

STRATON RAIL  
PLAN OPENS NEW  
INLAND EMPIRE

In Addition, Connecting Link  
Provided for Existing Trans-  
continental Systems.  
WORK IS NOW UNDER WAY  
Such Construction as Was Con-  
tracted for Before the War is  
Being Carried Out.

Robert H. Straton, president of the Oregon, California & Eastern, who has returned from Klamath Falls, expresses himself as greatly encouraged by the many evidences of progress due to the extension of the new line from that point toward Bend. Irrigation projects completed and under way, he says, since construction of the line commenced, a year ago this month, will just about double the acreage under cultivation.

Beginning at Pine Grove station, seven miles out of Klamath Falls, water is just being turned on to a project of about 3000 acres. Up to that point the road crosses a splendid section of alfalfa farms, this year producing \$75 to \$100 per acre in alfalfa.

Fifteen miles out in the Swan lake and Pine flat sections, where in spots water rises to the surface, artesian wells are being sunk to add to the productivity of some 15,000 acres of dry lands, which ordinarily produce some crops, but for three years have been badly affected by drought.

From the vicinity of Dalry, in Yonka valley, 20 miles out, extending eastward from six miles is beautiful section of about 10,000 acres just receiving its first baptism from the great springs in the outskirts of Bonanza. Three pumping units have been installed there to raise the water from 20 to 40 feet on to these rich, sandy loam lands, which will produce five to six tons of alfalfa per acre and other crops in proportion. One tract of 1000 acres in the vicinity, owned by one farmer who has his own pumping plant, has eloquently testified to such fertility for several years.

"Stretching on eastward," said Mr. Straton, "are the 30,000 irrigable acres of Langell valley, for the irrigation of which Clear Lake reservoir was constructed by the government at a cost of \$500,000 several years ago, with the intent also to construct water for a large area of Klamath valley, through which this road passes. This latter part of the program was carried out, but owing to differences between landowners in Langell valley and the reclamation authority the 30,000 acres referred to have not been reclaimed. Under stimulus of the railroad construction the settlers have worked up to the project which Uncle Sam has also conceded some things, so that the irrigation of this area is to be commenced next season. The valley is already quite well settled and there are large hay farms on the lower lands bordering Lost river, which flows through it, and over 30,000 acres of rich sagebrush benches stretching the slopes to the forests on both sides will be vastly more productive.

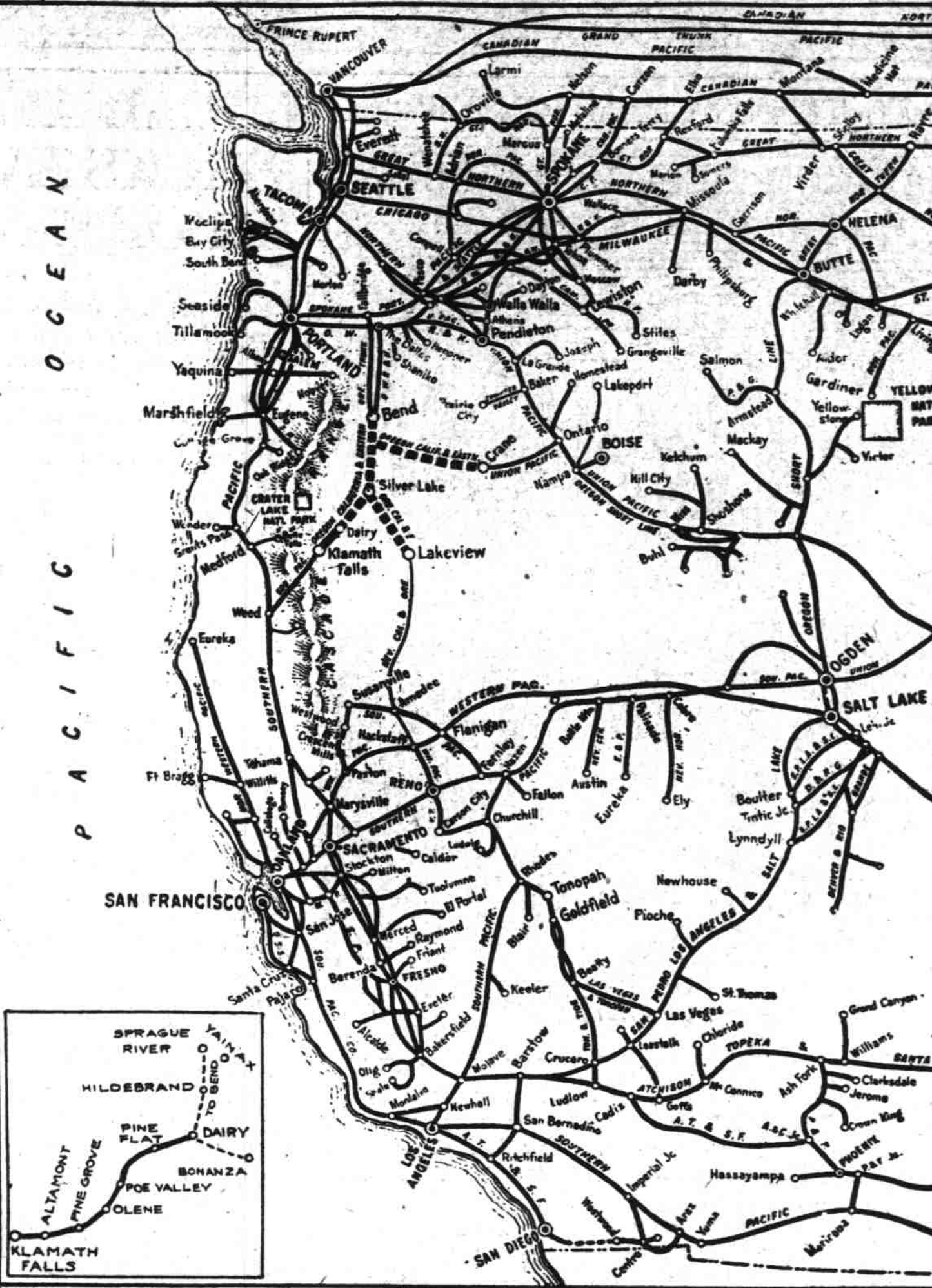
"Proceeding northward from Dalry, the line enters the Horton irrigation project of some 10,000 acres, on which considerable work has been done. Thus, in its first 20 miles, the new railroad has already stimulated the reclamation of over 60,000 acres, which could produce 1,000,000 bushels of grain in time to help win the war, if the handful of brave pioneers who are straining beyond their strength to produce such results could get immediate financial assistance. They are compelled to work slowly because of lack of market for their irrigation bonds, which have their lands and irrigation works as security. It is a striking example of what can be done in many other sections over there by affording transportation facilities and reasonable financial assistance on an absolutely safe basis.

"As you may know, I had the pleasure of seeing the first carloads of freight hauled over our new road. The first consisted of lumber loaded at Olene, 10 miles out of Klamath Falls, and these deliveries are coming along quite regularly now. As you understand, the lumber is being used for cases to hold supplies to fill government contracts, we are thus also helping out the big cause. This particular lumber is being hauled by temporary terminal by wagon and auto trucks from mills 10 miles farther out, but we will be much nearer them within 60 days. There are other sections now within hauling distance of our first 20 miles of line, and two more are promised for next season if we will complete the seven-mile line planned to reach Bonanza from Dalry.

"This reminds me of the splendid spirit of the people of Bonanza and the Langell valley who, under the stimulus of the heavy burdens they assumed in the irrigation projects mentioned, have agreed to grade, bridge and tie this seven-mile line. It is a fair sample of the public spirit of most Central Oregon communities in this matter of securing rail communication with the outside world.

"Our next objective is Sprague river valley, 18 miles north of Dalry. This construction was all lined up before the war, but unless the government supports the project there seems little hope of our going through with it until after the conflict is over. Not only are the lumber and agricultural resources of the Sprague river country very great, but we would have within 65 miles of the Lakeview country, cutting out 100,000 acres of its wagon transportation now necessary to reach Portland. Also, we would be within 80 miles of the Silver Lake country, and, as in the case with the Lakeview haul, we would tap and serve a great traffic producing section lying between the end of the track and those next objective points. However, I think you understand we are limiting construction to what was contracted before the war, so that readers of The Journal who have followed editorially and in editorial page articles his recent trip through Central Oregon may not be confused by what I am saying of this railway development. I would like to have you make clear the fact that my proposed connection of the Klamath and Northern California country with Portland has a wholly independent character and broader mission than the Naton line. Its function is not only to diverge far enough eastward through the great broadness and practicality of the interior and open up all that territory so eloquently described, lying between Bend and Lakeview, but to furnish a new and independent route, and through rail route east of the Cascade mountains from Portland to California points and the East. Also, with my proposed connecting link between this line and Grant, the terminus of the Oregon Short Line, in Harney valley, to

OPENING THE WAY TO A NEW INLAND EMPIRE



Map showing major rail lines west of the Rocky mountains with proposed connecting links of Oregon, California & Eastern in dotted lines. Photograph shows Olene gap on the O., C. & E., on the new construction north of Klamath Falls.



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furnish an alternative and practically water-grade line eastward via Bend from Portland and all the Central Oregon country to shorten and relieve in time of blockade or stress the present single-track Union Pacific line over the Blue mountains, which, by the way, negotiates three stiff summits between Portland and Ontario, the junction point on the main Oregon Short Line of these two alternative routes.

"The proposed Naton line, on the other hand, is part of a loop running eastward across the Cascade mountains from Weed, on the Southern Pacific, through Klamath Falls, thence northward along the east slope of the Cascades and crossing them again at the head of the Willamette river and rejoining the Southern Pacific at Eugene. While local in character, it would be an admirable diversion much to be desired by the Klamath country and affording some relief to the Southern Pacific main line single track.

"The logic of this railroad situation as the most pressing and vital to a vast potentially rich unreserved region in the United States today is best illustrated by a map I have prepared of all the railroad lines west of the Rocky mountains. As you will note, their name and number is almost legion, and the scale upon which my draughtsman made the attempt proved to be too small to get all of the branches and numerous industrial lines in the United States, depends in fact all the vast region lying west of Salt Lake and north of the Southern Pacific main line, about one-seventh of the area of the United States, depends on only one single-track north-and-south railroad to connect the wonderful network of rail lines in the Pacific Northwest, including seven transcontinental lines and an almost equal array consisting of five transcontinental lines and many branches in California and the Pacific Southwest.

"The present situation is such that no matter what may happen in connection with the war or otherwise, we are dependent upon the single slender thread abounding in transcontinental lines.

grades and numerous high viaducts and bridges, over which to accommodate the interchange of traffic between the two great groups of railways mentioned and to handle the north and south local business of some 6,000,000 of people. My project seeks to add a second line at a merely nominal cost, considering the great things at stake, and which, indeed, is justified from considerations of purely local development and traffic alone. Besides the great forests, it means the opening of 5,000,000 acres of land capable of producing 75,000,000 bushels of grain annually. It at the same time ties together the five different railroads which reach the outer edges of that new inland empire by comparatively short and easily constructed mileage of low grades and light to handle the local business of the region, with climatic and other conditions favorable to the most economical operation."

"The contract for the Tanner Creek sewer was let about two years ago and the job has just been completed at a cost of \$207,000. The project was started on its way before the United States got into the war and the period of remonstrance against the project has long since expired.

CLARKE COUNTY  
SUBSCRIBES WELL  
TO W. S. S. FUND

Shipyard Employees Come Forward With Liberal Amounts; Soldiers, Too, Invest Freely.

TOWNS GO OVER TOP

School Children Give Splendid Assistance in Outlying Districts; Teacher Sells Stamps.

Vancouver, Wash., July 20.—With more than five months to go on, Clarke county has subscribed all but \$152,669 of her War Savings quota of \$707,000 for the present year. Prior to the recent intensive drive the county had to its credit the purchase of \$127,000 of the stamps, \$55,000 of which amount, it is estimated, were purchased by Vancouver citizens.

During a recent drive the shipyard employees rallied nobly to the cause, those in the wooden ship yard subscribing \$27,180 and those in the steel yards \$20,804. The Second Home Industrial drive the county had to its credit the purchase of \$127,000 of the stamps, \$55,000 of which amount, it is estimated, were purchased by Vancouver citizens.

The total for the county during the drive, exclusive of the Vancouver district, was \$207,323, making the complete amount pledged and purchased so far during 1918, \$554,331.

Washougal, Camas and Yacolt are among the other cities in the county which went over the top. Yacolt deserves special mention since it exceeded its quota by \$6285, or a percentage of amount apportioned to the district to raise of 151 per cent. The beautiful flag, four by six feet in size, which was offered to the district showing the greatest per cent, went to the Yacolt district, and will be presented in the near future.

School districts 29, 52 and 55 also went over the top with some to spare. In connection with district 55, which is a combination of the old districts 75 and 76, it is interesting to note that one girl was responsible for the quota being raised and exceeded. This district lies on the Lewis river between Cowits and Clarke counties in the extreme northern part of the county. It is very fertile country, being in the foothills, and is a hard district to work. For a while it seemed that no one would be found to supply the estimated needs of the district, and that one of the families had recently moved, taking five of the children with them, and that it would hardly be advisable for Mr. Sutherland to attempt to organize the society under those conditions.

Handicap Does Not Affect Drive  
This handicap, however, did not affect the drive in the least, and when the returns came in it was found that all the patrons of the district had subscribed. Mrs. F. Jones, Mrs. Mabel Howells, Edna M. Howells and Miss Faler had each subscribed for five stamps each, and Miss Faler has pledged one tenth of her next year's wages to the cause.

A large force of volunteer workers has been busy for a number of days tabulating and checking over the results of the drive, and the report has just been prepared for publication.

Woman Asks Divorce  
And Husband's Job  
Kelso, Wash., July 20.—Filings for county officers in Cowlitz county on the Republican ticket for the present time have brought forth two men and two women. The first to file was L. P. Brown, deputy treasurer, who is seeking the treasurership. He was followed by Hite Imus, deputy clerk, who filed for that office.

Mrs. Faith Perry wife of Treasurer Lawrence Perry, who recently started action for divorce from him, is going after his position, and has filed, and Mrs. B. F. Bonnetter of Sandy Bend has filed for the clerkship.

G. G. Comer and L. C. Mann of Kalama filed for justice of the peace in North Kalama precinct. This position is particularly lucrative because of the number of marriage ceremonies performed. Comer has been justice the past two years, and as janitor of the courthouse is always on hand to tie wedding knots.

Sulphur Increases Growth of Alfalfa  
Klamath Falls, Or., July 20.—That sulphur applied to the alfalfa lands of Klamath county increases the yield of hay very substantially is the report of County Agricultural Agent H. Roland Givens of this city, who has been conducting experiments of this nature here

in connection with J. E. Pittman of the department of irrigation and drainage. On the big ranch of Frank H. McCormack on the east side of Upper Klamath lake, northwest of this city, the yield of alfalfa hay was 2300 pounds greater on an acre where the sulphur had been applied than on an adjoining tract without it.

Sulphur at present prices here is four cents per pound in large quantities, and 100 pounds of the chemical is required per acre.

College Men Urged To Finish Courses  
Oregon Agricultural College, Corvallis, July 20.—Young men are urged to attend college next school year, to obtain military and collegiate training which will fit them to meet the future needs of the army for highly trained men, by Newton D. Baker, secretary of war, in a letter received by the State Council of Defense at Portland and forwarded to the college.

The importance of this plan for combined military and collegiate training, if we are to meet in the future the urgent needs of the army for highly trained men, said Secretary Baker, "is so great that the war department earnestly requests the colleges, Councils of Defense and other patriotic societies to cooperate in bringing it to the attention of the young men of the country and to urge them to do their part to make it a success."

A. J. Flum  
Dallas, Or., July 20.—A. J. Flum, who was born in Ohio in 1832, died at his home in this city July 11. He is survived by his wife and seven children, none of whom are residents of this state. Mr. Flum had been a resident of Dallas for eight years.

Two Are Promoted  
Dallas, Or., July 20.—Two Dallas soldiers have been promoted. Lieutenant Charles Barrett of the signal corps, who has been stationed at Camp Lewis as an instructor since his return from the fighting zone in France a few weeks ago, has been advanced to a captaincy and detailed to the training camp

at Camp Dodge, Iowa. Jack B. Eakin, son of Mr. and Mrs. H. B. Eakin of this city and a prominent member of a former student body of O. A. C., who recently enlisted in the sanitary corps and has been stationed at Fort Riley, Kansas, has just received a commission as second lieutenant and has been sent to Rockefeller Institute, New York, for further training.

War Souvenir Received  
Dallas, Or., July 20.—Miss Helen Poling of this city has received a souvenir from her brother, Harold Poling, who is with an engineer regiment in France. It is a small piece of a German airplane which the young soldier saw fall one day in "No Man's Land" after a battle with allied aviators. That night young Poling and a comrade crawled out under the cover of darkness and cut away pieces of the wrecked machine to send to the folks back home.

Will Call 1918 Registrants  
Dallas, Or., July 20.—The 1918 class of registrants will be drawn on by the Polk county exemption board to furnish the first of the August draft calls, which is for eight men to go to Camp Fremont, California, August 5. The 52 men to be sent to Camp Lewis next Monday and two special calls for technical and limited service men will completely exhaust all of the original class one in this county, including what additions have been made by reclassification.

Paper Suspends  
Dallas, Or., July 20.—The Independence Monitor, a weekly paper, established a few years ago by G. A. Hurley and which was taken back a few months ago by Mr. Hurley from Clyde T. Ecker, to whom he had sold it, has suspended publication. The last issue appeared last week.

When you finish your cigar or cigarette, finish it. Don't toss it away burning.

It is estimated that each copy of a newspaper is read by an average of five persons. On this basis The Journal, with its more than 65,000 copies distributed each day, is read by more than 325,000 persons. Think of it! An army of readers, and no small army either, even as armies are rated in this day of huge movements of troops. Almost a third as many people as we have troops in France. More people than there are in the city of Portland. Colossal, isn't it? And more than half of this vast army is located within Portland and its easy trading zone.

FIVE DALLAS BOYS  
AT LEAST KNOWN TO  
BE IN FRENCH FIGHT

Possibility Exists That Entire  
Company From Valley City Is  
in Marine Engagement.

Dallas, Or., July 20.—At least five Dallas boys are known to be in the big battle in France, even if the whole company from this city is not engaged in it. Julius and Robert East are with Battery B of the Oregon artillery, James Lynn and Orley Chase are with the regulars and Corporal Laird V. Woods was recently transferred to one of the regiments of the Rainbow division which, it is stated officially, has been completely engaged in the battle. The last word that came from Captain Conrad Stafrin, commanding the Dallas company of the 162d infantry, was to the effect that his company had been broken up and all but about 50 of his old men assigned to other regiments as replacements. It is probable that through this arrangement other of the soldiers from this city are also participating in the big drive.

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Now, let's suppose a bit. Suppose that each of these persons spends an average of 50c a day. This would be only \$75 a month for a family of five persons, and there are mighty few families of that size who spend less than \$75 a month these days. This would mean one hundred and sixty-two thousand five hundred dollars (\$162,500.00) spent each day by Journal readers. Think of it! \$1,017,500.00 a week; \$4,875,000.00 a month; \$58,490,000.00 a year!

Whew! What a market. The figures make one dizzy. And yet these figures are conservative. The actual total is probably much greater. Is it any wonder that Journal advertisers get such excellent results? Isn't such a market worth going after, especially when it is reached in the evening, when folks have time to read and plan their purchases? It most assuredly is worth going after and, whether you are a big advertiser or a little advertiser, you can get your share of this business just the same.

On top of all this The Journal is concentrating the attention of practically everyone upon Journal "Want" ads just now by offering a free Five Dollar War Savings Stamp to those who find their names inserted by The Journal among The Journal "Want" ads. Everybody is reading Journal "Want" ads now. If you want the utmost results for your "Want" ad money put your "Want" ad in The Journal.

BY THE WAY  
this may be your lucky day. Three times each week the name of some resident of Portland or the surrounding country is selected by The Journal and inserted at random among The Journal "Want" ads. When the person whose name is used finds it and brings it to The Journal Business Office that person will receive a free Five Dollar War Savings Stamp. There may be a name among today's Journal "Want" ads and it may be YOUR name. Better look and find out. You can use a Five Dollar War Savings Stamp as well as anyone else.