

KEY SAY STATE NEEDS LINE

PORTLAND MEN FAVOR RAILROAD TO CENTRAL OREGON.

Oregon Development League Pledges Support To Movement—Trade Should Not Go to California.

Central Oregon seems almost on the eve of speedy development, says the Telegram. Transportation has been the one thing needed to encourage settlement of that region, and at last the railroad idea appears to have awakened the latent resources that await the laying of steel rails for the mighty locomotive and the freight express car. Four parties of engineers are operating in Lake and Klamath counties, and have come from the California counties to the South. They are non-combatants as to who they represent, but are every reason to surmise they are employees of the Gould

Trusted representatives have previously traveled through the counties of Eastern Oregon to prepare estimates of the possible increase in production, and it has been found that there is a cultivable area greater than the section of Kansas traversed by the Gould lines where 1,000,000 bushels of wheat is grown annually. The history of the great Gould system of the West has been building to develop a tongue, and in all of its 6000 miles of track no region is traversed capable of such an output of profitable freight, or capable of maintaining a more dense population in the region of Northern California and Southern and Central Oregon to be tapped by the projected northern division of the eastern Pacific.

While data has been secured concerning the irrigation projects of the country, there has been less attention paid to that than to the general character of the soil and its productive power, either without irrigation or when water is supplied to the districts that may be brought under canals. The management realizes that the producers will flock ahead of the railroad graders and track layers, and, when confident of the future possibilities of the country to be traversed does not propose to await the advance of settlers into a country where there is at present no inducement to grow grain crops.

Keenly alive to the fact that the development of Central Oregon by the advent of a railroad into that territory means a vast trade for his city, to which it is tributary, Portland's most prominent business men are watching things closely to see which way that trade is likely to go. The danger of a road leading from Central Oregon to San Francisco is feared, as it is the unanimous opinion of the business men that it should be Portland and San Francisco that should secure and control the trade of Central Oregon.

Two roads so far have been projected into that country, but they are far from completion, and with four surveying parties in the field from California it has given rise to grave apprehensions that San Francisco may after all obtain permanent hold on Central Oregon's trade. The country itself needs but a railroad to make it enormously rich. The lands are just suited for agricultural purposes of all kinds, the biggest sheep and cattle ranches in the Northwest are in that country, and opening railroad connection means a trade that will not be excelled by any other section of the state.

Oregon trade for Oregonians is what the business men proclaim, taking as their stand that the trade of Oregon should flow through its natural outlet to foreign ports and the United States at large. In speaking of the situation, H. M. Calk, president of the Commercial Club, said this morning:

"What do I think of the effect of the Gould System entering the State of Oregon from the south and tapping the Central and Southeastern portion of the state, and what the duty of Portland and the state should be in the premises?" "I would answer most emphatically that if the State of Oregon would retain its industrial and commercial advantages, it must not allow the trade from any portion of the state to be diverted. Southern Oregon belongs to the state, and its trade and business were monopolized by San Francisco and

California interests we would be greatly injured.

"Portland and the state must hold together. No portion of the trade or interests of the state should be diverted, if it can be prevented by energetic action on the part of our citizens and of the state at large.

"For my part, I have been greatly interested in the development of Central and Southeastern Oregon, and believe that it is an imperative duty devolving upon the citizenship of Portland and the state to tap this country by railroad and to develop and control its trade as a part of the State of Oregon."

The Telegram has received the following letter in reply to a request for statement of the views of E. L. Smith, of Hood River, president of the Oregon Development League:

"I am this moment in receipt of your request of even date for a statement on the need of a railroad into Central Oregon." "You will recall that in taking the chair as presiding officer of the Oregon Development League in your city a few days since I particularly emphasized the point that the two great factors in the rapid development of our state must necessarily be transportation and irrigation. I called attention to the fact that more than half of Oregon is semi-arid, that the soils of this semi-arid section contain great stores of plant food that have never been leached by winter rains and floods, needing only to become solvent by water to cover the land with verdure and burden it with harvests.

"The General Government is now well advanced with plans for the reclamation of immense areas in Malheur and Klamath Counties, and this reclamation will render the construction of one or more railroads into this vast section of our state a more imperative necessity than ever before.

"Said a judge in one of our southern counties to me some two years since, 'I wish we were cut off from Oregon and annexed to California. All our business interests are with that state, and all that Northern Oregon cares about us is to collect our taxes.' Was the indictment well drawn?"

"In no other manner can we Oregonize the southern portion of the state and reclaim it from the commercial supremacy of California than by giving it lines of transportation to the Columbia and to tide water. It is needless to state that the Oregon Development League will enthusiastically lend its support to railway construction in Central and Southern Oregon, for with such lines we will become a homogeneous people."

W. J. Burns, of Balfour, Guthrie & Co., and president of the Portland Chamber of Commerce, stated that there could be no question in regard to Portland's duty in the matter. "The great trade of Central Oregon should flow through Portland," he said. "It is the natural outlet for that country. Two roads have been projected into the country and they should be built. Probably the most feasible one is that of the Corvallis & Eastern Railroad, as it is the most direct route to Portland.

"The commercial interests of this city should realize what the trade of a rich country like Central Oregon means, and a hard effort should be made to capture it. It should not be allowed to go to San Francisco if it can possibly be helped by the construction of a railroad."

H. W. Goode, president and general manager of the Portland General Electric Company and president of the Lewis and Clark Fair, declared absolutely in favor of securing the trade of Central Oregon for Portland as the natural outlet of that district. In regard to railroads Mr Goode declined to say anything, but he stated that there could be no question in anybody's mind about the trade possibilities of Central Oregon and what city should control that trade when it is developed.

A Summer Cold.

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PROCLAMATION.

Whereas, there was submitted to the electors of the state at the last general election as required by law, an initiative petition for a Local Option Liquor Law:

And, whereas, on the 24th day of June, 1904, the Secretary of State in my presence as Governor of the State of Oregon, did canvass the votes given for said law:

And, whereas, it was ascertained and determined upon such canvass that there were 43316 votes cast for said Local Option Liquor Law, and 40198 votes cast against the same, and that the said law received an affirmative majority of the total number of effective votes cast thereon and entitled to be counted under the provisions of law:

Now, Therefore, I, Geo. E. Chamberlain, as Governor of the State of Oregon, in obedience to Section 9 of an Act entitled "An Act making effective the initiative and referendum provisions of Section 1 of Article IV of the Constitution of the State of Oregon, and regulating elections thereunder and providing penalties for violations of the provisions of this Act," Approved February 24, 1903, do hereby make and issue this proclamation to the people of the state of Oregon, and do announce and declare that the whole number of votes cast in the State of Oregon for said Local Option Liquor Law was 43316 votes, and the whole number of votes cast against said Local Option Liquor Law was 40198 votes, and that said Local Option Liquor Law received an affirmative majority of the total number of votes cast on said measure and entitled to be counted under the provisions of law, and that said Local Option Liquor Law shall be and is in full force and effect as the law of the State of Oregon from the date of this Proclamation.

Done at the Capitol at Salem this 24th day of June, A. D. 1904.

(Signed) GEO. E. CHAMBERLAIN, Governor of Oregon.

By the Governor: (Signed) F. I. DUNBAR, Secretary of State.

Job printing—The Times-Herald

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Yearlings and Two-year-olds in quantities to suit. The bulls can be seen at the "P" Ranch, and persons desiring to purchase should inquire there of F. H. Howell, Assistant to the General Manager, who will furnish information as to prices and will sell the same.

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