

# "The California of the Northwest"

# RICHLAND

## It's America's Valley of the Nile

### LEADING CROPS AND THEIR PROFITS

Then Ask--Why is it that nine-tenths of the whole Northwest and practically all of the newcomers are looking toward "The Columbia River Early Fruit Belt"

Because it's the land that has proven itself right. It's early, it's exclusive, it's the very center of all the Northwestern markets, than which there are no better on earth; its climatic conditions are right; no mud or slush; located on soil that WILL GROW ANYTHING

#### APPLES

**Columbia River Best District**

It has become a well-known fact that Columbia River apples are the best on earth, have the best color and are the most sought after. Watch on one side of us and Hood River on the other have made fortunes for the owners of apple orchards.

#### RICHLAND ORCHARDS

are producing today apples that have no superior. There are a few orchards that were watered by private ditches before the building of the big project that is now reclaiming this fertile valley, and these older settlers have proved beyond question what can be done. Many of the oldest apple men from North Yakima and Wenatchee are selling their land in these valleys and moving to Richland to start anew, because they know this "Columbia River Early Fruit Belt" is destined to be known far and near as the greatest of all fruitgrowing sections. 10-acre apple orchards here, after it is five years old, will allow you to live in luxury the rest of your life and you can get started for less money than anywhere else on earth.

#### POULTRY

**Fancy Chickens**

Fancy chickens are now recognized as one of the chief industries of many districts. It is a well-known fact that a good chicken ranch is a safe and quick road to wealth.

There is probably no district to be found north of Southern California that can in any way compare with the warm belt of the Columbia River for the raising of poultry. Within a radius of 10 miles of Richland there are several chicken fanciers, who in the last three years have won more than one-half of all the first prizes given at state and interstate fairs.

It is not hard for one to understand that with our mild Winters, almost perpetually green alfalfa fields and the clean, dry ground, free from mud, slush and with an atmosphere free from fog, that Richland is the natural home of fine poultry.

#### PEACHES

**CHERRIES**

**And What They Will Do**

Peaches from orchards in this vicinity for the last few years have controlled the markets of the entire Northwest for weeks before they were ripe, and the average net profit per box to the grower is consequently double the amount received by orchard owners in later sections. That the early bird catches the worm is an established fact. Therefore every man in selecting his future orchard home should not select a place where he not only has to contend with the trying climatic conditions, but must almost beg for purchasers after he has raised it and finally take a low figure for his products, because buyers are already tired of that kind of fruit. Such conditions do not exist in Richland. "The California of the Northwest."

#### Peaches and Cherries

are fruits of nearly the same class and are marketed in the same way. They are both excellent money makers and come into bearing early. To be successful they must be from the early district. A word to a wise man should cause him to investigate.

#### EUROPEAN GRAPES

**A Fortune in Ten Acres**

Growing the European and California varieties of grapes has become a science. They are the most profitable crop grown (barring no other Northwest crop) because of the comparative area of the Northwest where successful grape culture is possible is very limited. In fact, only the most selected spots of the Snake River bottoms, and "The Columbia River Early Fruit Belt" have seasons equable enough to really ripen this almost tropical fruit. That is why

#### RICHLAND GRAPES

pay a yearly income of from \$500 to \$1200 yearly. Another beauty of this crop is the fact that it is a good shipper and being early in this favored section can be sold for exclusive prices on the market. The grapes are frequently brought from 10c to 15c per pound, and when one considers that each vine frequently will yield from 40 to 50 pounds, and that there are 800 of these vines in the acre, you will find a subject for thought to find anything surer or better.

#### STRAWBERRIES

Strawberries from "The Columbia River Early Fruit Belt" are put on the markets of the Northwest from the 25th of April to the 15th of May, thus giving an exclusive control of the markets for at least twenty to twenty-five days. The first crates usually bring from \$15 to \$20 and have a ready sale, being the only berries on the market. The average net price for the season paid to the grower in this early section is about \$4 per crate, against less than \$1 per crate in later districts. A well-cared-for patch has been known to pay \$200 to \$500 per acre on land one year out of rag-brush, so one does not have to wait years for returns.

#### ASPARAGUS

is another crop that yields here to perfection. Two and three-year-old roots bring returns of \$300 to \$1000 per acre.

Marketing begins early in March and continues through the summer. Asparagus is a very tender plant and demands plenty of warm sun. It can be planted in the early Spring and will yield on new land the first year from three to six tons per acre.

#### POTATOES

**AS A FIRST YEAR'S CROP.**

One of the first questions generally asked by the purchaser of a new tract is, "What can I put this year into this year to make it pay for my time?" That is an easy question to answer in this long-seasoned country. It only takes a few days to take off the sage brush, then clear and level the land. Many times 10-acre tracts are cleared in two weeks from the time the first payment is made. The new owner would have planted either potatoes or Rocky Ford cantaloupes, either of which will pay an income the first year equal to the value of almost any of our farm land. If the potatoes are planted early in the Spring, you can put early potatoes on the market as from 3 to 8 cents per pound, and then plant another crop for fall digging. This is being done every year—two crops in one season.

#### ALFALFA

cuts four times every year, averaging about eight to ten tons to the acre. The first cutting, being the first new hay on the market, usually brings a very large price and is eagerly bought by excellent commission men. Richland is excellently located and can ship her products in every direction like the spokes of a wheel. Alfalfa can be planted in the early Spring and will yield on new land the first year from three to six tons per acre.

#### FINE STOCK RAISING

It is only a matter of a few years when this valley will be the home of more livestock than any other one point in the United States. Every natural condition is to be found here. Very little care need be taken on account of the mild Winters. The pasture, on account of the nature of the soil, is never muddy, and the alfalfa fields remain green for grazing nearly all Winter, while the best of water is available at all times.

#### DAIRYING

That a large dairy industry will soon be promoted here is an assured fact, and for any man or firm who is expecting to start such an enterprise surely Richland offers an ideal location.

Its perfect location on one of America's greatest rivers and several lines of transcontinental railroads makes it possible to reach all markets quickly and cheaply.

Free pamphlets on application. For additional information call on, write or phone Mand A1743

# THE RICHLAND LAND COMPANY

STIVERS & VERNON, Managers - - 110 SECOND STREET, PORTLAND, OREGON

Other offices: Walla Walla, Seattle, Tacoma, North Yakima and Spokane, Washington

#### FENTON MAKES PLEA

In Eloquent Address Argues Against Annulling Grant.

#### INTERVENORS ARE SCORED

Attorney Characterizes Them as Timber Speculators Hiding Behind Skirts of Government in Quest for Valuable Land.

Speaking for the Oregon & California Railroad Company, W. D. Fenton did not conclude his argument of the railroad company's demurrer to the Government's bill of complaint in the land grant suit until late yesterday afternoon. Mr. Fenton's plea was an eloquent and forceful presentation of the reasons why the railroad company would have the United States Judge Wolvorton set aside the complaint of the Government in its suit to annul the grant of 40 years ago, by which about 3,000,000 acres of land were transferred to the Oregon Central Railroad Company and afterwards acquired by the Hartman interests, which appear as the interested defendants in the pending suit.

In concluding his argument, Mr. Fenton scored heavily the 5000 intervenors, who appear as defendants in the big legal battle, and characterized them as timber speculators, who were hiding behind the skirts of the Government in their quest of valuable land under the terms of a grant, which counsel said was dead and in defiance of all that was fair and just.

D. Townsend, representing the United States Attorney-General, will open the discussion for the Government this morning and will speak all day. He will be followed by representatives of the intervenors, Tracy Becker and F. P. Dunne, concluding the argument for the Government and the railroad company, respectively.

**Why Grant is Not Trust.**

Mr. Fenton insisted that the grant by which the land was conveyed originally was not a trust for the following reasons: That no person or persons were designated therein as beneficiaries; that no penalty was provided for failure of the railroad company to comply with the terms of the grant; that it fixed no specific time in which the grantee should dispose of the land; that it fixed no definite area of the land that should be sold to any person or persons; that it provided no tribunal for determining the status of claims of persons asserting rights to the land as actual settlers or as applicants; because a refusal on the part of the railroad company to dispose of the land within a specified time was not decreed a breach of the trust; that no person or persons of the alleged trust could not be enforced subsequent to the date the land was acquired by the Oregon & California Railroad Company from the original grantee; because the issuance of patents to the land and the recognition of such patents by the Government was conclusive proof of the fact that the title to the property and because the terms of the Government's complaint was frivolous and repugnant to the grant itself and in violation of the apparent purpose of the Government in making the grant.

It was further asserted by Mr. Fenton

#### SMUGGLER HIS OWN LAWYER

"J. Wells" Pleads Not Guilty and Will Conduct Defense.

Incoherently muttering the name of J. Wells as his true name, J. Lawrence, alias J. Williams, believed to be the most active opium smuggler operating in the Pacific Northwest in recent years, was arraigned before United States Judge Wolvorton yesterday. He pleaded not guilty and insisted on an immediate trial.

When brought into court the opium smuggler declined to give his true name in response to an inquiry from the United States Attorney General, saying that he did not desire to disclose his real name under the circumstances. When pressed by Judge Wolvorton, the prisoner suddenly said his name was J. Wells, but the Federal officials are satisfied that this is only another of the convenient aliases he has assumed. After entering a plea of not guilty, Wells announced that he did not wish an attorney, but would conduct his own defense.

In April, 1908, Wells was detected carrying a quantity of opium from the Salmon-street dock to an uptown lodging-house. He was arrested, and 245 pounds of the drug was seized and afterwards sold by the Government authorities for \$1200. Wells was held to serve four months in the Multnomah cash bail. He was later indicted, but in the meantime had jumped his bail, which was forfeited. He was later arrested at Tacoma for a similar offense, but, upon agreeing to turn over the smuggled opium, he was released from custody only to be placed under arrest by the Federal authorities in this state and returned here for trial.

W. B. Price, alias J. J. Vajr, indicted for impersonating a United States Deputy Marshal, was arraigned and asked until Monday to plead. Price operated in the vicinity of Shaniko, where, by reason of his impersonation, he is said to have succeeded in cashing a number of worthless checks.

Pleading guilty to an indictment charging him with taking mail belonging to another out of the post-office at Burns, Frank Fuller was yesterday sentenced by Judge Wolvorton to serve four months in the Multnomah County Jail. Fuller is a cripple and has been incarcerated in jail for about five months awaiting the action of the grand jury.

C. M. Clark, of Philadelphia, vice-president of the Portland Railway, Light & Power Company, who has been in conference with President Josselyn for the past few days in regard to improvements to the system during the coming season, left yesterday for home. He was accompanied to Portland by Mrs. Clark and both were extensively entertained while in the city.

One of the biggest pieces of engineering in New England is now being constructed in the Union River, at Ellsworth, Maine. It is constructed of hollow concrete, and

#### BUILD OWN BRIDGE

Power Company Wants Span for Sole Use of Cars.

**COST WOULD BE \$300,000**

Traffic on All City Lines Will Be Routed Over Structure and Corporation Will Save Heavy Rentals Now Paid.

A new bridge across the Willamette may be built by the Portland Railway, Light & Power Company for the sole use of streetcars in crossing the river. The company will refuse to pay the \$18,000 a year demanded for the use of the Madison bridge and will probably refer the matter to the people. If the streetcar bridge is built, cars will be withdrawn from the other bridges and routed by the trolley bridge alone.

"We are seriously considering the advisability of building our own bridge across the river," said President Josselyn, of the trolley company yesterday. "This structure would be used both by narrow and broad gauge cars and the other bridges would be abandoned by the company. Pedestrians or teams would not be allowed to cross the bridge but it would be reserved for the sole use of streetcars."

"We figure that such a bridge would cost us about \$300,000. As we now pay \$12,000 for the right to cross the Morrison bridge, \$9,000 for the use of the Burnside bridge, \$6,000 for crossing the Steel bridge and the city proposes to tax us \$18,000 a year for running cars over the new Madison bridge, this investment would be an excellent one for the streetcar company."

"I am unable to find another city in the entire United States where the streetcar company is taxed by the city to cross public bridges. This may be done on toll bridges but I know of no other city besides Portland where streetcar companies are taxed to cross bridges open to public use. It does not add one cent to our revenues to cross the city bridges. It is a matter of public convenience solely."

"The accident to the Burnside bridge emphasizes the need for opening the Madison bridge to traffic. It will take several months to get ready to build the new Madison bridge and during that time the present structure can be repaired and made fit for service. Not a single bridge engineer has as yet condemned the span and we are assured that it can be repaired and put in commission without danger to the public. We are willing to bear the expense of this repair work and to assume responsibility for operating it. At the same time, we will do so without prejudice to the city's rights to condemn the bridge and put no obstacles in the construction of the new bridge."

No site has yet been picked for the proposed trolley bridge that the electric company is planning to build but it is likely it would be built across the river at either Washington or Salmon streets. Permission would have to be secured from the War Department but the project has not progressed far

#### MILL-STREET BRIDGE AGAIN

A. Van Hoomissen to Start New Petition on East Side.

A. Van Hoomissen, who spent many months in circulating a petition for a bridge across the Willamette River at East Mill and East Second streets, has been asked to take up the matter again. Mr. Van Hoomissen said yesterday he was disappointed by a man of wealth who offered to back him up financially if he will again undertake to locate the Madison bridge at the new place. Mr. Van Hoomissen said the attitude of the Portland Railway, Light & Power Company bears out what he has contended all along, that it will never surrender its franchise and will delay the construction of the bridge indefinitely.

"The only effective way," he said, "is to submit to a vote of the people the transferring of the \$450,000 bond issue provided for the rebuilding of the Madison bridge, and enough more money to erect a high bridge at East Mill and Second streets, and thereby escape entanglement with the street railway company. That company wants the location of the Madison bridge only on its own terms, which means practically free usage, which it has enjoyed for many years."

Mr. Van Hoomissen says he is ready to canvass with a new petition again, and thinks it would be signed up rapidly, but does not care to shoulder the expense as well as the work.

**Petition to Open Madison Bridge.**

A petition, signed by 1200 residents of the East Side, is soon to be presented to the Board of County Commissioners and to the present Court House. The Madison-street bridge is reopened and used for streetcar service until the new one is built. Thirty merchants along Front Street, in the affected district, have contributed \$500, which they propose to use in conjunction with an equal sum donated by the Portland Railway, Light & Power Company, for the repairs said to be needed to make the bridge safe. In the meantime, City Attorney Kavanaugh is continuing his preparations to file condemnation proceedings.

#### AFTER PUBLIC BUILDINGS

EAST SIDE WANTS CAPITOL AND COURTHOUSE.

Petitions Will Be Circulated for Change in Location of Both Important Structures.

Two initiative petitions were adopted at the meeting of the East Side Business Men's Association, held in the Court House, One provides for the relocation of the Courthouse on the East Side and the other to remove the state capital and locate it in Portland, on the East Side.

F. A. Dunham reported that the petition and bill for the rebuilding of the Courthouse on the East Side had been prepared by W. S. U'Ren, author of the initiative and referendum law, and he submitted copies for circulation. These were placed in the hands of members of the club for the purpose of circulating. Thomas Hishop and Dan Kellaher were appointed to attend the meeting of the Thursday night and ask its co-operation in the circulation of the petitions. Section 1 of the bill prepared by Mr. U'Ren reads:

Be it enacted by the people of the State of Oregon: That we, the people of Multnomah County, hereby instruct our County Judge and County Commissioners, sitting as a County Court, to purchase a suitable site on the East Side of the Willamette River within the City of Portland and thereon, as may be necessary, to use so much from the special tax levy already made for the addition of the present Courthouse to levy no further tax for work on the present Courthouse; to make such additions to the present Courthouse as are provided for in the act; to make such provision for the sale of public lands as the present Courthouse and the site thereof; to use the proceeds of such sale in the erection of a new Courthouse; to complete said work on or before the 31st day of December, 1912.

It is proposed to secure 3000 signatures to the petition and the vote is to be taken inside of Multnomah County.

#### CLARK GETS NEW HOTEL

Secures Lease of \$80,000 Building Being Erected at The Dalles.

THE DALLES, Ore., March 2.—(Special.)—An enthusiastic meeting of the stockholders of The Dalles Hotel Company was held at the Commercial Club rooms tonight to discuss the feasibility of improving the original plan of vote of improving by adding another story. The vote, adopted by unanimous consent, was to add a fourth story to the building. The added improvement will cost \$20,000, and the hotel will consist of four stories at a total cost of \$80,000. It was decided at the meeting tonight to lease the new building to M. K. Clark, new manager of the Cornelius of Portland, for a term of sixteen years. Mr. Clark will assume personal management of the establishment and it will be operated in connection with the Mineral Springs Hotel Company of Carson, Wash.

**New Nevada Eight-Hour Law.**

CARSON, Nev., March 2.—The Senate passed today an assembly bill creating an eight-hour day in open cuts and quarries. A bill establishing an eight-hour day for plaster-workers and gypsum-mill men has already become a law.

State Senator Kellaher brought up the bill for the state capital to Portland. He said that the members of the Legislature are favorable to it. He said further that the present Capitol building at Salem may be replaced soon, as it is in a state of decay, and that the place to rebuild it is in Portland. Mr. Kellaher announced that he had petitions prepared for circulation all over the state. On motion the club endorsed the measure and appointed a committee to assist in the circulation of the petitions in Portland. The petition reads as follows:

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# 54-40 OR FIGHT

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BY EMERSON HOUGH

A blending of the heroic and the mysterious and the passionate—that's romance. A narrative of past events—that's history. A perfect union of the two—that's EMERSON HOUGH'S new novel

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F. N. KOLLOCK, District Agent, 122 A Third St., PORTLAND

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