

JOURNAL'S ROUNDUP OF THE WEEK IN STATES OF PACIFIC SLOPE NORTHWEST

WORLDS MARKETS WILL BE ENRICHED BY PRODUCTS FROM VIRGIN FIELDS

LINE INTO EASTERN OREGON OPENS UP FERTILE TERRITORY

Completed Wallowa Branch of O. R. & N. Road Taps a Rich Stock and Grain Valley.

Joseph, Or., Nov. 14.—The completion of the 160-mile Wallowa branch of the O. R. & N. from La Grande to Joseph makes accessible to the public one of the most magnificent summer resort districts and farming countries to be found on the American continent.

Beautiful Wallowa Lake. Wallowa lake, which lies a short distance from the town of Joseph, at the foot of beautiful snow-capped peaks, is five miles long and a mile and a half wide, an ideal place for a summer outing.

Once the neutral camping grounds for the northwest Indian tribes, the district surrounding the lake is a place of tradition and romance. Chief Joseph, the younger, hereditary chief of the Nez Perce tribe, was born in Wallowa county, Oregon, June, 1837, and died at his lonely place of exile on the Colville reservation, September 21, 1904.

Country Is Productive. The Wallowa valley is very productive, wheat, alfalfa, fruits, etc., being raised in abundance. It is a great sheep and cattle country, and the best of the wool going out of this section each year, and in the past it has been necessary to drive the sheep to the coast.

There are also undeveloped mines of copper and iron, and it is known that no section of Oregon which is more generally prospective than this. It has railroad facilities at its door, it is rapidly settling up and many outsiders are investing in real estate.

BETTER ROADS IS SLOGAN OF COOS CITIZENS

People of Southwestern Oregon Unite to Improve the Highways.

Marshfield, Or., Nov. 14.—The question of good roads is arousing more interest among the people of Coos county than ever before in the history of this section. Residents of Marshfield are enjoying the relief from the old-time mud because of the new asphalt streets in the business section.

The roads in the rural districts are practically impassable in the winter season. They were built by ranchers in the early days and follow the old trails through the woods, extending over hills and marshes, without regard to the ease with which they can be traveled.

The two stage routes to Roseburg out of Coos Bay, over which the mail and passengers are carried, are among the worst kind of bad roads in winter time. The difficulty of overland travel and the delays occasioned by the mail in winter are the main reasons for a general movement for a better means of crossing the coast range mountains.

The feasibility of an automobile road from Roseburg to Coos Bay has been extensively discussed and endorsed by two of the meetings of the Oregon Idaho Development League. Business men of both Roseburg and Coos Bay say they will contribute to a fund for improving the road, and it is probable that this plan will be carried out. Road experts who have looked over the country say the route could easily be made the first class by using crushed rock, of which there is a plenty.

With the good roads now being put forth in Coos county, next summer will likely see much done in that line in the rural districts.

Alfalfa Shipments Out of Rock Creek Smash All Records

Rock Creek, Or., Nov. 14.—This district is rapidly coming to the front in the matter of producing alfalfa, and Rock Creek station will establish a new record this season as a shipping point for hay. About 2,500 tons of alfalfa was harvested on the farms of William Head, W. West, Albert Miller, Mrs. Caruthers, W. Francis, F. Wiseman and M. McKelvey. The average was scarcely 300, the yield was about eight or nine tons per acre. William Head will ship 200 tons of his own crop, which he baled. He will also superintend the shipping of 600 tons for the Arlington investment company. Most of this hay will be shipped to Hood River, at a purchase price of 115 per ton, f. o. b.

THROUGH THE CANYON OF WALLOWA RIVER



FIRST TRAIN INTO WALLOWA CANYON



WALLOWA LAKE, SUMMER RESORT

1,000 MEN WILL BE IDLE AND WORK ON PROJECT WILL CEASE IF CASE PENDING AGAINST THE U. S. IS WON

(Special Dispatch to The Journal.) North Yakima, Wash., Nov. 14.—The attack on the constitutionality of the reclamation act, is arousing great attention in this valley, where the large government project on the Tieton, employing upwards of a thousand men, is also of vital interest in all arid sections where reclamation work is under way.

Mr. Stovely contends that the act is unconstitutional upon various technical grounds, chief among which is that the work done by the reclamation service is not a federal function, but that it is a state function, and consequently violates the construction of the United States in the reclamation act. He also claims that the act is unconstitutional because it gives the United States to construct irrigation work within the states, and that since in the Yakima valley there is in several of the projects private land that will receive water from the works, the carrying on of such work is without lawful authority.

The circuit court of appeals gave the United States 60 days from October 13 in which to file a reply brief on the constitutional question and the hearing will be held in San Francisco about December 12.

On being asked for some statement with regard to the matter Mr. Williamson said: "While it is unfortunate for the Yakima valley that a matter of so vital importance to its advancement should be in doubt at this time, yet a favorable decision will materially aid our operations here."

"I am aware that some lawyers do not agree with this view of the act and have several times heretofore sought to raise the point in the courts. Our policy with regard to these threats has been consistent throughout our operations and we have refused to pay one cent more than the value of the desired property to avoid such threats."

"Delay to our work is always caused by such claims, however, and we therefore welcome a decision upon this point and I feel confident that the government's brief, when presented, will be successful in the coming hearing."

"We know, of course, that the sentiment of the Yakima valley is not against the reclamation service here, but that the raising of the question in this case is prompted by the purely personal and private interests of Mr. Hanson and his attorney, and unless stopped by the courts no effort will be spared on the part of the local and other interested parties to carry to a successful completion, at the earliest possible date, the work begun."

DAN CUPID IS DISGUISED IN DINNER DRESS

Uncle Billy Brown of Dallas Issues Invitations to His Party.

(Special Dispatch to The Journal.) Dallas, Or., Nov. 14.—Hon. W. C. Brown, known as "Uncle Billy" to every man, woman and child in Polk county, is now sending out invitations to the widows and widowers of Dallas to be present at his birthday dinner, to be given at the Dallas hotel on Monday, November 20, at 1 o'clock p. m. Mr. Brown celebrated his 83rd birthday last November by inviting all the widows of Polk county to dine with him. This year he is going that dinner one better by inviting the widowers to participate.

SOUTHERN IDAHO IS TO BE DEVELOPED MORE EXTENSIVELY

Pacific & Idaho Northern Company Plans Extension of Main Line Next Spring.

(Special Dispatch to The Journal.) Weiser, Idaho, Nov. 14.—The Pacific & Idaho Northern railway will in all probability next spring extend the main line of its road from the present terminus at Evergreen, Idaho, which is 76 miles north of this city to the Meadows, a distance of 15 miles, and from there to Long valley, next spring. For the past six months the officers of this Pacific & Idaho Northern every effort to put the present main line in such shape that it will not require much attention when the construction work on the extension begins.

Large Country Affected. The opening up of this section of Idaho will afford transportation facilities to one of the largest bodies of agricultural land in Idaho. There is at present in the Meadows and Long valley what is known as Long valley that for many years has been devoted to farming and stock raising.

Because of lack of railroad transportation this country has been the land of the stockman, because it was impossible to market anything that had to be hauled. For this reason the ranchers have raised grain, cattle and hay. Since the talk of the Pacific & Idaho Northern extending its line into this country, many farmers have begun the raising of grain, until how the granaries are bursting with the product that cannot be moved profitably.

Not only will the building of a railroad into this section open up an immense body of agricultural land but it will also tap the heart of the great timber belt of central Idaho. There are thousands of thousands of acres of first-class timber in this region that only awaits transportation to make a sawmill a paying proposition. At the present time the timber in this section of the railroad is absolutely prohibitive.

The railroad will also offer facilities of transportation to the great mining districts of Thunder Mountain, Marshall Lake and the Big Creek districts, whose development will not have been retarded by the product that cannot be mined at a profit until transportation facilities are provided.

Vice-President and General Manager E. M. Helgeson of the Pacific & Idaho Northern stated to The Journal that, now that the political excitement had subsided, the people who were interested in the extension of this road into the Meadows and Long valley regions would seriously consider the project. Although he could not state definitely when the line would go through he thought that in all probability it would be built in the near future. He stated that the line would be built during the summer toward this end. A great deal depends upon the support that the line receives from the people both at this and the other end of the road.

Wheelbarrow Parade Figures in Payment of Election Wager

(Special Dispatch to The Journal.) Camden, Wash., Nov. 14.—The payment of an election bet was made the occasion of a red-letter day celebration at Elk when the R. Vakiner squared accounts with J. A. Currie.

Work at the big lumber mill was temporarily suspended, and the citizens, to the number of nearly 200, formed in a parade and marched through the town. The most noticeable feature of the parade was a mule labeled "Maud," carrying two men dressed as "Si" and "Gloomy Gus." The mule was led by a well sustained character, representing "Happy Hooligan."

Following this motley group came Mr. Vakiner hauling Mr. Currie in a wheelbarrow, appropriately decorated for the occasion. These, in turn, were followed by a band playing patriotic airs, and an enthusiastic train of men and boys.

But when "Hunters' Hill" changed hands the big pack of hounds were disposed of as a good thing for the sporting element of Portland, and others. The constant baying of the dogs in their daily chase for big game along the White Salmon valley is a thing of the past and in its place is the sound of the ax and saw in clearing lands and the general hum of activity going on in a progressive country.

George F. Rodgers, The Capital City's Popular Executive



Thomas W. Potter Named as Head of County's Schools



(Special Dispatch to The Journal.) Chemawa, Or., Nov. 14.—Thomas W. Potter, from 1895 to 1905, was the superintendent of Chemawa Indian school, under whose administration the Chemawa institution advanced to the first class of Indian training schools of the United States, well elected by a substantial majority at the recent election as the county school superintendent of Twin Falls county, Idaho.

After resigning from the superintendency of the Chemawa school, Mr. Potter made his home at Twin Falls City, Idaho, and was immediately elected superintendent of the Twin Falls City schools. He showed his progressive spirit by immediately planning and building a \$30,000 school building for the new city during the first year of his superintendency. He has many friends in Oregon and is widely and favorably known in the northwest.

PORTLAND MAN BUYS LAND IN FAMED VALLEY

Baying of Hounds no Longer Echoes Over "Hunters' Hill" Grounds.

(Special Dispatch to The Journal.) Husum, Wash., Nov. 13.—Eight miles up the White Salmon river from where it empties into the Columbia is situated "Hunters' Hill." This ranch was formerly owned by Mordica Jones, who was well known for his sporting proclivities and genial hospitality. Year by year the ranch has been steadily improving and but a short time ago passed into the hands of J. R. McCracken of Portland, who now possesses one of the most prolific orchards for miles around.

Years ago Mordica Jones purchased the tract for almost a song, immediately erecting a large modern residence and substantial outbuildings. He was a true sportsman of the old English world and he kept up the whirlwind of time by indulging in hunts that caused his neighbors to sit up and look.

From the start Mr. Jones was the owner of a pack of from 25 to 30 hounds, which were kept in a large kennel erected on the premises. These dogs when let loose would scour the country for miles and their loud baying could be heard in every direction and almost at any time of day. Mr. Jones was always on hand when the killing limit was enacted by the legislature and he had been known to have displayed as many as four bears and six deer as trophies for one day's hunt.

But when "Hunters' Hill" changed hands the big pack of hounds were disposed of as a good thing for the sporting element of Portland, and others. The constant baying of the dogs in their daily chase for big game along the White Salmon valley is a thing of the past and in its place is the sound of the ax and saw in clearing lands and the general hum of activity going on in a progressive country.

BACK TO BIRTHPLACE AFTER 37 YEARS AWAY

(Special Dispatch to The Journal.) Rainier, Or., Nov. 14.—George Moeck, a Rainier pioneer, has returned from an extended trip through Europe and the Mediterranean. Mr. Moeck left Rainier February 1. In speaking of his trip he said: "I left New York on the steamer 'Arabia' February 6. The first landing we made was at Funchal, Madeira, where I spent a few days. From there we landed at the Portuguese diving for money. They never failed to show it to the crowd, grinning and showing their teeth. Funchal is a queer place, with narrow streets and a few cracked stones. However, it is a nice clean city with pretty houses and beautiful gardens. The city is flooded with beggars of all descriptions. From there we went to Cadiz, Spain, and then to Seville, the gay city where so many bull fights take place. From there to Granada I saw beautiful buildings of quaint Moorish architecture. Passing Gibraltar we arrived at Algiers February 24, and from there went to Malta and then to Athens. There we saw all the wonderful buildings that are read about in mythology. The country is flat and does not seem to be of any commercial value. Passing through Dardanelles to Troy and across the sea of Marmora we arrived in Constantinople. On March 5 we arrived in the Holy Land, spending five days in Jerusalem. The climate there is ideal. The weather was clear, not a cloud to be seen. We visited all the places and then went to Alexandria, Egypt. At this place we saw the historic pillar of Pompey 160 feet high. We arrived in Cairo on March 11 and spent five days. We rode the camels to Gizeh, where we saw the pyramids. One really can form no idea of the immensity of these stone structures. In the picture taken near the last pyramid it appeared as though we were standing but a few feet away from it, but in reality we were over 300 feet from it. I can not describe the beauty of this country as the sun was so hot that it would burn my face. It is very fertile and the population is very dense. I saw a man who lives in Cairo. You soon learn to tell the Tellahin by his blue shirt, the Barber by his dark turban and the Beni Mousa by his European and his yellow turban. On March 26 we arrived in Naples and then went to Rome. We saw the noted places, also Mount Vesuvius. Then we went to Pisa, where we saw the famous leaning tower, and on to Florence where we visited the cathedral and the art galleries. We spent four days in Venice, one of the most interesting places that I visited. It looks so funny. It is really a novelty—all built on water. The houses are very pretty and there are any gardens they are made on little islands of the Venetian lagoon. On Sunday we visited the gorgeous cathedral of St. Marks. Proceeding we visited Genoa and Nice, France. We saw the gambling at Monte Carlo, and Dardanelles to Troy and across the sea of Marmora we arrived in Constantinople. 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