PHASES OF INDUSTRIAL GROWTH IN THE STATE OF OREGON

BUYING KLAMATH COUNTY TIMBER

McCloud River Railroad Is Acquiring Acreage on the Upper Lake.

OWNS DESCHUTES TIMBER

Purchases Leave No Doubt of Intention of Company to Build Road Through to Klamath Falls During Next Year.

KLAMATH FALLS, Or., Dec. 10.—(Special.)—That the McCloud River Railroad is coming directly through Klamath County is no longer a matter of conjecture. S. O. Johnson, manager of the McCloud Railroad, recently closed a deal whereby the company becomes the owners of 16,000 acres of the heaviest yellow and sugar pine forests in Klamath County. This lies on Aspen Lake, northwest of Klamath Falls, and only a few miles north of Upper Klamath Lake. This timber belt is known as the Dorr tract and was recently purchased by the DeLong, Chamberlain Company, of Minnesota. Beside the Dorr tract, which includes 14 sections, 1500 acres belonging to C. H. Withrow, of this city, is included in the recent purchase.

This purchase is said to involve over $100,000, and is believed to be only the beginning of a series of large timber deals, which is to soon be closed by the McCloud River Railroad Company. Cruisers have been working in the vicinity of Aspen Lake the entire Summer and as the recent purchase does not nearly cover the entire amount of fine pine timber land surrounding the lake it is rumored here that other large deals will be closed. The present purchase only covers the timber lying immediately adjoining the east side of the lake and the whole territory on the west side is heavily timbered and has been cruised by the company's cruisers.

This section can be economically logged to the lake and either manufactured on Upper Klamath Lake, the nearest navigable water outlet, or somewhere on the lower lake or Klamath River from where the McCloud Railroad will transport it to the outside markets.

On the west side of Aspen Lake the timber land is known as the Rider & Hanaker tract, which covers an area of over 15,000 acres, and is owned by the Ashland Lumber Company, of Ashland, Wis.

In addition to having purchased the large tracts mentioned it is stated on good authority that the McCloud people have contracted the entire body of timber lying around Aspen Lake and will close the deals for the purchase as rapidly as convenient. This will mean the investment of over $1,303,000 and will give the McCloud company control of one of the largest and finest timber belts to be found in the Northwest. It is also one of the easiest and most economical logging chances in the whole country as it lies bordering on and with only a slight slope to get the timber to the waters of the lake where there are many excellent sawmill sites and where the lumber could be manufactured and transported on barges to any point touched by a railroad.

Heretofore it has been announced that the McCloud Railroad only intended coming to Laird's Landing, and from there seek an easy grade through the south end of the Klamath Valley to the Lost River gap, from where it would make a direct line to the head of the Deschutes River, where the company owns more than 80,000 acres of fine timber, and leave Klamath Falls entirely out of the line of its route. But this latest move would indicate that the intention of the company is to build directly through Klamath Falls or very close to the city.

When the road reaches Laird, early next year, as it promises to do, it could make a slight curve to the northwest crossing the Klamath River in the vicinity of Keno and running up the northwest side of the river or across country to tap the Aspen Lake belt, but this is not thought to be the most feasible route. The intention has been announced to build to the head of the Deschutes River and if this is done several miles of roadbed would be saved by the company by building the main line to near the Lost River gap and thence to Klamath Falls, instead of branching 25 or 30 miles below and building greater mileage to reach the Deschutes.

WATER RIGHTS IN LITIGATION

Some Problems Which Courts Are Required to Adjudicate.

It has long been foreseen that it would take more than one appeal to courts to settle questions arising from two sides—first, when more water was claimed than the stream could furnish, and, second, when riparian rights, arising from vested ownership of lands below the point of diversion of water, were affected by the dimunition of the supply of water in the natural bed of the stream.

Two important suits on the former head have been pending in Umatilla County for some time. A third suit is referred to in the following extract from the Milton Eagle:

"Another water suit involving a large number of users of water from the Walla Walla River lower down the stream and not included in the two former suits brought in this county, was filed in the Superior Court at Walla Walla Saturday by Rader & King, attorneys for the plaintiffs. The suit is brought against the Walla Walla Irrigation Company. This company is the owner of the "Burlingame Ditch," being a large canal constructed a few years ago tapping the Walla Walla River, and furnishing several thousand inches of water to various farmers in both the States of Oregon and Washington, including what is known as the 'Gardena Settlement.'

"This promises to be very interesting litigation on account of the many interests involved, as well as the value of property depending on the result of the contest, as the Burlingame Ditch alone is claimed to have cost in its construction more than $100,000; and the Lowden Company, one of the plaintiffs, owns at least 5000 acres of land on the river."

The second class of questions referred to will come up for settlement in controversy with the Deschutes Irrigation & Power Company. Therein claim is made that the diversion of water for irrigation purposes above, instead of below, the town of Bend will seriously affect rights of timber-owners to deliver logs down the natural bed of the stream, with unobstructed and abundant water to the mills below. Citizens of the growing city also assert that the supply of water in the natural river bed through the town is liable to be diminished to an extent inconsistent with maintenance of healthy and enjoyable conditions.

Naturally facts will have to be ascertained before questions of law come to be dealt with. In the terms of the contracts under which the irrigation company obtained its rights the public is not interested, and will not be until questions affecting the water rights of riparian owners in face of diversion of water for irrigation and power purposes are ripe for decision.

INCREASING SAWMILL PLANTS

New Industries Established and Old Mills Enlarged.

Southern and Eastern Oregon are not monopolizing the movement to still farther extend and develop the lumber production of the state. The year 1904 was credited with an output of 1,000,000,000 feet. It looks as if 1905 were to exceed, and 1906 to throw that production into the shade. The following item relates to an enterprise which has been pushed along with very little noise, but is now nearing its full-blown proportions:

"The Carlton Lumber Company's new mill and extensive plant, representing an outlay of over $1,000,000, will be in full operation by April, 1906. With the natural advantages Carlton already enjoys through its position among the foothills of the Coast mountains and the other improvements now being made, it expects soon to be numbered among the leading scenic and industrial towns of the Willamette Valley.

The county seat of Polk County is also pushing to the front. We clip from the Reporter the following:

"Though situated in the midst of a splendid fruit-raising and hop-growing territory, Dallas promises to become a great lumber center as well. In addition to the Cone Mill, now being built, and the Nap Mill, which will be remodeled, three more propositions are now before the business interests of the city for consideration. Plans for remodeling the Nap Mill are completed. The mill will be rebuilt several hundred feet west of the present location, and enlarged to a 50,000-foot plant. A pond will be excavated between the "Y" tracks of the Falls City Railroad and will be fed with water from the same source as the Cone Mill. The Cone Pond is completed, and the superstructure of the mill under cover. The sawing frames and carriage trucks are being put in place and everything indicates the early completion of the plant."

The thriving town of Sheridan, Yamhill County, is not intending to be left behind. The citizens are helping themselves by helping their city. Local manufactures are the great and effective lever of progress.

"The citizens of Sheridan have raised $2600 with which to purchase right of way for a flume to be constructed and used by a mill company," says the Telephone Register.

"The company proposes putting in a sawmill in the mountains, and transporting the product by means of a flume, to Sheridan, where a planingmill and box factory will be erected."

FLOCK OF OREGON RANGE SHEEP

PALOUSE FARMERS PROSPER

YEAR HAS BROUGHT BOUNTIFUL YIELDS OF GRAIN.

Good Prices Coupled With Other Favorable Conditions Prevail in Eastern Washington.

GARFIELD, Wash., Dec. 10.—(Special.)—This has been a great and prosperous year for the Inland Empire farmers. The Fall of 1904 brought joy to the farmer's heart in the form of high prices for their grain and fruit, and it also brought promise of a splendid year in 1905. The Fall of 1904 was an ideal one for plowing and seeding, and a larger acreage of Summer-fallowed land was planted to wheat last Fall than at any time in the country's history.

In 1905 the weather was ideal for a big wheat crop up to July. July and August were dry, hot months, and the yield of Spring-sown grain was cut down at least one-third. The Fall-sown wheat was too far advanced to be damaged by the hot wave, and, therefore, made a yield of from 25 to 50 bushels per acre.

In the past five years thousands of acres of land have been purchased on the time-payment plan, and it is said that more of these payments have been made this season than at any time in the history of the country.

Wheat-raising is more profitable here than in any other part of the United States. This is because of the large average yield per acre as compared to the East, and the low cost of raising and handling the crop. Throughout Idaho and the Palouse country the crops frequently average higher than 40 bushels per acre.

The cheapest wheat, in point of cost, produced in the Inland Northwest is in the Big Bend country and in Eastern Oregon. Conservative wheatgrowers in the Big Bend have figured that it costs but 20 cents per bushel to raise wheat in that district, providing the work is conducted on modern methods. The combined harvesters do the work of scores of men, and the low cost of wheat-raising always leaves a wide margin of profit to apply on the value of the land. The crops in Eastern Oregon average about the same as in the Big Bend country, from 20 to 30 bushels per acre, and the work of harvesting is done by the most modern and most economical farming methods, thereby leaving a big profit to the grower.

The Palouse country extends southward from Spokane to the Snake River, and laps over into Idaho. It comprises nearly all of Whitman County, Washington, and the greater part of Latah County, Idaho. The Palouse is a much older settled country than other parts of the Inland Empire, and the farmers of this section are in a more flourishing condition. Since the year 1900 nearly all the Palouse country farms have been free from incumbrance, and the added wealth from the immense crops at fair prices has made this section one of the most opulent agricultural districts in the world.

Prior to 1897, the farmers throughout the Palouse country were heavily mortgaged. The country had been settled with poor men; they came here with nothing, and were obliged to mortgage their lands to get a start. They frequently purchased goods from the merchants on a year's time, and were charged exceedingly high prices. When the crop was harvested it was turned over to the merchant, who would take his pay for the store bill, and the remainder, if any, would be applied on the mortgage.

This was the condition in which the panic of 1893 found the Palouse farmer. In that year the biggest wheat crop known in the history of the country was raised, but the early Fall rains ruined the crop, and the farmers saved only feed and seed. At this time things looked blue, not only to the farmers, but others as well. The merchants were unable to collect from the farmers, and as the wholesale houses were crowding them, at least two-thirds of the merchants were obliged to make assignments.

Times were hard in the Palouse country for several years after the panic. Wheat crops were raised every year until 1897, but up to that time the price of wheat remained low, and the farmers had a hard time to make both ends meet. But they had learned a lesson. They no longer ran big store bills, but paid for their groceries with eggs and butter, and what they had left after paying for harvesting their crops they paid out to the mortgage companies on the interest account. But the year 1897 brought joy to the farmers' hearts in the form of big crops and excellent prices. The wheat crop of 1897 was one of the largest ever raised here, and wheat sold as high as 75 and 80 cents per bushel. Mortgages were lifted right and left. The farmers had begun to see daylight. They took courage, and since that year the big crops, with big prices, and the great demand for hogs and cattle, with fair prices, have made them independent. Today they have beautiful homes, fine farm buildings and plenty of money in the banks. They have become independent in a few short years. The shack house and barn has given way to most excellent, modern farm buildings. No section of this great Inland Empire is today making greater strides, a more rapid growth or more permanent improvements than the Palouse country. The farmers who started in here but a few years ago are, apparently, on the highway to wealth. Many of their beautiful farm homes are adorned with most elegant mansions, whose architecture displays beauty and taste, and as the traveler drives through the rural districts he notes with interest the fine gardens and spacious school buildings and churches, and not the least of the pleasant sounds that greet his ear is the bell that calls the children to learning's association, and the shrill whistle of the locomotive, which tell him that, while business is brisk, an universal regard is paid to educational affairs.

Ideal Winter Season.

The Madras Pioneer says: "The farmers of this section have been enjoying an ideal Fall, and one that gives a most promising outlook for the next crop, provided the Winter season is accompanied by sufficient rain and snow so that moisture may be stored up for the long, dry Summer season. The Fall has been ideal, because the days have been bright and clear and the ground in fine condition for plowing, and the farmers have had ample opportunity to do a great deal of Fall plowing."

Macaroni or Durum Wheat.

The growing demand for this wheat for export, as well as for local trade, should suggest immediate increase of seeding it on the dry or semi-arid lands of Eastern Oregon. It has passed far beyond the experimental stage. It is easily grown, prolific, and, in this state, of excellent quality. The crop of last year was given by the Department of Agriculture at 25,000,000 bushels, and was stated to be the equal for macaroni purposes of any grown abroad.

FALLS SEVENTY-FIVE FEET

Carl Oliver, Painter, Misses Hold and Drops From Chimney Top.

While at work on the smokestack of the Eastern & Western Lumber Company's mill, at the foot of Twenty-first street, yesterday at 11:30 A. M., Cary Oliver, a painter living at 888 East Eighth street, lost his hold and fell to the ground. He was picked up unconscious and sent to the Good Samaritan Hospital, where little hopes are entertained for his recovery. He continued in a comatose state all day yesterday.

The chief injuries were to his head, and considering the fact that he fell a distance of 75 feet, it is considered remarkable that he survived the accident. His skull was fractured and it is thought likely the man will die without regaining consciousness.

Oliver has lived in Portland for several years and is quite well known here. He was a member of both the Elks and Modern Woodmen. He was 26 years old and unmarried, living with his mother, Mrs. Ella Oliver.

The accident was witnessed by fellow workmen and the victim was immediately taken to the hospital for treatment.

NEW TROLLEY LINES

Electric Railways Projected Throughout State.

USE LATENT WATER POWER

Various Enterprises That Promise Beneficent Influences in Complete Development of Portions of Commonwealth.

The air is full of new electric railway projects. Hardly a day passes without reports of fresh registrations in the Secretary of State's office at Salem. Some have a recognized territory to serve, industries to develop, substantial people behind them, financial resources to build them—others?

One which promises well is the road to the Union Valley, connecting Union, La Grande, Cove, Hot Lake, Elgin, and Summerville, with an extension Northwards into the Summerville timber section. The capitalists behind it are stated to be mainly residents of New Haven, Conn. Only those familiar with the rich resources of the Grand Ronde Valley, and its neighboring territory can form a true estimate of the traffic to be developed. Early construction is promised. This is the first enterprise of the kind in Oregon—developing the resources of a fertile district where freight will be by far the largest contributor to its profits, and having no large urban population to draw on, nor suburban residential town sites to foster. It will be built in reliance on what grain, fruit, timber, butter, eggs, poultry, can be produced, and be carried for the comparatively short mileage the line offers. Such a line is a direct stimulous to intensive farming on small acreages. Bringing transportation to the farm gate, the electric road, one the one hand, diminishes the cost of production to the farmer, and on the other hand removes that muddy road hither, with the perils to body and soul of which much has lately been heard.

By one of the paradoxes of modern life the farmer's boys and girls will stay on the farm because the means of quickly and easily getting away from the farm are at the door. The man himself will stop at home and work because he can get away two or three times a day if he wishes. Bob and Billy will be in the field to plow and cultivate, instead of wasting their strength on the mire and chuck holes between farm and town. Wagon roads will stay mended, since the winter hauling will be gone for good and all. All of which blessings, and graded schools for the children to boot, hang on the success of the electric road. And the electric road rests first on the fertility of Oregon soil, the dependibility of the Oregon climate, and the water powers which most of us, hitherto, have chiefly sought for an occasional mess of trout.

Some one suggests: "But how about heavy freights—strings of lumber cars, train loads of cattle, and the rest?" Let us keep up a little with the times, and learn what the modern electric motor can do.

Another live electric railroad company is that organized by the Willamette Valley Traction Company, to construct and operate a double-track railroad from Portland south to a crossing place of the Willamette River, some 20 miles, thence on the east side of the river to Salem, and on south to Roseburg, as an ultimate proposition if funds come in and "juice" goes out. This is obviously an interurban project. Portland, with its 130,000 people at one end, and the valley towns with their 3000 to 15,000 people, as stopping places.

Of course the Willamette Valley lends itself to the process of intensive farming and small farms, and offers opportunities of the order which are too well known to repeat. But the last is a competitive line, whose traffic will be shared with existing roads, and with all others which are bound to reach Portland by way of the valley. So the comparison with the Union County road will not be so unequal as first sight might suggest. There is no reason that we know of why both should not succeed, and be procursors of others opening out and serving Oregon in many other directions.

Closely allied with electric roads is the enterprise of the Willamette Valley Company, under the same auspices as the Traction Company referred to. This corporation has already taken in all the local undertakings of value in the valley towns, except those in municipal ownership, for supplying power and light, and for such street-car lines as are likely to prove profitable. They have been busy in obtaining as long term franchises as the several cities were willing to grant. They have also acquired several water rights on rivers tributary to the Willamette, by which they control many hundred horse power. Thus there is being fitted together a machine which will reach both the social and industrial life of the people of Western Oregon on many sides. Remembering that the revenue of electrical power in our rivers and creeks and waterfalls must be the life force of every infant industry, it is sincerely to be hoped that advantage will not be taken of present opportunities to create a monopoly which may prove nothing less than disastrous in the years that are near at hand. To fill the valleys of Oregon with factories, large or small, where factory life is not disfigured and cramped, where its evils may be minimized, and yet the state be fed by the outgrowth of her resources, power for engine and motor is essential. That power must be close at hand, be cheap, and effective. So far the state cannot, or at least does not, yield coal for these uses.

The water powers we have will suffice for years to come. Each one, however, that is taken into private ownership, by so much diminishes the dormant capital of the State.

CHEAP ELECTRIC POWER

EASTERN OREGON MINES HAVE MODERN METHODS.

Rock Creek Furnishes Lights for City, Town and the Widely-Separated Districts.

In Baker County, the enterprise of the Baker Power & Light Company is of special interest. In the first place, the power is generated from a small but constant mountain stream, with heavy fall. The detailed description that follows is from the Democrat:

"The large power-house put in commission a few months ago, situated 25 miles west of Baker City, in Rock Creek Canyon, about 1000 feet above the level of Baker, or 4400 feet above the sea, is 30x80 feet inside measurement, contains two generators, each operated by a Pelton impulse water wheel, two exciters, three transformers of 300 kilowatt each, or 1500-horsepower, jointly; switchboard, private telephone lines and every other modern appliance. The generators throw into the transformers 2300 volts, and 23,000 volts of electricity comes out on the naked distribution wires. On the switchboards are also the newest governors, indicators, regulators and all manner of delicate electrical gauges. The engineer in charge can tell at a glance the operation of every part of his machinery, pressure of water on the Pelton wheel and amount of consumption of water and electricity. The big Pelton wheels are operated by the water of Rock Creek, taken some three miles up the canyon at a high elevation. From the dam in the creek, a flume 1¾ miles long carries the water to the penstock, where it is thrown into the iron pressure pipe line, which is 2600 feet from there to the power-house. The pipe line has a fall of 940 feet, and the pressure is 410 pounds to the square inch. At the penstock the pipe is 26 inches in diameter, and is reduced by degrees to 14 inches at the power-house.

Transmission Line.

"The engineers are now completing the transmission line of the company, the last section being about 20 miles, over the 9000 elevation divide into the Bourne mining camp, and when finished within a few days from now, will comprise about 50 miles. The wire used is heavy No. 4 copper. One section carries the power through Baker City, 30 miles to the Emma mine, which lies seven miles east of Baker. Another section carries the power and light to Baker City. The third section runs eight miles to the United Elkhorn mines, and still another connects with the town of Haines, 12 miles away, while the new section just being finished hooks up the Bourne camp. Power and light are furnished for the Emma mine, the United Elkhorn, and as soon as the new section is connected up in the Bourne camp, the E. & E., North Pole, Columbia, Golconda and Tabor Fraction can have all the power and lights they require. In Baker City and Haines many manufacturing industries are operated both day and night by this hydro-electric power.

"The construction of the transmission line over the ridge into Bourne is one of the most difficult pieces of electrical engineering ever attempted in the West. In some places the wires are hung from brackets on the face of cliffs 1000 feet high. Every difficulty has been surmounted, and the management is to be congratulated upon its success."

Municipal Ownership.

The following item as to the operation of the electric light and water system of the town of Milton is an illustration of successful municipal ownership on a small scale. The figures are called forth by a suggestion that operation by the city is not satisfactory.

"The city has accumulated quite a bank account over the needed expenditures in order to pay for the improvements that were made about two years ago. The income from the electric lights has enabled the city to put prices upon a flat rate, giving a 24-candle power for $1.25, a 32-candle power for $1.50, 48 for $2, and 100 for $3. It was shown positively that it was a paying investment as it was; but by putting it on the flat rate it saves the patrons from 15 to 20 per cent, and increases the revenue of the city between 50 and 60 per cent.

Water Works Also Pay.

"The city water works have also been a paying investment from the very beginning, and at the last meeting of the City Council it was found that there had accumulated from that source alone over and above what was needed to pay the interest on the indebtedness of the city (which is a small affair), enough to extend another pipe line down Grover and Mill streets, at an expense of about $1200," says the East Oregonian. "The only mistake that Milton has or did make was in not allowing enough motor power for the increase at the time they installed their motor, and it is only a short time before they will have to purchase a larger one."

LEASE PUBLIC LAND

Forest Reserve Experience May Be Utilized.

EXTEND WEATHER SERVICE

Method of Handling Timber Districts or Watersheds May Serve as Lesson in Solving Other Land Problems.

An important announcement was made a few days ago by Professor Moore, chief of the Weather Bureau, and by Gifford Pinchot, the head of the Forestry Service. Fourteen new stations for keeping weather records will be established in the forest reserves. Results of their observations will be tabulated and published by the Weather Bureau. Thus, the amount of the rainfall, and of its effect on the watercourses from the reserves, will be ascertained. This information has a most practical bearing on irrigation projects. The rate and time needed for filling existing and future reservoirs will so be determined. Both size and scope of reservoirs depend directly on this factor.

Action of the Forest Reserve officials in apportioning the grazing resources of the immense tracts under their control is proceeding rapidly. The following items from the East Oregonian and the Pendleton Tribune explain themselves:

"J. M. Schmitz, of Walla Walla, forester in charge of the Wenaha forest reserve in the northwest corner of Umatilla County, has called a mass meeting of stockmen to be held at Walla Walla on December 16, for the purpose of parcelling the reserve for grazing purposes during the coming year. This reserve is one of the grazing regions in the Inland Empire and is well watered throughout. It has always been a paradise for stock during the Summer months on account of the luxuriant pasturage and abundance of water and there promises to be a sharp contest over the division of the reserve. The Wenaha forest reserve lies in the counties of Umatilla, Wallowa and Union in Oregon, and Walla Walla, Columbia and Garfield in Washington, and the district is patronized largely by sheep and cattlemen from all these counties in both states. Numerous streams, including the Wenaha River, Little Salmon, Walla Walla Rivers, George and Asotin Creeks and many small tributaries of the Grand Ronde River all head in the high mountains in the reserve, and it is one of the most delightful Summer ranges and camping regions in the Northwest."

"To issue 250 grazing permits to stockmen and sheepmen, whose combined herds number 280,000 sheep and 15,000 head of cattle, was the task that confronted Chief Ranger Howard O'Brien at Wallowa a few days ago. The irreconcilable differences between these two opposing interests from time immemorial made it a difficult task. The permits are for the Wallowa and the Chesimnus reserves. For this privilege the Government collects from 5 to 8 cents on each sheep and from 20 to 35 cents on each head of cattle—more than $20,000 in all."

There seems to be no good reason why a similar system should not be devised and applied to immense tracts of government land in this state, not now being sought by homeseekers, nor likely so to be for years to come. If all Government lands were to be officially examined, mapped and classified, and reservation made of such portions as might reasonably be expected to be taken up by settlers as homesteads within specified times, the balance might be utilized as grazing grounds under proper terms and authorizations.

The extent of the necessity for rules which shall enable, and at the same time regulate grazing on the newly-formed reserves may be judged from the following short item.

"The Wallowa forest reserve will shut out fully 75,000 outside sheep from grazing in Baker County."

A most practical step towards securing acquiescence, at least, if not active support by the public of recent regulations of the Forestry Department has been recently taken in issuing rules authorizing sale of Government timber to buyers of small quantities.

The following are the striking points of the new system.

"Sales of timber amounting to less than $100 are now made on the ground by the forest officers without delay. The purchaser is required only to transmit the purchase price to the special fiscal agent, at Washington, and he may then remove the timber. He is, of course, assigned timber which it is most desired to dispose of, and is compelled, like all other purchasers of timber, to observe strictly the regulations of the Forest Service, which are fully explained to him by the officer in charge of the sale.

The restrictions under which the felling and hauling of logs is done are as light as is consistent with the welfare of the forest. Just how important these restrictions are is becoming better and better understood, and purchasers who have completed a contract to purchase under them have sought and secured timber a second or third time, showing that logging methods which secure the safety and reproduction of the forest are nevertheless capable of strict observance in practice without loss or material inconvenience to the operator."

HARVESTING GRAIN IN THE WILLAMETTE VALLEY FOR FORAGE PURPOSES

LOGGING OUTFIT HAULING TIMBER TO STREAM