

# INDUSTRIAL GROWTH OF PACIFIC NORTHWEST

## SEA WALL IS BUILT

Nehalem to Finish Jetty by September 10.

## GOVERNMENT AID LACKING

By Bonding of Post for \$30,000 First Steps in Harbor Improvement Are Carried Out—Deepening of Channel Planned.

TILLAMOOK, Or., Aug. 20.—(Special.)—Without Government aid, and relying solely on their own resources, residents of Nehalem have undertaken the construction of a jetty at the mouth of the Nehalem River, which, in a short time, will give them excellent harbor facilities.

At a cost of \$50,000, a jetty from the south shore of the Nehalem at its mouth, extending 2000 feet seaward, with a solid wall of rock rising from 10 to 30 feet upward from the river bottom, will be completed by September 10. The jetty will provide a channel with a 10-foot depth at low tide.

The work of constructing the jetty is being done by the Port of Nehalem, which was incorporated about a year ago, under the Port act of the Legislature of 1909. The officers of the port are Coll R. Wheeler, owner of the Wheeler Lumber Mill at Wheeler, president; Henry Tohl, a Nehalem merchant, vice-president; H. V. Alley, rancher, secretary; Frank Rowe, banker, treasurer; and Fred Zedtsch, clerk.

### Jetty to Be Extended.

When the present 2000 feet of jetty is completed, it is planned to issue additional bonds for \$25,000, which will permit the extension of the jetty 400 feet further. It is estimated that with the expenditure of an additional \$15,000, a depth of 20 feet can be attained on the bar. Other improvements also will have to be made on the river, but the people of Nehalem are confident that when they have given the Government such evidence of their faith and determination as they are doing in pushing the jetty project, they will have little difficulty in securing substantial appropriations. They will try to secure the financial help of the Government to the extent of one dollar for every dollar they have invested. This would give them a total of \$150,000, which they believe will be sufficient for several years.

The work of constructing the jetty has been let by contract to C. L. Houston, and is being done under the supervision of civil engineer Neal R. Wilson, who was formerly employed by the Government in harbor work in the Philippines and in Honolulu.

### Facilities Are Favorable.

The Nehalem River and Bay present unusual opportunities for the speedy and inexpensive making of a good harbor. Somewhat more than five miles from the ocean the river branches off into two forks, known as the North Fork and the South Fork. The North Fork extends into the mouth a 25 miles from the ocean, while the South Fork is about 100 miles long. Both merge and become one stream about one-half mile above Nehalem. From this point to the sea the river is wide and deep. From Nehalem to the bar a minimum of 24 feet of water at low tide is maintained in the south channel, with the exception of one shoal a quarter of a mile below Nehalem, and about a quarter of a mile in length. The shoal on this shoal is about four feet at low tide, but a small expenditure would dredge it out and maintain it at a satisfactory depth. There are 27 places there which would tend to fill the channel with sand, as the current of the river makes a straight sweep to the sea.

Nehalem is on the North Bank of the Nehalem River, about five miles from the ocean. A short distance below Nehalem, more than one mile, the river branches into three channels, forming islands of marsh lands between them. It is the south one of these channels which is being improved, and that it is proposed to improve.

### Channels Form Bay.

After dividing, the channels gradually broaden in their course, and finally their overflowing waters unite again and form a bay, which extends northward along the coast line. A long spit reaches from the north, dividing it from the ocean. The channel runs directly towards the spit, nearing which, it turns across the bay, and for the next three miles skirts the south shore, touching at the sawmill town of Wheeler.

Work on the jetty was started last Fall, and the trestle work was completed to the prescribed 2000 feet, so that there remains only the rock filling to be done. A small "dinky" engine is used to haul the rock out onto the jetty and dump it. The rock is hauled to the jetty from a quarry on the Pacific Railroad & Navigation railroad. Twelve men are now employed at the jetty, and 18 at the quarry, and about 250 tons of rock are handled daily.

The object of the jetty is to eliminate the south channel over the bar, which is used now, and to form a channel at the north side. The present south channel is a narrow, shallow shoal on the south side, at an acute angle from the shore, while the so-called north channel extends practically straight out to sea. To improve the south channel would be expensive if not impossible.

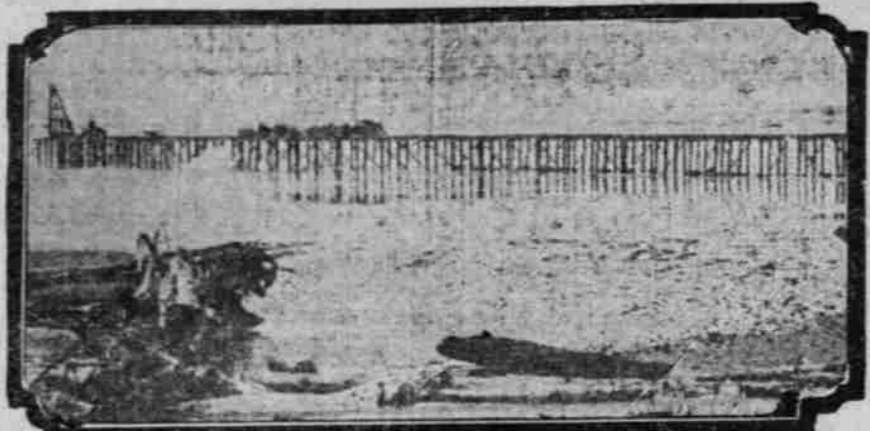
## COOS AND CURRY TO SHOW

Exhibit of Counties' Resources to Be Made at State Fair.

MARSHFIELD, Or., Aug. 20.—(Special.)—Coos and Curry Counties will have an exhibit at the State Fair at Salem this year for the first time. The Chamber of Commerce of this city is collecting products from the Coos Bay side of the county and the exhibits from the Coquille Valley side are being collected at Bandon and will be shown at a harvest fair and carnival to be held at Bandon August 24 to 27.

As a drawing card, the business men have put up a purse of \$1000 to secure flying machines, an attraction never before seen in this part of the state, but the chief object of the fair is to exhibit the products of the surrounding country. The Bandon residents have asked Curry County to join in the exhibit and Curry County has applied to the state fair officials for space to make a showing. The best of the exhibits at Bandon will be taken to Nehalem. The fair managers are canvassing the ranchers with a view of securing the best of the products in the county.

## IMPROVEMENT WHICH IS TO MAKE NEHALEM IMPORTANT SHIPPING POINT.



VIEW OF NEHALEM JETTY, SHOWING SAND SPIT TO NORTH.



THE NEHALEM RIVER FLEET, DOCKED AT NEHALEM.

## LAND OWNERS EARNEST

### SETTLERS TO FINISH IRRIGATION PROJECT THEMSELVES.

When Government Fails to Aid, Residents of Upper Klamath Take Matter in Own Hands.

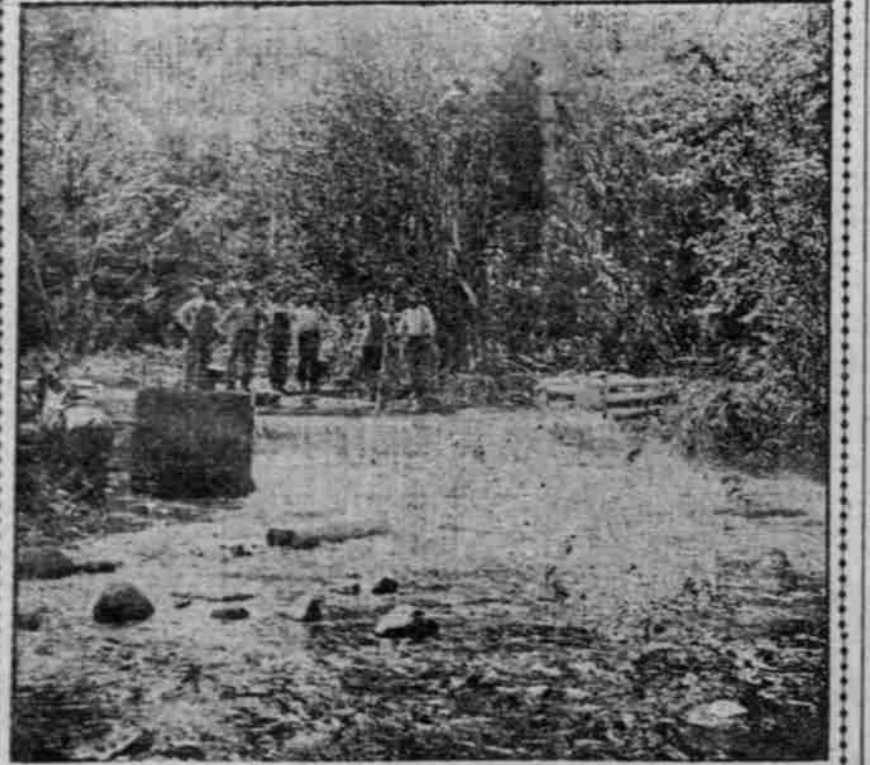
KLAMATH FALLS, Or., Aug. 20.—(Special.)—That the settlers of the Upper Klamath project, better known as the Bonanza section, are determined to have their lands irrigated, is shown by the recent action taken by the land owners of that region. Not long ago the people there were expecting immediate action by the Government towards completing that end of the project, but recently they have about given up all hope of relief for years to come from the Government, and are casting about for private means with which to complete their irrigating system.

The plan has been taken up with W. E. and Louis Gerber, the former a banker of Sacramento and the latter one of the most prominent stock men of the Klamath basin. They own a part of what is known as the Horneddy reservoir site and have offered it to the land owners whose lands would benefit by water from it, and have agreed to supply funds with which to build the system as well.

Dr. E. D. Hitchcock, of Bonanza, who is interested in the project, outlined the proposed action while in Klamath Falls recently. "We propose to organize an irrigation district under the Oregon law, which permits us to issue and sell bonds to cover the cost of installing the system," he said. "These bonds are payable in 21 years at 6 per cent interest. We expect to have all details worked out without much further delay. Several weeks ago we presented our petition to the County Court, which approved it, and now the farmers are ready to sign up their lands. Those who refused to sign up under the old Government contracts are eager to sign under this plan, as it is easily seen that it will be much less costly than by having to pay the Government for water."

"Before any actual work is started, a complete engineer will be engaged to prepare plans and make the surveys. These will then have to be submitted to the State Engineer, and this preliminary work is the only thing that is keeping back work on the ditches and reservoir. About 18,000 acres can be irrigated from the Horneddy reservoir site. It is generally estimated that the entire cost will not exceed \$30 an acre, and this will be only about half what the Government

## NEW GRAVITY WATER SYSTEM AT LOSTINE GIVES VILLAGE PURE SUPPLY.



HEAD WORKS OF PLANT TESTED LAST WEEK. LOSTINE, Aug. 20.—(Special.)—This city's new gravity water system was completed and tested Tuesday. Work was begun July 23, and on August 17 the system was ready to be turned over to the city by the contractor, a Kansas City construction company. P. S. Trew had charge of the work for the company. The water comes from a mountain stream, the south fork of the Wallowa River, a mile and a half above Lostine. There is a bountiful supply for a city of many thousands, and the water is clear, pure and cold at all seasons. A complete distributing system, with plenty of fire hydrants, two hose carts and 1000 feet of 2 1/2-inch fire hose were included in the contract price of \$18,000. The money was provided by the sale of 5-per-cent bonds at par.

## KLAMATH MILL DIG

Lumber Plant Now Building to Employ 1500 Men.

## RAILROADS TO BRING LOGS

Company Buys 103,513,000 Feet of Pine Timber in Crater Lake Reserve, Near E. H. Harriman Home, From Government.

KLAMATH FALLS, Or., Aug. 20.—(Special.)—That Klamath Falls will have one of the largest sawmills and box factories in the Northwest in operation within half a mile of the city limits, before the end of September, is the announcement of one of the managers of the Pelican Bay Lumber Company. This mill will be situated at what is known as Hanks, on the borders of the Upper Klamath Lake. Work was begun on the log piers several weeks ago. No less than 1500 men will be employed in the mill when it begins operation, and probably 500 more will be kept in the woods, cutting logs and getting timber down the lake. The mill will run day and night, and is expected to cut 160,000 feet of lumber every day.

### Lake to Be Thawed.

The company last Spring closed a deal with the Government for 103,513,000 feet of logs on the Crater National Forest Reserve. This is the biggest Government sale of timber to one firm ever made in Oregon or Washington. The timber is in the vicinity of Pelican Bay, the late E. H. Harriman's Summer home, and is among the finest pine in the entire country.

Already a hog canal nearly a mile long has been dug from the Klamath Lake to the hills back of Pelican Bay. Men have been sent to the woods to get timber down the log piers, and railroad builders, as several miles of logging road will be constructed to haul the logs to the canal. Thence they will be towed down the lake more than 30 miles to the mill.

To enable the mill to operate in the winter months it is planned to keep the water in the log piers thawed out by steam from the big steam engine. The canal leading from the main lake to the mill will also be kept thawed, and a channel opened from the mill to the lake at the upper end of the lake all winter, regardless of the ice, so that towing can be done at all times.

### Workmen to Have Comforts.

The operation of a mill here in winter will be something never before attempted. Although the temperature seldom drops below zero, there are few winters when more or less ice does not form on the lakes, and the logs in their booms become frozen so it has been impossible to get them out of the water and logs will eliminate this trouble.

The framework for the first story of the mill is now in place, and much of the mill has been placed. As soon as the mill is completed the first lumber turned out will be used in building a little town at the mill site. The houses will be built for the men without families, while those with families will be supplied with utilities. The main building is now 210 feet long, and has a platform along the track that is 275 feet in length. A large room is provided in the second story for the storage of records.

## WASCO AFTER SETTLERS

O. W. R. & N. WILL AID IN DEVELOPMENT WORK.

Greatest Need Now Is to Secure Publicity Regarding Resources—Agriculture Pays Well.

SRANIKO, Or., Aug. 20.—(Special.)—Through the suggestion of The Dalles Business Men's Association, the O. W. R. & N. Company will soon begin the exploitation of the resources of Southern Wasco County. In a communication to Secretary Frank C. Fessenden, Agent McMurray says that after an investigation by representatives of the publicity department, they find great opportunities for new settlers here, and the road will do everything in its power to develop the district.

It is said the principal difficulty lies in getting the landowners to sell some of their holdings to small farmers. This matter, however, is rapidly reaching its own solution, as growers of range stock, both sheep and cattle, are finding it more profitable to go into general farming a little heavier each year. As an instance of this fact may be cited the case of Henry Wackerling, who last year one of the biggest sheepraisers in this district, who has wholly abandoned the flock and is breaking up his land for grain. He now has more than 600 acres under cultivation and has 1400 acres more of plow land. Judge A. S. Bennett, of The Dalles, who owns 7000 acres near Antelope, is another of the stock ranchers who are going into farming. He "broke" several hundred acres this year with a caterpillar engine.

Aside from the agricultural development of the big holdings, there are still good homesteads to be had, and many have been taken up during the past year. Owing to this section being remote from the main line of the O. W. R. & N., the country has had little opportunity to attract settlers, although it has been settled by stockmen for many years. In good years prodigious crops of all kinds of grain and hay are raised and the crops this year in this section have not suffered by lack of rain as severely as in other parts of the country. With only fair crops and a little publicity, Southern Wasco County can show intending settlers many advantages not to be found elsewhere.

Apartments to Cost \$40,000. MEDFORD, Or., Aug. 20.—(Special.)—An apartment house, to cost \$40,000, is under construction here. It is the first large building of the kind to be erected in Medford.

New Freight Depot Occupied. EUGENE, Or., Aug. 20.—(Special.)—The new addition to the Southern Pacific freight depot has been completed and the offices moved in. In addition to more warehouse room, the new improvements in the freight yard comprised a new roadmaster's house and

## Manicuring and Hair Dressing Parlors Second Floor Mariette, Royal Worcester and Bon Ton Corsets

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# Olds, Wortman & King.

New Today  
Fancy Ribbons  
Shetland Veils  
Auto Veils  
Fichu Collars  
Side Ruffles  
New Laces  
Fig'd Chiffon  
Dress Nets  
Trimnings  
Dress Goods  
Etc., etc., etc.

## A Condensed List of Today's Specials as Advertised Sunday

- Wom's \$38.50 Coats \$17.95
- \$10.00 Silk Waists at \$4.79
- \$3.00 Wash Waists at 98c
- \$15.00 Tub Dresses at \$4.39
- New Velvet Coats \$42.50
- New Coats \$16.50 to \$32.50
- \$10 Silk Petticoats at \$4.49
- \$1.00 Foulard Silks at 69c
- \$1.25 Foulard Silks at 98c
- \$1.50 Foulard Silks at 98c
- \$2.00 Foulard Silks \$1.39
- \$2.50 Shetland Veils \$1.69
- \$1.75 Hand Bags now at 89c
- 25c Wash Laces at Yard 12c
- \$6.00 Down Comforts, \$4.57
- \$7.00 Down Comforts, \$5.50
- \$10.50 Down Comforts, \$7.75
- \$12.50 Down Comforts, \$9.50
- \$16.00 Down Comforts, \$12.00
- \$18.50 Down Comforts, \$13.75
- \$20.00 Down Comforts, \$15.00
- \$22.50 Down Comforts, \$16.75
- \$25.00 Down Comforts, \$19.00
- \$10.00 Wool Blankets, \$6.50
- \$8.50 Wool Blankets, \$5.65
- \$7.50 Wool Blankets, \$5.25
- \$7.00 Wool Blankets, \$4.75
- \$6.50 Wool Blankets, \$4.25
- \$5.00 Wool Blankets, \$3.65
- \$4.50 Wool Blankets, \$3.25
- \$22.00 Iron Beds, \$16.50
- \$20.00 Iron Beds, \$15.00
- \$18.00 Iron Beds, \$14.50
- \$15.00 Iron Beds, \$12.00
- \$12.50 Iron Beds, \$9.50
- \$11.50 Iron Beds, \$8.75
- \$10.00 Iron Beds, \$7.50
- \$ 9.00 Iron Beds, \$7.00
- \$ 5.00 Iron Beds, \$4.00
- \$ 3.75 Iron Beds, \$3.25
- \$ 2.50 Iron Beds, \$1.95
- Misses' 50c Hose, only 15c
- Women's 85c Gloves, 59c
- 85c Union Suits, only 63c
- 25c Kimono Crepe, at 18c
- \$1.35 Tea Kettle, only 99c
- \$1.50 Tea Kettle, at \$1.19
- \$1.40 Tea Kettle, at \$1.12
- \$1.10 Coffee Pots, at 88c
- \$3.25 Cof. Percolat'r \$2.60
- \$2.50 Cof. Percolat'r \$2.00
- \$3.75 Baking Dish, \$3.00
- \$5.50 Baking Dish, \$4.40
- \$5.00 Casserole for \$2.50
- 25c Bread Knives, at 15c
- Kitchen Knives, 3 for 25c
- 15c Wash Goods, only 8c
- 20c Wash Goods, at 12 1/2c
- 25c Dimity, per yard, 17c
- 40c Zephyrs, per yard 25c

A new office for the freight agent and his clerks. The main building is now 210 feet long, and has a platform along the track that is 275 feet in length. A large room is provided in the second story for the storage of records.



## New Compartment-Observation Cars to Denver, Kansas City St. Louis

The Compartment-Observation Car is the "living room" on a train—the place to lounge, to read, to chat, to view the scenery, to relax and rest. For travel-comfort it surpasses any other form of coach in use. It makes the journey a pleasant diversion.

## The Southeast Express

The Great Northern Railway's through train to Kansas City, Denver, St. Louis and points south and east via Billings and the "Burlington Route," carries luxurious new Compartment-Observation Cars in addition to its Standard and Tourist Sleeping Cars, Dining Cars and Day Coaches.

Plan your next trip east through Kansas City on the Southeast Express and make your reservations in advance. Call on or address H. DICKSON, C. P. & T. A. ARCHIBALD GRAY, A. G. F. & P. A. 122 Third Street, Portland, Or.

