

SHANIKO FREIGHT HOUSES CROWDED

Shipments to Central Oregon
Average Over 100 Cars
Per Month.

(Special Dispatch to The Journal.)
Shaniko, Or., Dec. 29.—As the distributing point for central Oregon, Shaniko is doing a record breaking business. From September 1 to December 1 there was received at the depot here 347 carloads of general merchandise for central Oregon, a grand total of 14,617,044 pounds of freight. This freight was all teamed to interior points, some as far south as Silver Lake, 120 miles from Shaniko. Indications are that Prineville, Madras, Bend, Lamona, Mitchell, Dayville and a dozen smaller towns are doing a record breaking business judging from the unusually large consignments for these places. Owing to the impassable condition of the roads throughout the south, which has made teaming practically impossible this month, the warehouses are congested with freight. The main freight house, which is 600 feet in length by 70 feet in width is practically blocked. Merchants in the interior are offering fancy prices for delivery of their wares.

Stock Industry Lively, Too.

As to a stock shipping point Shaniko can well be proud of her record. She shipped, from August 1 to December 1, 450 cars of livestock, mostly cattle and sheep, September and October being the banner months with 121 and 152 cars respectively.

A great portion of the cattle went to Portland markets while sheep were shipped to Montana, Idaho, Colorado, Utah and Wyoming grazing grounds before being placed on Chicago and Omaha markets.

As a wool market Shaniko is surpassed by none in the west. Last season approximately 4,000,000 pounds was marketed at prices ranging from 14 to 22½ cents per pound. As in several years past Shaniko had the distinction of receiving the highest prices paid in the west.

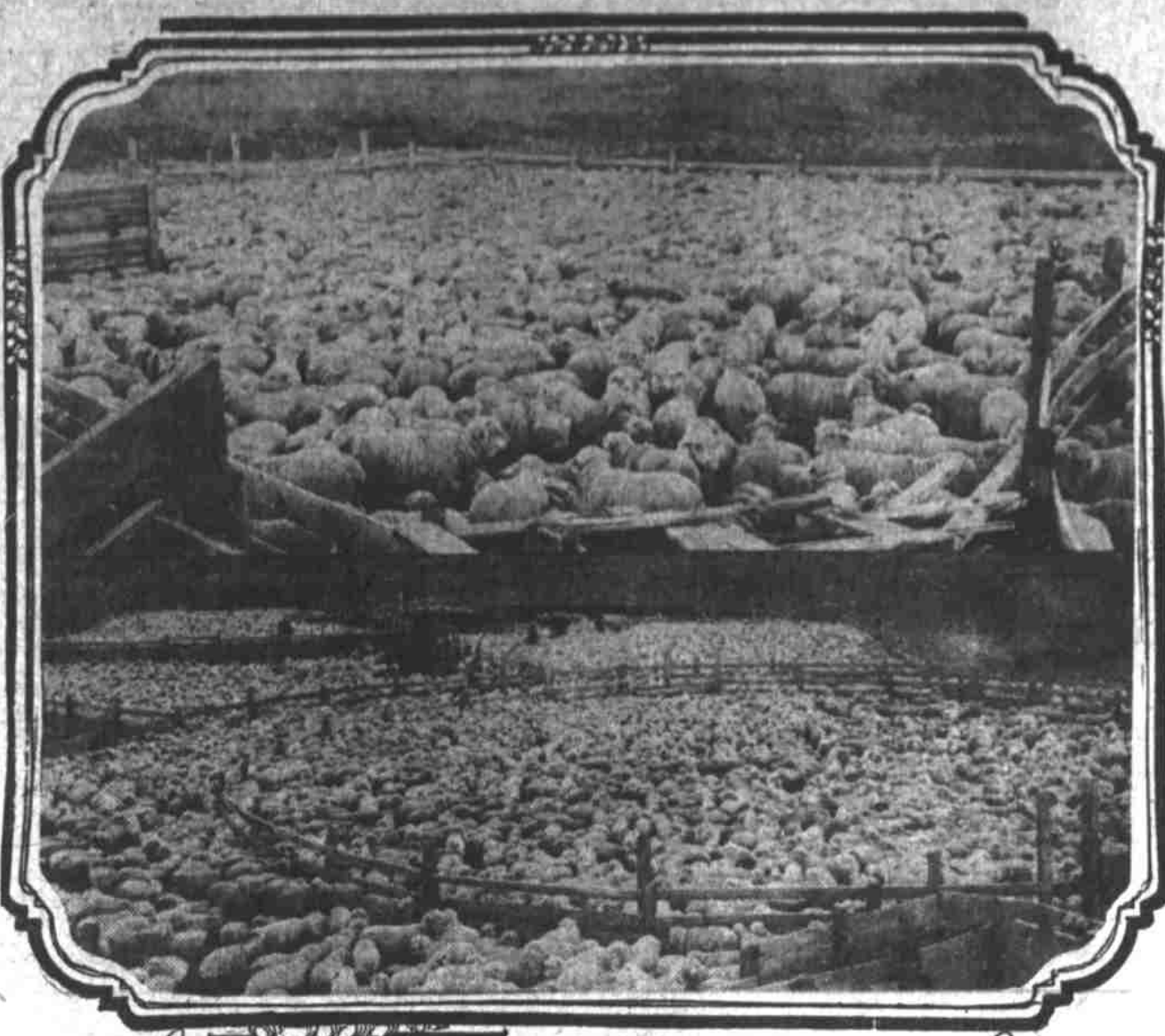
Shaniko was the only point in Oregon, last season, where the sealed bid wool sales were held. This is accounted for by the fact that throughout eastern Oregon and Idaho extensive contracting was carried on. Practically all wool except that consumed by mills in Oregon is baled and shipped to Boston, requiring 67 cars to move last season's output from Shaniko alone.

Headquarters for Contractors.

Both Porter brothers, Hill contractors and Twoby brothers, with the Harriman road, have made contracts with many local teamsters for a year's work transporting supplies to the Deschutes river. Teaming to river points is a strenuous task owing to the difficulty in constructing a safe wagon road from the top of the hill to the river. In some places the distance is about four miles of very steep grade.

Shaniko has, it is claimed, more than doubled in population within the past six months. Thirty-eight buildings have been completed with possibly a

Sending Oregon Sheep to Montana Feeding Grounds



F. A. Young's band of 8882 sheep awaiting shipment at Shaniko.

dosen more under construction. Throughout the residence portion many families are living in tents. The eastern Oregon Banking company, the only banking house in the southern portion of Wasco county, has deposits of more than \$120,000 more than at a corresponding time last year.

Big Order of Brick.

(Special Dispatch to The Journal.)
Weston, Or., Dec. 29.—S. F. Henderson, the Walla Walla contractor, has placed an order for 120,000 bricks with the Weston brick yard for use in the Elam building at Milton, which neighboring town has been a good customer of the Weston yard this year.

Ice Harvest Heavy.

(Special Dispatch to The Journal.)
Pocatello, Idaho, Dec. 29.—Ten solid trainloads of ice of 50 cars to the train will be brought from the Montana division into Pocatello for storage for the Oregon Short Line. The ice is the finest ever harvested, being 18 inches thick and crystal clear.

RECLAIM MARSH LAND OF CALISPEL

Settlers Cooperate to Drain
Large Area of Rich
Valley.

(Special Dispatch to The Journal.)
Colville, Wash., Dec. 29.—Callispele diking district No. 1, which includes several thousand acres of submerged land near Usk, in the Callispele valley, has filed with the superior court its petition praying for condemnation of the necessary easements to complete

the diking and for an adjustment by a jury of the assessment of benefits and damages to the landholders affected by the proposed diking project.

F. H. McLeish and about 50 other landowners are defendants. The total cost of diking is estimated at \$32,648. The lands are divided into two classes. The estimated cost for "A" class is \$12 an acre, and the "B" \$8 an acre. The lands are submerged by an inflow from the Pend d'Oreille river, in the Callispele river basin through a narrow passage at Cusick, and it is proposed to establish the dike at this point.

BIG PROFIT ON IDAHO APPLE ORCHARD

(Special Dispatch to The Journal.)
Boise, Idaho, Dec. 29.—Bert H. Allen, owner of 65 acres of the Wilson orchard, reports that from 25 acres in bearing he harvested and sold \$5500 worth of apples and has on hand 1600 boxes, worth \$2200 more. His total expense was not exceeding \$1000.

BIG PLANT GETS 22 TON MACHINE

Generator Hauled Through
Sage Brush to Lower
Salmon Falls.

(Special Dispatch to The Journal.)
Wendell, Idaho, Dec. 29.—One of the most difficult freighting feats ever undertaken in Idaho was accomplished by the Great Shoshone & Twin Falls Water Power company when the revolving fields and main shaft of a 2000 kilowatt generator, which weigh 44,850 pounds, were taken across the country from Wendell to the power station at the Lower Salmon falls, a distance of 14 miles. In addition the machinery had to be lowered into the Snake river canyon, which is 600 feet deep at the power house.

The task required the services of 14 men and 24 teams for five days. The fields and shaft were unloaded at Wendell direct from the Westinghouse factory at Pittsburgh. From this car they were skidded down to the running gears of a heavy timber truck. The wheels of the truck were placed on skids beneath which were planks five inches in thickness, 18 inches wide and 24 feet long. These planks rested on the ground.

Moved By Block and Tackle.

The load was moved forward by three sets of blocks and falls fastened to dead men and anchors and operated by the teams. Good progress was made until the brakes of the Snake river were reached. Here the ground was rocky and broken and great difficulties were encountered. It required two days time to cover the distance between Wendell and the Snake river brakes, and it took three days to travel 1000 feet to the top of the rim-rock and lower the machinery into the canyon.

Part of Immense Plant.

The big fields and main shaft are for the first unit of 2000 kilowatts to be installed in the Lower Salmon falls station. The plant has been constructed to permit of the installation of 10 units of similar capacity, or 20,000 kilowatts in all, the equivalent of 30,000 horse power. In addition to the generators it will be necessary to put in two "exciters" of 250 kilowatts capacity each.

The power dam, which is a temporary structure, is two thirds completed. It will be 700 feet across the stream and 14 feet high. It consists of a series of reinforced concrete piers, 12 feet apart, 14 feet in height, two feet wide and 14 feet up and down stream at the base, tapering to three feet at the top. They are built in solid bedrock.

Planning Big Orchard.

(Special Dispatch to The Journal.)
Clarkston, Wash., Dec. 29.—Representing a syndicate of New York capitalists, Walter G. Clark has just completed an inspection of a tract of 3000 acres of land at Clarkston and Vine-land. The eastern men propose to buy this land and develop it by irrigation as high class orchards.

BUILDERS OF GREATER OREGON

J. Frank Adams.
With unbounded faith in the development of Oregon, with energy and foresight to support his faith, with a love for the soil and the life of the farmer, J. Frank Adams, of Klamath Falls, has won a place well toward the head of the list of men who have done things in the sections isolated by lack of transportation. Active in all things that tended toward irrigation of semi-arid land, Mr. Adams has been one force which the government had to deal in planning reclamation in Oregon. His splendid success reflects much credit upon his enterprise, and will redound in much good to his adopted state.

(Journal Special Correspondence.)

Klamath Falls, Or., Dec. 29.—The story of the achievements of J. Frank Adams is the history of irrigation and agricultural development in a great expanse of territory in southeastern Oregon, that was long thought to be desert and considered of use only as range for cattle and horses. Through his efforts, the first irrigation company in southeastern Oregon, the Little Klamath Water Ditch company was formed. Every share of stock represented an acre, and a canal nearly three miles long and 23 feet wide was cut through the tules by hand, tapping an arm of the Lower Klamath lake. The task was a stupendous one, and it was only Mr. Adams' firm belief in irrigation that made the work possible, for his neighbors had little faith in the enterprise.

Early Efforts at Irrigation.

The ditch company was incorporated representing 5000 acres. Inside of the first year many discouraged settlers wanted to sell their stock. Mr. Adams bought every share offered, and soon had control. For many years he worked against great odds, and realized that he was ahead of the times, for the people could not see the value of irrigation. Some lands lay idle under his ditch for nearly 20 years. He bought up many tracts and subdivided and sold them to settlers on a five-year contract, with water, and no payment down. In his endeavors to get settlers to plant alfalfa Mr. Adams would donate a year's water. He made, in fact, the development of the country his life's work. Wherever possible he bought vacant tracts and practically gave them away to encourage settlement of the country. His policy not only brought in many settlers, but made money for himself, as well.

Planned Klamath Project.

In 1892 he was appointed by the governor to represent Klamath county at the first irrigation convention in Oregon, held at Portland. Each delegate was asked to submit a proposition for irrigation in his county, and to make petition for government irrigation. The only delegates to make petition and submit plans were Mr. Adams for Klamath county, and Judge Haley, for Umatilla county. These two projects were the first to be taken up by the government.

In 1892 government engineers made a preliminary survey through Klamath county and reported unfavorably, be-



J. Frank Adams.

cause there was but little government land to be watered. Mr. Adams argued that the large land owners would cut up their holdings and that the unit could be made 160 acres. This was the plan later worked out.

Early Life as a Cowboy.

J. Frank Adams came to Klamath county from California, his native state. In 1872, a cowboy of 17, his only possessions being the clothes he wore, a saddle and a pair of spurs. Today his home ranch consists of 1600 acres, all under government irrigation. He is head of a company that owns all the north shore of Tule lake, 6500 acres, under irrigation, and is a leader in all practical enterprises in this part of Oregon.

Mr. Adams first worked on the range for Fairchild and Doten, early stockmen, and was acknowledged to be the best rider in the country. In 1882 he filed on different claims bordering on Tule lake, among them his present ranch, as a desert claim. He kept a large band of horses on shares, and realizing handsomely from this venture, was able to begin to carry out his plans for irrigation.

Farmers Want Creamery.

Harrisburg, Or., Dec. 29.—An effort is being made here to erect a large creamery in time for use during the coming summer. Farmers have pledged the milk of about 400 cows to assist the project.

Oregon and Washington Railroad Company

The New Line Between Portland, Tacoma, Seattle and Intermediate Points
Will Inaugurate Service Northbound January 1st, Southbound January 2d, 1910

Three High-Class Passenger Trains Each Way Daily

	Shasta Limited.	O. & W. Local.	O. & W. Owl.
Leave Portland	3:00 P. M.	9:00 A. M.	11:45 P. M.
Leave Tacoma	7:55 P. M.	2:40 P. M.	5:30 A. M.
Arrive Seattle	9:20 P. M.	4:15 P. M.	7:15 A. M.

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PORTLAND—Third and Washington Sts.,
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PORTLAND—Union Depot,
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Call or Write for
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PORTLAND—Front and Johnson Sts.,
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R. B. MILLER, Traffic Manager, Portland, Or.

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