URGES OREGON S. F. EXHIBIT

S. O. JOHNSON WRITES HIS VIEWS

Timberman Calls Attention to Benefits Central Oregon May Gain From Frisco Fair, Especially if Direct Rail Access Provided.

The Bulletin has received the following letter from S. O. Johnson of San Francisco. Mr. Johnson is heavily interested in Central Oregon timber lands near Bend, has timber holdings elsewhere in the state and is closely identified with realty holdings in Klamath Falls:

I would like to present for the consideration of your readers certain phases of the proposed Oregon exhibit at the Panama Pacific Exposition in 1915, so that the whole matter may be set squarely before the people who will be benefitted and who have to bear the expense of this exhibit, and thus enable them to decide which course will best serve their needs.

As the companies in which I am financially interested pay to the state of Oregon an annual net tax of between $15,000 and $20,000 it is but natural that I should give considerable thought to any measures tending to increase this tax and carefully weigh the advantages to be gained from such expenditures. If the increase gives the state as a whole, value received and a little better, it benefits my interests and if it fails to do so, it does not—we are all pretty much in the same boat—what helps one, helps all of us. Such being the case, my opinion is that we should have a first-class exhibit at San Francisco in 1915.

The increase in taxation would be trifling, for the benefits conferred. If half a million dollars is not enough to do it, make it a million or even two million, but send something down to San Francisco that will make the Eastern visitors realize that Oregon and Crook County are something besides remote suburbs of Los Angeles, which is the prevailing impression in the East.

There will be hundreds of thousands of people at the fair in 1915 who are tremendously interested in the West. If they were not, they would not spend the four or five hundred dollars which the trip will necessitate. Hundreds of thousands of interested prospective settlers—not for California alone, but for the whole Pacific Coast. Many of them will want the higher-priced land close to the big cities, but as many more will want larger acreage and cheaper land where they can raise 25 or 30 bushels of wheat per acre instead of 15 or 20 bushels which they have been growing back home. Central Oregon has plenty of this kind of land and needs the people on it, but if we don't advertise it, the settlers are going to the other sections that do advertise and Central Oregon will lose much more than the cost of a good exhibit.

Above all things, we need a main line railroad. Right now, we are on the end of a branch, and hard to reach. Homeseekers from the South must make a 1000-mile trip from San Francisco, passing through the Sacramento, Rogue River and Willamette Valleys before reaching Central Oregon, and if this is not changed by 1915, a lot of them will never get here. An extension of the railroad to Klamath Falls and from there to San Francisco would cut that 1000-mile trip down to 500 miles, open up a lot of fertile, undeveloped country, tributary to Bend, tap the timber belt to the South and help the present settlers in marketing their crops.

Go after the Southern Pacific and after the Oregon Trunk and keep after them until they do build it. It will mean money in the railroad's pocket and money in the pockets of everyone in Central Oregon—you can prove this—do it—and do it before 1915. If you do, it will give us 10 years normal growth in one year, and if you do not, we will practically lose 10 years growth.

We need more, and better wagon roads as well—they cost money but are worth it, and once we have them, they are with us to stay at little expense for maintenance. Good roads are one of the few things worth going in debt for—they are an important part of your business equipment, but good roads without first-class railroad facilities to bring your settlers in and haul your crops away are simply one link of iron between two links of wood and your chain of commerce is only as strong as its weakest link. There is so much to do in Central Oregon right now, that our greatest danger lies in shooting with a scatter gun instead of going after one thing at a time and getting it. The first thing needful is to get more people on the job, and we must first tell them what we have and then make it easy for them to get there. Get your main line railroad, get your people, and it will be just that much easier to get your good roads and your experiment farm, high-grade stock, and a lot of other things we need. First, get your railroad, and go right after it, for there is not any time to spare.

Just one word more before I close: You have altogether the wrong idea about this Panama fair, and in your editorial of Dec. 11th where you advise the people to work against Oregon's $500,000 contribution I think you are dead wrong. You have no idea how much good this is going to do all of Oregon, and Oregon must be fittingly represented. San Francisco is going to bring people from all over the world, people from the East who have never been to the West, and we must not let the light of Oregon become dim in the blazing light of San Francisco and California. Once we get the people out here we must make a big bid to keep them, and Oregon stands a much better chance to keep them than California. Most of the people of the United States are not used to the tropical climate of California and as a rule the people coming from the East to California do not like the dried up hills and the climate, but they do like Oregon. Why? Because the climate is the same as at their home. It would be a big mistake for Oregon not to make a play and bid for as many of these people as possible, but if you go to sleep on the railroad situation it is a grave mistake. People coming from all over the world will visit Oregon to view the beautiful scenery, and if you force some railroad to build from Bend to a junction with the Klamath Falls cut off you will then have a direct artery into San Francisco and will be in a position to take advantage of the fair and who would not rather go by the way of Bend down the Deschutes Canyon than the other route?

Pardon me for taking up so much of your time, but I had to answer your article.

Yours very truly,
S. O. JOHNSON

A classified ad in The Bulletin is read by hundreds and orings the advertiser good returns for the money invested.

RESTORATION TO ENTRY OF LANDS IN NATIONAL FOREST.

Notice is hereby given that the lands described below, embracing 500 acres within the Ochoco and Deschutes National Forests, Oregon, will be subject to settlement and entry under the provisions of the homestead laws of the United States and the act of June 11, 1906 (34 Stat., 233), at the United States land office at The Dalles, Oregon, on March 4, 1913. Any settler who was actually and in good faith claiming any of said lands for agricultural purposes prior to January 1, 1906, and has not abandoned same, has a preference right to make a homestead entry for the lands actually occupied. Said lands were listed upon the application of the persons mentioned below, who have a preference right subject to the prior right of any such settler, provided such settler or applicant is qualified to make homestead entry and the preference right is exercised prior to March 4, 1913, on which date the lands will be subject to settlement and entry by any qualified person. The lands are as follows: The W½ of SE¼, and the SW¼ of NE¼, Sec. 29, T. 17 S., R. 18 E., W. M., containing 120 acres, application of E. Warwick Hardenbrook, Roberts, Oregon; list 6-788. The SE¼, Sec. 9, T. 20 S., R. 14 E., containing 160 acres, application of Eldorado Vescelus, Bend, Oregon; List 6-800. A tract of 160 acres within Sec. 1, T. 12 S., R. 19 E., described by metes and bounds as follows: Beginning at corner No. 1, a rock marked H-1, whence the Forest Service monument, hereinafter described, bears N. 23 deg. W. 8 chains 29 links; extending thence N. 36 deg. E. 20 chains; thence E. 9 deg. W. 15 chains; thence S. 80 deg. W. 30 chains; thence S. 33 deg. E. 30 chains; thence S. 88 deg E. 4 chains to corner No. 1, the place of beginning. Said Forest Service monument bears N. 71 deg. 30 min. E. 26 chains from the Southwest corner of Sec. 1, T. 12 S., R. 19 E. Said tract was listed upon the application of Ervin H. Sleeman, Mitchell, Oregon; List 6-801. The NE¼, Sec. 9, T. 20 S., R. 14 E., containing 160 acres, application of George W. Reels, Bend, Oregon; List 6-820. Approved, December 10, 1912, S. V. Proudfit, Assistant Commissioner of the General Land Office. 45-48