laws of the United States. A United States Land Office is located at Lakeview. Considerable state land can be had in this county at \$1.25 per acre on easy payments. Some of the best timber in the West still remains uncut in Lake County, and the mountains near Bly, just on the border of the county, are a mass of the best timber in the world. These timber lands will soon be taken by syndicates, and it behooves the small farmer and speculator not to hesitate longer in clearing his claims. All kinds of fruits grow abundantly here and berries are very prolific. Many new orchards have been planted here within the past three years, and some of them are already bearing. Persons desiring to acquire homes, either improved or otherwise, should not invest until they see this portion of the State of Oregon. They can reach Lake County coming from the East over the Central Pacific to Reno, Nev., thence by the Nevada-California-Oregon Railway to Madeline, 100 miles distant from Lakeview, thence by stage or by the Southern Pacific Railway to Ashland, Or., or Aker, Cal.; thence by stage over the same route for five miles. Mall reaches Lakeview from San Francisco via the Southern route in 48 hours. There is a bank in Lakeview, and our merchants and stockmen do over \$1,000,000 worth of business here. There are 1000 head of cattle and 75,000 head of sheep sold in Lake County every year. Lands heretofore considered of little value are being taken up by a thrifty set of people from other states, who consider them good enough upon which to make homes. Sufficient snow falls here in Winter to insure good crops of alfalfa and grain in Summer. Stockmen usually feed the poorer of their herds about 70 days in Winter, but the stronger cattle are sent to the desert. Partly improved places of 80 to 320 acres, with a house, are available at \$4 to \$12 per acre. The Lakeview Real Estate Agency is sending out information to intending settlers.

A few of the attractions in Lake County: Cheap lands, plenty of water, cool nights in midsummer, picturesque scenery, good mail and telegraph facilities, pure, cold mountain water the year round, great lakes fed by mountain streams, beautiful fertile valleys, 35 sheep, three horses and 10 head of cattle for every one of the population, jills that are unoccupied 285 days in the year and churches filled every Sunday. No hospitals or paupers—the people are self-sustaining; no day in midsummer too hot to work in the sun; no cyclones, hurricanes, blizzards or floods. What the county lacks is population.

### Portland Ought to Have the Trade.

During the past two years a noticeable spirit of thrift and enterprise has pervaded the people. Everybody is prosperous. Farmers are replacing their old homes, barns and fences with new ones. On every hand there is a general air of progressiveness and prosperity. Towns are building up rapidly. Stockmen are improving their stock by importing only the finest strains. Lake County has the largest herd of registered Hereford cattle in the state, owned by F. O. Bunting, of the Epewa Valley Stock Farm. Two of the finest fine range horses have been driven out of Lake County to market this year. No finer water powers for the big manufacturing enterprises can be found in the West than those Lake County has within its borders. The Chewaucan River, running through the town of Paisley, would furnish water power for all the mills in Oregon—instead, its waters are running to waste.

Another good enterprise just established here and now in operation is the Lake County Telephone Telegraph System, 100 miles in length, running from Lakeview to Paisley, Summer Lake and Silver Lake. Branch lines are strung from the main line to the various stock ranches within a radius of from six to ten miles. This system was constructed by a joint stock company. There is every indication that in one year from now Lake County will have a railroad running into its center.

The business men of Portland, usually alive to the interest of the metropolis, have used a short-sighted policy in neglecting this great inland empire. San Francisco gets all the trade, all the shipping and all the money from Lake County. As residents of Oregon, the people believe that Portland should receive what goes out to enrich another state. Portland can overcome this by having the line of the Columbia Southern Railroad extended to Lakeview, and that is the only way.

### HARNEY COUNTY.

#### Over 1,000,000 Acres Taken Up Under the Desert Land Law.

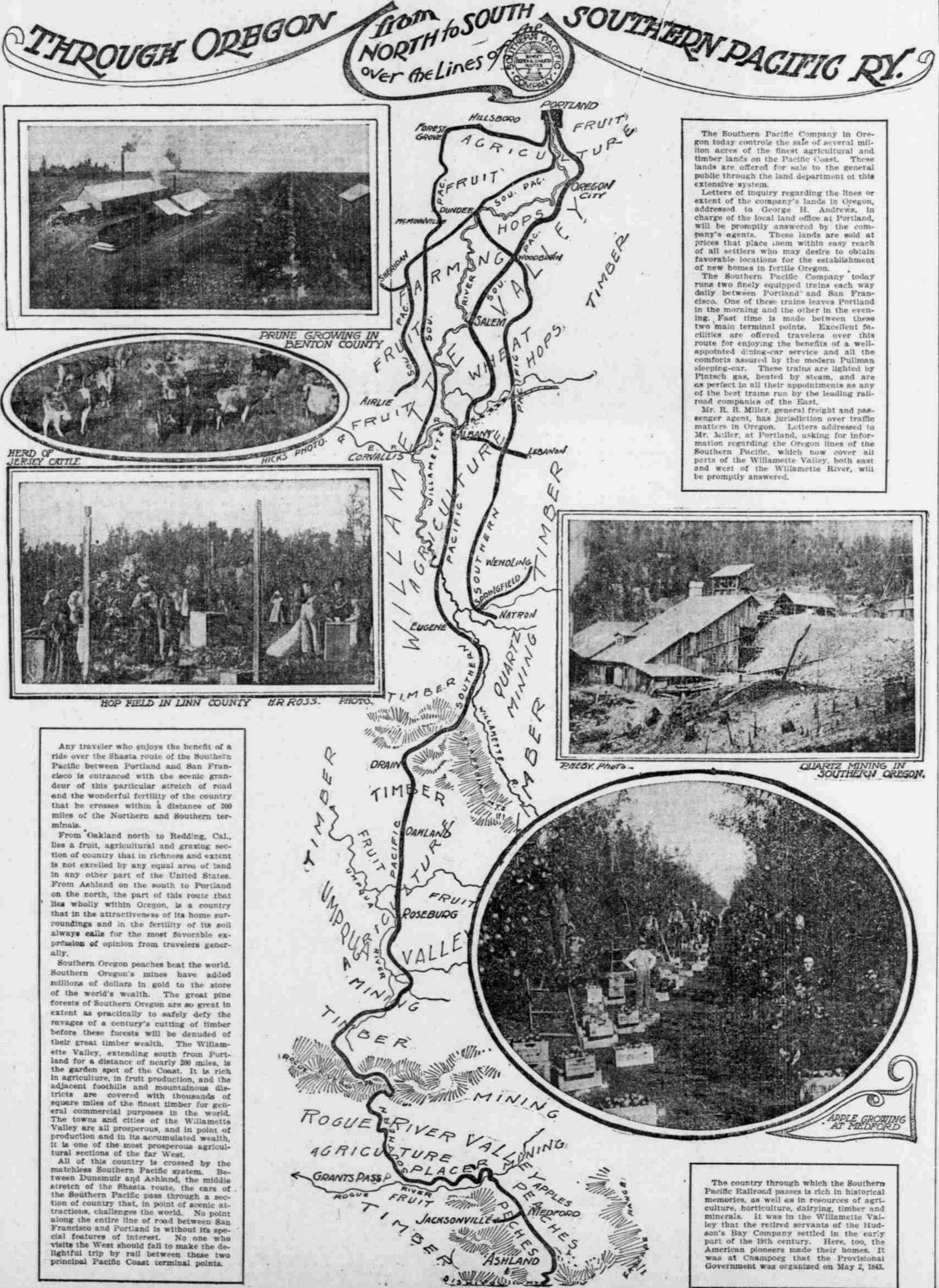
Harney in area is the largest county in the state, extending north from the Nevada line 150 miles, and from east to west, an average of 90 miles, containing 10,554 square miles, or 6,780,100 acres. A spur of the Blue Mountains crosses its northern border. The mountains are covered with a heavy growth of timber. There is a belt 25 miles wide, in which the principal varieties are red and Oregon fir, tamarack, carbou, bull pine, juniper and mountain mahogany. All of this timbered section is easily accessible for teams, and requires only a nominal outlay in felling and hauling timber out to the saw mills and settlements. The pine is of a special value and use as building material and for domestic manufacture. The other kinds are used principally for fencing and fuel. Lumber is produced in quantities at the mills, bring \$12.50 per thousand feet. Four saw mills, with a capacity of 25,000 feet per day, each make a Summer season's run, turning out between 25,000 and 30,000 feet.

Located directly south of this belt of timber is Harney Valley, the largest in Eastern Oregon, its area being, practically 80 miles long and 25 miles wide. The other valleys are Bear, Silver, Crater, Crane Creek, Silver Creek, Diamond, Catlow and Wild Horse and Happy Valley. All of these valleys afford magnificent stock raising facilities, and are well cultivated to a more or less extent. They produce hay, cereals, and the hardy vegetables and fruit, and, in specially favored spots, tomatoes, peaches, apples, etc. Hay, however, is the staple agricultural product of this country. The hay crop of Harney Valley alone, last season, was about 15,000 tons, and probably 20,000 tons for the remainder of the county. Up-to-date appliances are in general use in harvesting this crop, and the cost of putting it into stack is from \$1 to \$1.25 per ton.

Dairying for the past year has been stimulated by an imperative demand, and an increase in price for butter and cheese; and a much better article is noticeable by reason of the adoption of improved methods and apparatus. Butter ranges in price from 50 cents per pound in Summer and 60 to 75 cents per two-pound roll during the Winter, and cheese from 15 to 25 cents per pound. Owing to unseasonableness in the early part of Spring, a very limited area of grain was planted, therefore, the product last year was not up to the average, and not nearly enough for home consumption. Only one grain mill is located in the county, near Burns on Silver River. It is run by water power.

All of the products of the past year are disposed of and consumed in this county.

The revenue-producing products are livestock, pelts and wool. The number of beef cattle sold and driven out of the



The Southern Pacific Company in Oregon today controls the safe of several million acres of the finest agricultural and timber lands on the Pacific Coast. These lands are offered for sale to the general public through the land department of this extensive system.

Letters of inquiry regarding the lines or extent of the company's lands in Oregon, addressed to George H. Andrews, in charge of the local land office at Portland, will be promptly answered by the company's agents. These lands are sold at prices that place them within easy reach of all settlers who may desire to obtain favorable locations for the establishment of new homes in Oregon.

The Southern Pacific Company today runs two finely equipped trains each way daily between Portland and San Francisco. One of these trains leaves Portland in the morning and the other in the evening. Fast time is made between these two main terminal points. Excellent facilities are offered travelers over this route for enjoying the benefits of a well-appointed dining-car service and all the comforts assured by the modern Pullman sleeping-car. These trains are lighted by kerosene gas, heated by steam, and are as perfect in all their appointments as any of the best trains run by the leading railroad companies of the East.

Mr. R. H. Miller, general freight and passenger agent, has jurisdiction over both parts of the Willamette Valley, both east and west of the Willamette River, will be promptly answered.

Any traveler who enjoys the benefit of a ride over the Shasta route of the Southern Pacific between Portland and San Francisco is entranced with the scenic grandeur of this particular stretch of road and the wonderful fertility of the country that he crosses within a distance of 200 miles of the Northern and Southern terminals.

From Oakland north to Redding, Cal., lies a fruit, agricultural and grazing section of country that in richness and extent is not excelled by any equal area of land in any other part of the United States. From Ashland on the south to Portland on the north, the part of this route that lies wholly within Oregon, is a country that in the attractiveness of its home surroundings and in the fertility of its soil always calls for the most favorable expression of opinion from travelers generally.

Southern Oregon peaches beat the world. Southern Oregon's mines have added millions of dollars in gold to the store of the world's wealth. The great pine forests of Southern Oregon are so great in extent as practically to safely defy the ravages of a century's cutting of timber before these forests will be denuded of their great timber wealth. The Willamette Valley, extending south from Portland for a distance of nearly 200 miles, is the garden spot of the Coast. It is rich in agriculture, in fruit production, and the adjacent foothills and mountainous districts are covered with thousands of acres of valuable timber for general commercial purposes. The towns and cities of the Willamette Valley are all prosperous, and in point of production and in its accumulated wealth, it is one of the most prosperous agricultural sections of the far West.

All of this country is crossed by the matchless Southern Pacific system. Between Dunsmuir and Ashland, the middle stretch of the Shasta route, the cars of the Southern Pacific pass through a section of country that, in point of scenic attractions, challenges the world. No point along the entire line of road between San Francisco and Portland is without its special features of interest. No one who visits the West should fail to make the delectable trip between these two principal Pacific Coast terminal points.

The country through which the Southern Pacific Railroad passes is rich in historical memories, as well as in resources of agriculture, horticulture, dairying, timber and minerals. It was in the Willamette Valley that the retired servants of the Hudson's Bay Company settled in the early part of the century. Here, the American pioneers made their homes. It was at Champego that the Provisional Government was organized on May 2, 1843.