

THE GRAND RONDE VALLEY OF OREGON

A Region That Is Known to But Few Portlanders, But Which Has a Great Future.

(Journal Special Service.)
LA GRANDE, Aug. 14.—The Grande, Union and Elgin are the three principal cities of the justly famous Grande Ronde Valley. La Grande is the best known throughout the state as the site of the sugar beet factory. A rich farming district surrounds it and makes it a good business point. Two rural free delivery routes have been established and the establishment of two more is contemplated.

Though not a free delivery city, no letter carriers being employed, yet a system of mail collection is in force. The letter boxes located throughout the business district being collected by a clerk in the La Grande postoffice. I left La Grande in the late afternoon and mounting my wheel took the road to Hot Lake. Grain fields and hay fields stretch out broad and level on all sides. Comfortable and well-built farm houses, roomy barns, sleek cattle and horses are to be seen on every hand and give evidence of the prosperity of the farmer.

In place of the almost universal wire fence or stake and rider, you see broad fences of roughly piled stones, some meadows being thickly dotted with stones, which are utilized in building miles of stone walls to enclose the fields. Such fields are used, of course, for pasture. Just at supper time I dismounted at the Hot Lake Hotel and Sanitarium. These hot springs are a peculiar natural phenomenon and are worthy of description. A few years ago Dr. Minthorne and B. S. Cook, of Salem, built a sanitarium here, selling out about a year ago to the present owner, Dr. G. W. Tabe.

At present there are a hotel and eight cottages, but these proving insufficient to accommodate the guests, contracts have been let for the erection of a large and commodious hotel which, with the present buildings, will accommodate 120 guests. The flow from the various hot springs amounts to 2,000,000 gallons per day. The water boils up at a temperature of 190 degrees and forms a lake covering an area of seven acres.

The whole lake is kept warm by the constant inflow of the boiling water. The water resembles in medicinal qualities the Arkansas Springs, though it is 70 DEGREES HOTTER than they are and has much more volume.

The lake emits the characteristic odor of sulphurated hydrogen. The hot water is made very useful, not only for hot baths, steam baths and mud baths, but it also serves as a system of steam heat for the hotel.

Long before white men came into the Grande Ronde Valley the Indians resorted to the springs to drink the water and to bathe in the pool formed by the hot springs. It was not only the Indian's "big medicine," but it was the resort of bands of elk and deer. Washington Irving in "Astoria" speaks of the return of the Astor expedition: "Traveling this plain, they passed close to the skirts of the hill a great pool of water three hundred yards in circumference fed by a sulphur spring 10 feet in diameter boiling up in the center. The vapor from this pool was extremely noxious and tainted the air for a considerable distance. The place was much frequented by elk and their horns shed in the spring-time, were strewn in every direction around the pond."

The Grande Ronde Valley has several other hot springs all of which in time will probably become resorts; for there can be no question as to their curative qualities in cases of stomachic trouble, indigestion and rheumatism.

Next morning I rode on to Union, passing on the way large fields of heavy headed wheat, orchards and gardens and, as far as the eye could reach, hay fields. I stopped by a little stream and leaning my wheel against an overhanging cottonwood tree I unslung my camera to take a picture of the valley.

"Do you irrigate your hay lands?" I enquired. "No, the Grande Ronde backs up over the low lands in the spring and Catherine and Elizabeth Creeks generally overflow, so considerable of the land is under water for a little while in the spring. This field is wild oats. It was in sugar beets last year, but wasn't cultivated well and it got foul with wild oats. It has made a very heavy crop. Most of the hay around here is timothy."

From where I stood I counted the hay stacks in sight. There were 25 of them which would average from 25 to 30 tons to the stack. Wheat, hay and sugar beets are the principal crops about Union and La Grande. Union is quiet and peaceful little farming town. It is beautifully situated and gives one the impression of a quiet home town, not a bustling, busy, trading town. It is interesting from a historical standpoint.

One of the first men I met was E. S. McComas, who gave me many interesting reminiscences of the early days.

"I passed through Union in 1862 and have been here or in the vicinity most of the time since," he said. "The town was started in that year. Fred Neffine, Uncle George Wright, and M. C. Israel were among the first settlers. It was during the Civil War and it was that which gave the town its name—Union."

"Yes, this is not only a beautiful valley, but it is a very rich little valley," said Mr. McComas. "It is about

25 MILES LONG AND 6 ACROSS. In the central portion, narrowing toward each end. We raise wheat, oats, barley, sugar beets, hay, fruit and live stock. Mr. Eaton, who owns the woolen mills, can tell you about the amount of hay raised and shipped. He is one of the large land owners in this region. A. B. Connelly, of Cove, who is called the

wheat king of Union County, can tell you as to the amount of grain raised here, and Hutchinson Bros. can also tell you about hay, stock, etc. They own a great deal of land in the valley. When you get to Elgin you will find a wonderful timber country and at Perry the Grande Ronde Lumber Co. have a capacity of 100,000 feet daily. They saw yellow pine. Timber here is of good quality, but the Blue Mountain timber will not yield so much per section as the coast timber in Tillamook or Lincoln counties. It does not run in the Blue Mountains over a million and a quarter to a million and a half feet to the quarter section. We have some good mines not far from here. At North Powder they are arranging to put in a stamp mill. The ore runs from \$16 to \$20 to the ton in gold. At Eagle Creek in the Sanger district they have a 10-stamp mill.

"Who are the old-timers here?"
"Well, Ben Brown, the assessor, is one of the old timers, and Connelly and Carroll, and Durham Wright and Jim Hutchinson and H. J. Geer and many others living in the valley. In 1862 I hauled freight from The Dalles to Auburn, 32 miles above Baker City. Auburn was the first mining town in Eastern Oregon and had a population of about 6000 in 1862. It is a 'has been' now, only a few old timers living there and some Chinamen who are working the tailings of the old placer mines.

"In the early days—the sixties—everything came in by bull-team or pack-train. A good many of our well-to-do men got their start at 'bull-whacking.'"

A PROFITABLE BUSINESS.
"I was associated in business in early days with R. W. Deele, who used to run a freight outfit in 1863, '64, and '65. I have seen him bring in \$40,000 in gold dust as payment for a single freight shipment. He charged from 8 to 10 cents per pound, and ran 18 teams consisting of 10 or 12 yoke of oxen to each outfit, a large wagon and trailer. The shipment I spoke of was from Umatilla landing to Silver City. Geo. W. Hunt, who afterwards built a railroad from Pendleton to Wallula Junction, was the freighting king of those days. He ran more outfits from Umatilla Landing to the upper country than any one else in the business. Steamboats brought the freight from Portland to the Cascades, then it went over the portage road to Upper Cascades, then it was again put on the steamboats and taken to The Dalles. It was taken by the portage road to Celilo. Then, if the freight was for Southern Idaho, it was taken by steamboats to Umatilla Landing or if for Northern Idaho, by steamboat to Lewiston, on Snake river.

"Florence and the Salmon River country ran pack trains from Lewiston to the mines, as it was too rough for 'bull-whacking' outfits. Placerville, Boise City, Hannock and Silver City were good camps in those early days. Through the sixties, Eaton used to run a freight outfit. Mining or freighting were the two principal industries then."

A little later I met Mr. Brown at the court-house. He was not too busy to tell me of the early days.

"Don't call me Mr. Brown. It don't sound natural. Every man, woman and child in Union County calls me Ben Brown," he said, and I asked him to tell me of the beginning of things in Union County. "Well I

CAME HERE IN OCTOBER, 1861. In January 1862 we built the first house in the Valley, at what is now La Grande. There were nine men in our party and one woman—my wife. Our party consisted of S. M. Black, William Chaffin, Richard Marks and William Marks, Job Fisher, Robert Alexander, William McCaulley, B. C. Crane and myself and wife. We took up claims and built four log houses in the form of a square. They were provided with loop holes and were to serve as a fort. We were going to connect them with a stockade, but just about then the Auburn diggings began went there and I began hauling freight; went there and I began hauling freight; so we never finished our fort. I hauled the first freight ever brought to La Grande. I got 8 cents a pound freightage. We never had any trouble with the Indians. They put up a pole eight miles north of La Grande, painted it, and notified the settlers that they would allow no land to be taken up beyond that stake. Captain Curry of Walla Walla came down held a conference with the Indians; a few of the Indians were killed and they pulled up their stake and no more was heard of the matter."

"Hay and grain, I presume, are your main crops here," I said.

"Wheat is the principal crop, but live-stock and fruit are also large industries. I am the Assessor and of course I do not begin to get all of the stock, as the owners are very liable to under-estimate their holdings; but it is safe to say that there are about 16,000 cattle in the Valley, 100 horses and 6000 or more head of swine. The hogs are turned in the alfalfa wheatfields and pick up a good living."

I had a long talk with Fred Gieble, one of the leading merchants of La Grande, and with D. H. Cronter, a merchant of Union. They both think the Indian Empire, and especially the Grand Ronde Valley was

A BRIGHT FUTURE.
To illustrate the rewards in store for the investment of capital, I will mention the case of the Union Woolen Mills. The mill was built five years ago by the farmers. It was a joint stock company and was incorporated. Conflicting opinions and incompetent management made of it a failure. A. B. Eaton, one of the largest shareholders, bought out the other shareholders about three years ago. It was closed until the 19th of March, 1900, when it started up under the own-

ership of Mr. Eaton and under the management of John P. Wilbur of Providence, R. I. Mr. Wilbur had been connected with the Waterloo mills and had been foreman of the Thomas Kay mills at Salem for two years. Twenty-four years' experience in the Coast trade convinced him there was a good opening for a woolen mill. The mill was started up and a little later he went East with the samples, returning with some good orders. From that day the mill has been busy. At present they are refusing orders, as their product is sold in advance for some time.

Forty hands are employed. Nothing but pure woolen goods are made, all waste and rags being sold to other mills. Their output consists of blankets and robes. The blankets range in price from \$4 to \$15 per pair, wholesale. The output is about 12,000 pair of blankets per year. Last year's business amounted to about \$75,000.

"I recently made a 16-day trip to San Francisco and the Sound country and came back with orders for \$75,000 worth of blankets and robes," said Mr. Wilbur. "The stock on hand is probably worth about \$85,000. We ship to Denver, Chicago, Portland, Hawaii and Eastern points."

FRED LOCKLEY, JR.

HAPPENED TO BEFFEL

Had But Few Layoffs Between Accidents

(Journal Special Service.)
RACINE, Wis., Aug. 13.—Peter Beffel, a carpenter and contractor of this city, can no doubt lay claim to having met with a larger number of accidents in his lifetime, and still live to tell it, than most persons in the world.

Beffel is about 60 years of age. Thirty odd years ago his misfortunes commenced when both hands were terribly ripped by a buzz saw. Recovering from this, both of his ankles were broken by a fall from a house. Next in order several ribs were broken, then his left arm and later the right arm. His head was cut open and jaw broken by a fall.

For a time his misfortunes ceased. Less than two years ago both of his legs were broken at Milwaukee and he was crushed, the body so that few bones were whole. It took over a year to get around. Shortly after, he fell from a step ladder and was injured dangerously internally. Now he again has a broken arm, having been injured at Kenosha.

Beffel said today that he did not believe he had a whole bone in his body.

SOO IN BISMARCK.

And Trains Will Be Running in Two Weeks.

(Journal Special Service.)
BISMARCK, N. D., Aug. 15.—The laying of steel on the Bismarck extension of the Soo road was practically completed today and by the first of next week everything will be in readiness for the running of trains. It is planned to run freight trains over the new lines for 10 days or two weeks before inaugurating passenger service, in order to test the roadbed, and passenger trains therefore probably will not be running into the North Dakota capital until September 1.

IRISH AGAINST IT.

Denounce Coercion and Commend the Irish Party.

(Journal Special Service.)
CHICAGO, Aug. 15.—Coercion in Ireland was denounced and the policy of the Irish parliamentary party in the British House of Commons commended at the annual National demonstration of the United Irish Societies of Chicago held at Sunnyside Park today. Col. John F. Finerty, ex-Member of Congress, presided, and speeches were made by several prominent Irish orators.

DITCHED AT CASTLE ROCK

Northern Pacific Work Train Engine Left the Ties.

(Journal Special Service.)
CASTLE ROCK, Wash., Aug. 15.—Engine No. 428, attached to the Northern Pacific work train between Castle Rock and Kelso, was ditched here yesterday, delaying passenger train No. 8 (Portland to Seattle) about three hours. No one was hurt.

SEVENTY-SECOND INDIANA.

(Journal Special Service.)
LAFAYETTE, Ind., Aug. 15.—Survivors of the Seventy-second Indiana Regiment which belonged to the famous "Wilder Brigade," today celebrated the 40th anniversary of the regiment's muster into service by going into camp at Columbia Park, this city. There is an attendance of veterans and their friends from several counties, but it is noticeable that the friends are more numerous than the veterans, death having played havoc in the ranks during the last few years, and it seems not improbable that this will be the last reunion of the regiment.

WHITE COLLAR LINE BOATS.

Astoria, daily 7 a. m. except Sunday. The Dalles, daily 7 a. m., except Sunday. Alder street dock. Both phones, Main 351.

Subscriptions received for The Journal at any of E. B. Rich's cigar stores.

LINE IN OKLAHOMA

Arkansas and Western Bought by Eastern Capitalists.

(Journal Special Service.)
NEW YORK, Aug. 15.—The purchase just concluded by New York capitalists of the stock of the Arkansas Valley & Western Railroad has led to the belief in railroad circles that a new connection is to be made between the Frisco system and the Rock Island. The line probably will extend from Red Fork to Enid, Okla.

INDIANA POLITICS

Warm Up in Preparation for Fall Campaign.

(Journal Special Service.)
INDIANAPOLIS, Ind., Aug. 15.—Although the date set for the formal opening of the Republican campaign in Indiana is still a month distant, Chairman Goodrich and his aides considered it wise to take time by the forelock. Consequently it has been decided to begin the real work of preparation at once by opening a speakers' bureau and arranging other details for the campaign. From now until September 20, the date set for the opening of the contest, the managers will work with their coats off in an endeavor to start the ball rolling with a boom and a hurrah such as have not

FOUR GREAT CARDINALS.



These four Cardinals are the chief advisers of Pope Leo in the matter of the Philippine Friars. This complex question is arousing great interest and an early settlement is hoped for.

been seen for a number of years. The complete list of speakers is not yet ready, but it is known that besides the Indiana Senators and Representatives the speakers will include Senator Hanna and a number of other prominent Republican leaders from other states.

WOOL AND WATER

Those Interested in Wool and Water Also Meet.

(Journal Special Service.)
BILLINGS, Mont., Aug. 15.—Prominent woolgrowers, members of the Central Montana Woolgrowers' Association, are holding a meeting in Billings in conjunction with the state irrigation conference. The gathering is well attended and gives promise of beneficial results. Among the participants are George H. Maxwell, chairman of the National Irrigation committee, several officers of the National Woolgrowers' Association and one or two instructors of the State Agricultural College.

FORESTERS JOLLIFY.

(Journal Special Service.)
OTTUMWA, Ia., Aug. 15.—The annual convention and picnic of the state association of Foresters of America, which began here today, is one of the largest gatherings of the order ever held in Iowa, more than 1500 visitors being in attendance. In addition to the festivities of the occasion, covering two days, the officers and leading members will formulate plans to increase the membership to a figure that will warrant the head officials of the lodge in severing Iowa from Minnesota and Northern Missouri and making it one jurisdiction alone.

PROFESSOR RESIGNS.

BIRMINGHAM, Ala., Aug. 15.—Dr. A. P. Furman, who resigned the presidency of Furman University to become head of Howard College, assumed the duties of his new position today. No formalities accompanied the change. President Montague announced his intention of immediately beginning active work toward building up the college and increasing its facilities so as to place it in the front rank among the Baptist educational institutions of the country.

CUT RATES

On O. R. & N. and N. P. Effective Today.

(Journal Special Service.)
SPOKANE, Aug. 15.—The freight rate reduction on wheat shipments to Pacific Coast terminals, recently agreed upon by the Oregon Railway & Navigation Company, the Great Northern and the Northern Pacific, became effective today. The reduction amounts to 10 per cent and applies to wheat shipments to Minneapolis, Duluth and Chicago as well as to the Pacific Coast points. The decrease, it is said, will cut off one-fourth of the entire profits of the railroads from wheat shipments this year.

NOMINATION IS CONFIRMED

Archbishop Corrigan Will Be Succeeded by the Right Rev. John M. Farley.

(Journal Special Service.)
NEW YORK, Aug. 15.—Private advices received here make it appear a practical certainty that the Right Rev. John M.

Farley is to succeed to the archbishopric of New York, made vacant by the death of the late Archbishop Corrigan. It is stated on the best of authority that the nomination has been confirmed at Rome and that the formal announcement of the appointment will be expected any day.

Bishop Farley was nominated for the honor by the suffragans of the archdiocese, his name, it is said, being the first on the list, and his elevation has been expected. It is said that he will be thoroughly satisfactory to both the clergy and laity of the section of the church which will be under his jurisdiction.



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TO MAKE ROADS

A Trainload of Machinery and Skilled Engineers.

(Journal Special Service.)
CHICAGO, Aug. 15.—The departure from Chicago today of the Government good roads train marks the inauguration of a project that is expected to be of immense benefit to the entire Northwest. The train consists of a dozen flatcars loaded with the most improved road machinery, and two cars with dining and sleeping rooms attached for the accommodation of a party of engineers, road experts and representatives of the United States Department of Agriculture.

The train will reach Minneapolis early in September, where demonstrations of theoretical and practical road making will be given at the state fair grounds during fair week. At the close of the fair the train will continue westward to the Pacific Coast, stopping at the principal cities en route, at each of which practical demonstrations in good road building will be given. The chief aim will be to show what can be done with such road material as can be found in the various cities to be visited, introducing practical road machinery and the most approved methods of road construction.

This beautiful Journal's Loving Cup, now on exhibition in the windows of Feldenhimer's Jewelry Store, Cor. Third and Washington Streets.

The counting of the ballots at the end of the contest will be conducted by a committee of Elks, to be named by five of the leading contestants for the cup.

B. P. O. E.



To The Most Popular Elk in Oregon or Washington Who Will Win?

The Order of Elks is notably a progressive one. The Portland Lodge of Elks is especially so. For every enterprise of public interest they can always be counted on to carry out their part to a successful issue. A few years ago the order here planned and carried out with great eclat a society circus. In 1900 the Portland Lodge gave Portland its first street carnival, and now the lodge is pushing on another venture of the same kind. Benevolent Protective Order of Elks is what these antiered monarchs call themselves, but which they abbreviate, after the American fashion, to B. P. O. E. Some way once declared that these letters stand for "Best People on Earth." This isn't very far from the truth, either.

The Oregon Daily Journal believes that so progressive and popular an organization as the Elks must necessarily be made up of popular men. To settle the question as to which is the most popular member, The Journal will have the public to decide. It has purchased a beautiful loving cup of silver which will be awarded to the Elk receiving the highest number of votes. Coupons for votes will be printed in The Journal. Fill them out and return them to this office. The contest will close September 13th. Now is the time to work for your friends.

The Most Popular Elk in Oregon or Washington is

Voter's Name.....

This Coupon not good after Aug. 19th. Contest closes Sept. 13th

- FIRST—Votes may be cast on coupons cut from The Oregon Daily Journal.
- SECOND—To be eligible the Elk voted for must be a member in good standing.
- THIRD—The Elk receiving the greatest number of votes will receive The Journal's beautiful Loving Cup, valued at \$125.00.
- FOURTH—Address all coupons to the Contest Editor, care of The Oregon Daily Journal, Contest closes September 13th.
- FIFTH—Voters may avoid cutting out coupons by prepaying subscriptions and receiving credit in the ballot as follows:

SUBSCRIPTIONS IN ADVANCE	
One Month.....	60 Coupons
Three Months.....	180 Coupons
Six Months.....	360 Coupons
Twelve Months.....	720 Coupons

Remittances from the city or country by mail should be accompanied by letter or remittance coupon stating to which candidate votes are to be credited.

The Oregon Daily Journal Remittance Coupon.

The Oregon Daily Journal, Portland, Oregon:
Enclosed find \$..... for The Oregon Daily Journal to be sent to Name.....
Address.....
Please cast..... votes for Name of contestant.....

Votes will only be credited on paid-in-advance subscriptions or on coupons cut from The Oregon Daily Journal.

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BIGGEST ON LAKES

Will Hold Two Million and a Quarter Bushels.

(Journal Special Service.)
PORT ARTHUR, Ont., Aug. 15.—The new grain elevator in course of construction here will have a capacity of 2,225,000 bushels and will be the largest on the lakes. When completed it will contain 80 tanks and 25 intermediate storage places. The tanks are 2,000 bushels. Work is proceeding rapidly and it is planned to have the elevator ready for opening by the first of the coming year if possible.

OPENING UP OKLAHOMA

Railroad Developments in the New Southern Territory.

LAWTON, Okla., Aug. 15.—Today saw the practical completion of the Oklahoma City & Western Railroad as far as this city, a distance of 100 miles from the starting point at Oklahoma City. It is expected to have trains running between the two cities some time next week, and as rapidly as possible the construction of the line will be completed from Quannah, Tex.