

# OREGON TRUNK IS CENTER OF SYSTEM

### Main Line to Be Extended and Assurance Is Given of Many Feeders.

### MR. HILL ENTHUSIASTIC

### Contented Settlers Dot Expanse of Central Oregon Only Recently Opened—Cattle Trails Are Traversed by Autos.

(Continued from First Page.)

Will either swing off northwest and back into the Fort Rock country or else continue nearly straight north from Summer Lake to a connection with the east and west line.

The Fort Rock country is a broad depression enclosed on three sides by the timber covered hills of the National Forest. To the southeast it opens wider and merges into the Christmas Lake and High Plains districts. Fort Rock is a country of newly entered homesteads. The oldest settler in the district is said to have been there only two years, but so great has been the rush in the recent winter that there is a new house or cabin on nearly every quarter section. The inducement that has drawn the people is more one of the knowledge of how similar districts have developed than of certainties as to what the district can be made to produce. Necessarily it will be a dry farming community and careful cultivation and scientific methods, only will bring success. It is a new raw district, but nowhere in their travels did the Hill party see a single expanse of country that provided a view from the road of so many farm habitations.

The travelers climbed out of the Fort Rock district into the pine timber and remained in the timber belt until Klamath Falls was reached the next day. The route carried them through the Walker Basin, near Keno, and the Deschutes Land Company has begun work on a Cary act project that will reclaim 25,000 acres. This land, when opened for settlement, will cost the water right \$25 per acre, according to present estimates. Water is to be taken from Crescent Lake.

Before turning south toward Crescent, a point heretofore known as Odell, the party was back within 35 miles of Bend, which was visited on May 8. Almost a complete circle about 150 miles in diameter had been described through Central Oregon. It is the prediction of William Hanley that the country embraced within this circle will some day yield more wheat than all Oregon and a big part of Washington now produce.

### Townsite Being Improved.

Crescent is on the final location of the Oregon Trunk line and on that part of the work recently let to H. C. Henry. The town, if such it could be called, is on the bank of the east fork of the Deschutes River and now boasts one store and a hotel. Seattle men have platted a townsite and are clearing the land. The Southern Pacific Klamath-Natron line will run through the town and if the Oregon & Eastern, the Hartman east and west line, is built it will have its junction at Crescent.

Rosland, farther north, found itself in a peculiar position. The Oregon Trunk line was located east of the town and the intervening land was not patented, so there was no means of access to the town at once available. It has been decided to move the town one and one-half miles south, to where the townsite of La Pine has been platted by the promoters of the Walker Basin irrigation project. The moving will not be much of a job, as the business houses consist of a hotel and one general store.

Southward from Crescent the timber growth along the railroad surveys is largely jack pine and not of much commercial value, but at intervals areas of yellow pine are found, which increase in area as the Indian reservation is reached. Interspersed with the timber are big tracts of meadow lands and marsh lands and on the latter cranberries and wild rice grow in quantities.

Klamath County people assert that the Klamath reservation is one of the most beautiful agency grounds of any reservation in the United States, and there is good reason for the assertion. The grounds have been laid out in similar form to those of a military post. Rows of cottages for the instructors in the school and on the farm line are spaced at intervals. The school buildings and dormitories are at one end. There are well kept lawns shaded by enormous pines, and the grounds and houses are electric-lighted by a plant operated by water power.

### New Lake Resort Opened.

When the Portland business men's excursion visited Klamath Falls a short time ago the Eagle Ridge tavern on Klamath Lake was not complete and few if any of the members of the party heard of the prospective resort. This tavern has just been opened and there Mr. Hill and his assistants and about 100 Klamath Falls business men, who went up the lake by steamer to meet the party, ate dinner Tuesday night. The tavern in appointments and architecture compares favorably with the fashionable tourist resorts of Southern California. It is built of logs and has broad verandas which face the lake and from which views are obtained of Pelican Bay, Crater Mountain and Mount Pitt. Pelicans, looking like swans in the distance, dot the water and in the Fall the lake and nearby marshes swarm with ducks and geese. Lake trout up to 22 pounds in weight have been caught near the hotel. It was a game dinner that was served. Trout, and what would probably have been termed venison on the menu if venison were in season, were served.

The trip from Eagle Ridge to Klamath was by moonlight. There was not a ripple on the lake and the weather was warm enough to attract. When town was reached Mr. Hill's tour of Central Oregon ended with a swim in the natatorium, which is fed by mineral hot springs.

Today, Wednesday, the visitors saw something of the irrigated section, traveling by automobile to the town of Merrill, 24 miles south, where lunch was served. A banquet was tendered Mr. Hill tonight.

### ALBANY WILL GREET HILL

### Commercial Club Makes Plans for Reception and Banquet.

ALBANY, Or., May 19.—(Special.)—

Plans for a big reception for Louis W. Hill when he visits Albany were launched today at a meeting of the general arrangements committee appointed by Dr. W. H. Davis, president of the Albany Commercial Club.

According to present plans, a delegation of citizens in automobiles will meet the Hill party some distance outside this city and escort them to Albany, where they will be greeted by the city officers, bands and school children. Mr. Hill and party will be shown about the city, and in the evening there will be a reception and banquet.

### OPEN HARBOR IS SOUGHT

### Movement Begun to Make Astoria Port of Call.

A proposal to have Astoria, Or., made a port of call was yesterday forwarded to the members of the Oregon, Congressional delegation by the Chamber of Commerce. The action was taken

### MAN WHO CROSSED PLAINS IN 1864 DIES OF CANCER IN OREGON CITY.



Oscar Barnes Jefferson.

OREGON CITY, Or., May 19.—(Special.)—Oscar Barnes Jefferson, a well-known resident of this city, died at the family home on Sixth and John Quincy Adams street, from cancer.

He was born February 8, 1850, near Sabetha, Kan., and crossed the plains with his parents, William W. and Judith Ambrose Jefferson, in 1864. He was the youngest of ten children. The family resided in Douglas County, where Mr. Jefferson married Julia Wright, in 1888, and in 1898 came to Oregon City, where they have since made their home.

Deceased leaves a widow and the following children: Misses Ethel, Effie, Mary Cecil and Echo; Vane, William, Albert and Alpha. He also leaves a sister, Mrs. M. C. Wells, of Portland, and a brother, Scott Jefferson, of Yoncalla, Or.; a niece, Mrs. Bruce Zumwalt, of this city, and a nephew, William E. Wells, of Portland.

at the instance of the Astoria Chamber of Commerce.

If Congress should take favorable action on this, vessels might lie at anchor there while waiting for charter or seeking one, without paying tonnage dues; that is until they take cargo and sail for a United States port. If they should sail for a foreign port no dues would be payable.

Even a broader law than this is operative at Royal Roads, B. C., and it is for the purpose of competing with that port that the proposal is made.

### SERVICE MAY BE GRANTED

### Grays Harbor Expects Vessel on San Francisco Run.

ABERDEEN, Wash., May 19.—(Special.)—With a mass of data collected and forwarded to the Pacific Coast Steamship Company, in San Francisco, together with signed agreements by a considerable number of business men and manufacturers of Grays Harbor, it is the belief of members of a special committee of the Chamber of Commerce that the San Francisco company will at last place a package carrier steamer on the Grays Harbor-San Francisco run.

It is understood that the Pacific Coast Steamship Company has signified its willingness to send a representative to Grays Harbor. It is presumed that, after an examination, he will be convinced that the business is here.

Members of the Hoquiam Commercial Club have taken an interest in the enterprise. The Hoquiam manufacturers and merchants feel that a package carrier steamer will be just as much of an accommodation to them as to Aberdeen.

Chamberlain's Stomach and Liver Tablets clear the stomach, sweeten the breath and create a healthy appetite. They promote the flow of bile juice, thereby inducing a perfect digestion. Sold by all dealers.

# Yes!



"The Memory Lingers"

Postum Cereal Co., Ltd., Battle Creek, Mich.

# NEW GRAIN IS TRIED

### O. R. & N. Distributes Milo Maize Among Farmers.

### IDEA IS TO INCREASE YIELD

### Oregon Soil Believed Adapted to This Crop, Which is Good Both as Grain and Fodder and Replaces Summer Fallow.

In connection with its idea of enlarging the crops raised in Oregon, and thereby increasing the freight that has to be moved, the O. R. & N. is distributing among each of many representative farmers, willing to do experimental work, sufficient milo maize seed for a small plot of ground.

Milo maize belongs to the sorghum family and has a heavy yield. As fodder it is much relished by livestock and makes an excellent feed for work horses, so say its advocates. As grain, claims are made for it that it is worth nearly as much as corn to feed to horses, beef and dairy cattle, hogs, sheep and poultry.

If milo maize proves successful in the territory in which it is being distributed by the O. R. & N., it will, it is thought, be grown generally in alternation with wheat and to take the place of summer fallow. This means that a marketable crop will be produced by land which under the present system of cultivation lies idle.

The outcome of the experimental work will not be known until fall, but it is believed the soils of the State will produce good crops of the milo.

Full directions as to planting and cultivation accompany the supply of seed sent to each farmer.

Traffic Manager Miller is responsible for the distribution, and it was announced at his office yesterday that this is but one feature of the campaign of betterment campaign the O. R. & N. is conducting under his direction.

### NEW FRANCHISE WORKED ON

### United Railways Has Plan Regarding Seventh Street.

Attorneys A. C. Emmons and R. E. Moody are working on a franchise to be put before the City Council respecting the line the United Railways Company desire to lay on Seventh Street. The United Railways system now intends to ask only for a franchise from Seventh and Stark, along Seventh to Taylor, thence along Taylor to Front, where connections will be made with the Oregon Electric.

If this franchise is granted, President Stevens of the United Railways is willing to allow the previous Seventh and Sixth street franchises to be abandoned. Attorney Moody is acting for the Seventh Street property owners and Attorney Emmons represents the United Railways.

The work of the attorneys follows a meeting of the committee of the Seventh Street property owners with President Stevens Monday, when Mr. Stevens made a suggestion of this plan to the committee. At that time Mr. Stevens said he did not intend to run any local car service, or in any way compete with the Portland Railway, Light & Power Company; that all he wanted was to make a physical connection available for passenger service between the Oregon Electric and the United Railways.

When the franchise is prepared by the two attorneys it is to be submitted to the Council with the understanding that if the former franchise is withdrawn, the new one must be adopted. Following its preparation it will be passed upon by Mr. Stevens and by the Seventh Street property owners, and if suitable to both sides, will come before the City Council at a future meeting.

### W. S. STONE DIES IN SPOKANE

### Deceased Was Well Known in Oregon Railroad Circles.

Intelligence was received in Portland yesterday of the death at Spokane Wednesday of W. S. (Bill) Stone, depot ticket agent for the O. R. & N.

Mr. Stone's life has been identified with the O. R. & N. interests. He first entered the railroad service in the auditor's office in Portland, when his father kept the old Cottage Restaurant on Sixth street.

From Portland, Mr. Stone was sent as river boat agent for the railroad boats at Corvallis, being transferred from Corvallis to Astoria, where he filled the position of cashier in the O. R. & N. freight office. He obtained a later appointment in the Portland auditor's office, whence he was transferred to the position he occupied at the time of his death at Spokane.

Bill Stone had many friends among the Portland railroad men.

### Road Meeting Will Be Held.

VANCOUVER, Wash., May 19.—(Special.)—At a meeting of the Clark County

## To the Strains of Lohengrin

Any woman who marched up the center aisle to the music from "Lohengrin" will find her heart warm to that page in the JUNE number of THE DELINEATOR where Erman J. Ridgway writes anent, "WEDDING BELLS."

Here is a man with a fresh view-point and a singular talent for touching human hearts. A man who sees common things through uncommon eyes, and finds them vivid, beautiful, worth while. He is well worth listening to. If you will turn to his page, which he whimsically calls "CONVERSAZIONE," you will be well repaid.

THE DELINEATOR of this month carries an amazing number of other good things, but this one page possesses so unique a charm that it deserves a special consideration for itself alone.

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## Union Pacific Life Insurance Co.

From the Oregon City Courier

OREGON CITY COURIER, FRIDAY, MAY 13 1910

### INVESTMENT WE RECOMMEND

Shares in a Life Insurance Company Which Promises Splendid Returns and Is Safe

The evidence on all sides that the country is about to enter upon a period of splendid prosperity has, naturally, directed the attention of those having large or small sums of money, awaiting a favorable opportunity for investment, to the various propositions now being offered to the public. Not a day passes that the mails of all our leading financial papers do not contain letters soliciting advice and information concerning the different classes of stocks and bonds now on the market. This paper invariably replies to these letters that in purchasing stock it is always best to invest in an enterprise where it has been demonstrated that profits are always large and the security good. The history of life insurance companies in this country proves that in a well organized and properly managed life company is one of the safest and surest dividend payers in which money can be invested.

Conservative investors who read this paper regularly can find no safer or more profitable avenue for the investment of surplus funds than in the shares of fully paid and non-assessable stock of the Union Pacific Life Insurance Company of Portland, Oregon, of the par value of ten dollars each, which insures most profitable returns to every holder of stock in the enterprise. The officers and directors are men possessing the Jeffersonian qualifications of honesty, ability and experience, and will make a success of the undertaking.

It is not too much to say that stock

roosters, 12 1/2c; ducks, 13c. Dried fish—Salmon, fancy 20c lb.; Halibut 12 1/2c. Pickled Salmon—10 @ 12 1/2c lb. Herring—8c lb. Salmon—12 1/2c. Black Cod—12 1/2c. Grain, Flour, Feed, Etc. Wholesale buying prices. Oregon City Commission Co. Grain—Wheat, 90c bu.; oats \$25 per ton; barley \$28 per ton; vetch seed 4c lb; clover seed, prime red, 12c; alfalfa, fancy, 13c. Hay—best clover \$15.00 per ton; cheat \$15.00; timothy \$18.00; grain hay \$18.00; alfalfa, selling at \$22 per ton.

Fuel, Oil, Lumber, Etc. Coal—Best Mendota sacked, \$8 per ton—Richmond, \$14.00. Wood—1st growth fir, \$4.00 cord; 2d growth, \$2.75 cord; hard, mixed, \$5.00; stove-wood, \$2.00 load. Kerosene—pure, 50c gal.; comp 20c; 5 gal, 85c. Lumber—A1 grade, rough, \$30 per second; \$15; common \$11. Flooring \$28; ceiling, \$22; rustic, \$23; dimension stuff, \$11 per M.

in this enterprise is in one of the best and most reliable companies operating in the country. Only a limited number of shares of this stock is now offered for sale at \$20 per share, as it is believed that the company will soon be on a dividend basis, when the sale of stock will immediately cease.

For stock and further particulars not made plain in this article address the Union Pacific Life Insurance Company, Oregonian Building, Portland, Oregon.

Stock in this company is a splendid investment. You will not be able to get it at these prices but for a short time. The special attention of business men and conservative investors is called to this opportunity. The company would like its proposition looked into carefully by men who are able to invest their capital in an enterprise meeting with their approval.

These remarks are inspired by inquiries recently received by us regarding the security and reliability of the Union Pacific Life Insurance Company. The tenor of these letters would indicate entire satisfaction with the plans presented by the institution in question, the sole inquiry being, is it reliable and sound? In pursuance of these inquiries, we have made a full investigation of the company, with a view of enabling us to give our readers absolutely authentic information upon the subject of their inquiries, and as a result we can give our unqualified indorsement on the company's plans, methods and contracts, and all those entrusted with the management of its affairs. Its officers are competent, experienced and strictly reliable, and have met with success in their former occupations. It follows that they would not lend their aid and indorse to any undertaking that did not appeal to them as being practical and promising fair and just returns, as well as good insurance.

The Union Pacific Life Insurance Company presents a proposition which must appeal to all who are looking for a safe investment as well as good insurance protection. The plan of the company is an inflexible one; the same sources of profit that enable life insurance companies to show large earnings are those depended upon by this company. But one does not have to die to get his returns. On his investment, he can live and enjoy the benefits of his savings, along with himself or his family.

In conclusion, we will say that we have thoroughly examined the proposition of the Union Pacific Life Insurance Company, and find it deserving of the fullest confidence of all, and cordially recommend the same and its benefits to the public and all those who desire sound investment.

HOME OFFICE, OREGONIAN BUILDING, PORTLAND, OREGON