

WORK TO UNITE THE COAST STATES

Californian Now Residing in Portland Gives Sound Advice.

WARMLY PRAISES OREGON

J. R. Patterson, Tells How Los Angeles and Pasadena Procured Electric Railways and Fine Boulevards.

BY J. R. PATTERSON.

Formerly of Pasadena, now of Portland. I have read in The Sunday Oregonian of February 16, an interview with Charles K. Henry, one of Portland's wide-awake promoters, whom I have met since coming here. I came to Oregon on June 18, 1904, just before the Fair, and went all over the country, up and down the river, some home for Christmas. I told our people if we had such rivers at Pasadena, we would not have to look for another heaven. I came back to the Fair on May 20, 1905, with my wife, and bought a home on Portland Heights, where we can look over the city and Vancouver. I enjoy having people come and take a peep at our Venice.

Mrs. Amanda Reed, who was one of your most noble women, when I would speak of our beautiful country around Pasadena would always say: "You ought to go up to Oregon and see what nature has done for us. And true it was. I have thought many times that the Fair grounds had been in our city they would have been bought for a park, which could not be duplicated in the West, as it had such a great background and such a fine lake; but we let such opportunities slip by; and a few years ago we had to condemn the property for parks and pay large sums for it.

Now I see you have with you, Mr. Clark, who built our first electric road from Los Angeles to Pasadena. Afterwards he sold it to Mr. Huntington. Then he and Mr. Sherman built a road to Santa Monica, and 12 miles down the ocean to Redondo Beach, and all the way it is built up with small resorts, such as Ocean Park, Venice, Playa del Rey and several other resorts. They have several roads running out of Los Angeles, so one does not have to go back over the same road if he does not wish to. Some of these roads will do much to improve this beautiful city, if the people will only help him instead of holding him up on every side.

How Railways Were Built.

I will illustrate how people down our way wanted a road to Sierra Madre from Pasadena, which is about five miles. That little place had a population of 100,000 and was a great through route for oranges and grape vines. This has been the result for less than one year; they have sold for \$100,000, and they are building the road for as high as \$100,000. I myself have offered Mr. Huntington a free right of way through my 100-acre vineyard for the extension of his boulevard to the foot of Mount Wilson, which they are building the largest observatory in the world. This is the boulevard that Mr. Henry spoke of.

Now, I am one of California's oldest sons, and I have seen in order of many thousands of members from every county in the state. We work hand in hand, one part of the state with another, and we try to make the people that come to California feel at home and treat them with all the fruits of our land. When we send walnuts East, sometimes a whole train is decorated with flags and banners on the sides of the cars. As the fruit and celery trains go across the continent from the West, they are decorated with the colors of our state. In the winter we send peas, cauliflower and cabbages East.

Oregon is our sister state, and we are most proud of her and not a bit jealous. We get millions of dollars of fine wool, fiber and thousands of sacks of her wheat, which contains more gluten than any other. We mix it with our wheat, as it then makes more flour. Now our people are making, too, and I hope will give us a finer and more progressive population.

Let us work for one grand result hand in hand. There is no reason why Portland should get ahead of the right way, here in the Summer, and I think from my own experience this Winter it will do them good to spend at least one Winter on the coast. I have enjoyed it very much, and I hope you will. I do not feel that any more here than at times in our own country, but, mind you, I did not come here to look for the bad; it was the good I wanted, and there is plenty of it here for all of us.

Admired Winter Scenery.

I look a Winter walk over the hills through Charles Ladd's place recently, and I can say it was the prettiest I have ever beheld. It was while the alkali was on. There was the small lake frozen over, and the green grass and trees covered with icicles, it looked like Paradise. I had no idea there were such views.

A small amount of money spent in the right place and in the right way, a fine boulevard could be built from Portland through Beaverton, Hillsboro, Forest Grove and McMinnville to the State Agricultural College at Corvallis, returning on the other side of the river. It would give a fine day's outing for automobilists. Now as to Mr. Alinsworth's proposition for a boulevard running east in like manner, this is a good scheme, too. But these roads must be governed by the state with restrictions, so that people with other vehicles may be safe. The auto clubs are the making of good roads in America, and one way to build up your country is to get good roads.

I remember that when I first came to Oregon, Mr. Henry lived at Hillsboro, had a fine country home and as rich a farm as one would want. He raised everything on it. He worked hard to get the railroad to run its trains in the vicinity of Portland so that business and professional men could have suburban homes in his neighborhood. Two young men bought homes near Redondo Beach, and he went too early in the afternoon they could not hold their positions, gave up and went back East. There were other people who wanted to buy small places out there, but decided not to do so.

Would Be Second Pasadena.

With an electric line out through Redwood, Portland could have a second Pasadena, as the land out there is high and level and very rich. A man after his day's work wants to get where it is quiet, and then he is fresh for his next day's work. We were in the same fix for many years at Los Angeles until we had compe-

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Total amount of butter fat in milk was 126,774 pounds. Average yield for the season was 0.9956.

Total amount of cheese manufactured and sold was 330,291 pounds. Average yield for the season was 10.34 pounds. Average received for cheese, 11.32 cents per pound. Number boxes of cheese sold, 330,291. Total amount received for cheese, \$3,740,300.10. Amount paid patrons, \$3,430,000.00. Amount of milk required, 72,917 pounds. This is a gain of about 20 per cent over the preceding year. Average amount of cheese per pound butter fat, 2.61.

Patrons were paid as follows: January, 29.25; February, 31.00; March, 31.25; April, 30.50; May, 29.25; June, 28.75; July, 28.50; August, 28.25; September, 28.00; October, 27.75; November, 27.50; December, 27.25. The factory charged 1.50 cents for each month, excepting October, when 1.50 was charged. The yield in the month of December was 1.1784, but owing to the average test being over 3.18 for the factory, the butter fat price was 1.14 per 100 pounds milk for that month. Average test for patrons for the season, 3.18. Assets and liabilities of the corporation are as follows: Resources—Factory building, complete, \$250,000; on hand at first of the year, \$234,422; money loaned to patrons, \$10,000; cash, \$308.31; 15 shares of stock of the Tillamook Creamery, par value, \$375. Total resources, \$497,825. Liabilities—Note due C. and E. Thayer for \$220; due patrons for December milk, \$1847.24; net resources, \$323,000. Amount received by factory for making cheese, being 1.50 cents for each month excepting October, when 1.50 cents was charged for making, \$5092.70. Expenses for the year: Salaries, \$10,000; on hand January 1, 1907, and amount of supplies sold, \$4300.41. Total amount of supplies and other expenses, \$14,300.61. Total disbursements, \$4975.00. Net receipts from making and stock sold, \$14,300.61. Total receipts, \$14,300.61. Receipts over expenditures were \$672.35.

Growth of the Industry.—The amount of milk delivered at the factory last year was the largest by far ever recorded here, and is a good indication of the growth of the dairy industry of the county and the county. Prospects for the coming season are very bright. The yield per cow is 10,000 pounds of milk (10.34 pounds of cheese) was probably as good or better than any other year. The factory put up a very firm cheese, which yielded the yield for the season, 10.34 pounds. I think it would be well if we made cheese that would be a little less firm and not so long to eat. The factory is going to get out and ranch land put in storage for too long a time. There has also been a great demand for a smaller cheese, namely, a cheese weighing about 20 pounds. While we made some of these cheese last year, we did not begin making them early enough, as they were mostly in demand in the early part of the season. This is the cheese usually called "Swiss" cheese.

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According to present plans this work will be begun early the coming Summer, and the streets named above paved this year. Second street would then be paved next year. The material to be used has not yet been determined. The city has no objection to the streets being paved with concrete, which is generally desired. The city is well known for its cement sidewalks, however, and the more pavement walks in its residence district than any city in the state, in proportion to population.

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