

The Klamath People Work For Roads

ONE OF OUR PROMINENT DRY LAND FARMERS

Relates Some of His Experiences in Newest and Best Oregon

DIVERSIFIED INTERESTS

Raises Grain, Cattle, Mules, and Runs a Dairy, All on a Successful Basis

Eastern Oregon is looked upon as a dry country. Yet the average rain fall is about 17 inches, according to the record kept at Lakeview for the last decade. It was as high last year as 27 inches but this year it is away below the normal. But in spite of this drawback, it may be so termed there are farmers here "dry land" farmers, who have lived here for years, contented and prosperous, and big averages, large herds and flocks, have the homes and are surrounded with all the comforts of life.

A notable instance being Mr. L. A. Carraker, who lives on the "West Side" and is considered one of the most prosperous of the "dry land" farmers of Southern Oregon. He came here 21 years ago from Missouri, county, Illinois, and first acquired a pre-emption, and afterwards a homestead, upon which he made final proof and has resided ever since. He has since added to his original 320 acres by purchase, the latest addition being a 10-acre tract purchased recently, and which brings his present holdings up to an even 1,000 acres of his own land as he has out of doors, in this land of superb climate, and one of the most successful fruit growers of the state, except where Drews Creek crosses the farm is tillable. He has 300 acres under the plow, and the other 700 acres are fenced. Mr. Carraker has rented a portion of his tilled fields the past few years and will do more of it to any of the new settlers who may care to put in a greater acreage than they can obtain elsewhere. His farm is entirely surrounded by the lands of the Oregon Valley Land Company, and all of it can be irrigated by the ditches of that company, if desired.

In the production of grain, Mr. Carraker has not resorted to irrigation. He has raised 35 or more bushels of wheat, and got 17 bushels this year, an unexceptionally poor year. He has also raised big crops of barley, and has had excellent results with rye, getting 12 bushels this year, which seems to stand dry weather better than other cereals, and also is less molested by rabbits, that sometimes make waste work in wheat fields, as no effort has been made to rid the country of these pests. Depredations by rabbits is one of the reasons why he has not attempted to grow fruit, though he has no doubt

that his locality is fully as good for that purpose as are other portions of the Golden Goose Lake Valley.

His line of farming, however, has been growing of grain, stock raising, and dairying. In addition to his range cattle, he has a herd of 15 dairy cows, of ordinary breed. No special care is given them. They are not stabled, being allowed to run in the pasture in the summer and in the stubble fields in the winter. Not much additional feed, other than the grazing in above manner, is given them. Yet, for the past ten months, these cows have produced 700 lbs. of butter, being a little over 100 lbs. for each cow. The butter always commands 25c per pound, and sometimes more. It will be observed that a nice income is thus derived from the dairy business, which could be greatly enhanced by grading up and giving the herd special feed and attention, or by following the most approved eastern methods.

Another thing to which Mr. Carraker is greatly interested and that is in raising mules, which he does on quite an extensive scale, turning out 10 or more fine animals each year. The young animals are easily broken, and readily fetch from \$150 to \$200 or more per head. He gives them no special care. The mule winter is important than in the past, as the stubble fields are not so good for their keepers. In a winter year, when the ground is so wet, it is usually like making the mule. It is generally thought that one of the best countries for raising mules and horses is in the United States, and that the United States government has special land for mules and horses. In this attitude, as their feet are so hard, wind good, and every way they are superior animals. He believes that this section has a fine future for mules, and that a mule or horse raising is the wisest thing to do. The opportunity is here, and the future must bring more rapid results, and perhaps greater.

Cheap Cattle A Thing All Over

Big Ranges Being Cut Up into Small Farms Driving Men Out the Business

"There will be no more cheap beef. Cheap range land is a thing of the past. Cheap cattle and cheap beef must go with cheap land." Col. Ike T. Pryor, president of the Cattleman's Association of Texas says in Southwestern Stockman, the people of America must face the foregoing situation. The present high price of beef is not a temporary thing. It is the result of cutting up of cattle ranges into farms. The consumer of meat must pay big prices for beef as a penalty for the breaking up of the prairie and settling of the new country.

Col. Pryor lives in San Antonio, but controls a commission company at the Kansas City stock yards and spends some of his time here each year, says the Journal.

"The number of cattle in Texas as well as in the ranges of all the other states are decreasing very materially at present," says the Colonel. "The big ranches are cut up into small ranches or farms. After the farms have been improved the farmers will raise more cattle in the same territory than the stockmen are doing now, but they will be more expensive to raise, and must bring higher prices than the range cattle."

"On a big ranch a section of land will take care of 30 or 40 head of cattle. When the land is turned into a farm it will take care of at least twice as many, besides growing some other products, but the farmer

Lakeview Delegation Talk For Good Roads

The good roads convention held at Klamath Falls last week seems to have been a very enthusiastic affair. Several speakers from abroad were present, including some from Lake County.

The primary object of the meeting was to enquire if state aid could be obtained in the construction of a good road from either side of the range to Crater Lake, so as to enable tourists to reach that tourist spot, which has gained prominence because Harriman's pronouncement in its favor.

The people of Klamath Falls, evidently of a very enterprising sort, however, thought that the meeting could be used to add prestige to that town in an attempt, were also made to reach after the trade of Lake County. That is to say of handling of freight, when now comes via Reno and the approach of Lakeview. It is not at all probable that the trade would be of great duration, so an as Klamath Falls is concerned, and it would not benefit that town to any greater extent than it does. Lively under existing conditions, as the idea of Klamath Falls is to acquire a white oak point for Lakeview is assured, in view of the fact that we have established a road that would add their largest ones as a side line. But, until our railroads reach Lakeview and make this city the most points of Eastern Oregon, there is no question but that a diversion of the freight destined for Lakeview from its present route would be an immense gain to our business men. For that reason the project is looked upon with favor by the people of Lake County.

The representatives to the convention from this county were Judge Day, Mayor Bailey, Banker Shirk, Messrs. Snelling and C. H. McKenry, who went as a representative of the Oregon Valley Land Company.

The Klamath papers give very full reports of the proceedings from which we make extracts.

Judge Day, of Lakeview, was introduced and spoke in part as follows:

"When your railroad gets in here I understand the freight rates from Portland to Klamath Falls will be the same as those from San Francisco. If you had a good wagon road east it would reach the people of Lake County. I know our people will take their trade to you here. Last year the income of our people per capita from the sale of livestock alone amounted to \$250. The development of our county is now greater than ever before. If we had such a road from Lake County to Klamath Falls the trade of our county would go largely to Portland. The counties of Klamath and Lake could build this road by levying a tax, but as this road is a matter of great importance to the state of Oregon I think it should be built by the state. This could be done by making the road from Lake County to Klamath a part of the state and national road through Crater Lake National Park. Lake County ships in about ten million pounds of freight and ships out about five million pounds annually. Our county is growing rich; none of its citizens owes a dollar to any one outside of the county. The Land people are to bring hundreds of people; they will build irrigation works to irrigate 100,000 acres for the 1910 crop. This will increase our popula-

tion at least 5,000 people; all their trade will come through this town. It will be a great thing for you and for us.

"As to the amount of freight: Next year the Land Grant company will require 6,000,000 pounds of cement. The present service is not satisfactory for the reason in the transfer to the narrow gauge road, now handled is damaged, and with its high rate gives little satisfaction.

"If we had a good road from here to Lakeview it will bring our country into closer touch with your city. We are anxious to build up Oregon. About 90 per cent. of our business now goes to Portland and Oregon. If this road is built we can do it. If we can get a state appropriation of \$50,000, I believe a road can be constructed.

"Five of our people representing the financial and business interests of Lake County have come here to present this matter to you. I feel that if we all pull together and create a sentiment that the state will take charge of it and pay for the work. We ought to ask an appropriation of \$50,000 from the state for this road in order to make a state highway between your city and Lakeview.

"If your people don't take hold of this we will improve our road southward and continue to trade with California. If you help us we will throw our trade to you." (Applause.)

Mr. Daly's statements were received with much enthusiasm.

Mr. Snelling was then called upon and he stated that Dr. Daly voiced his sentiments exactly; that he was anxious for the road and hoped that the people here would join with Lakeview for this highway.

"For 35 years I have been living in Lake County and know the hardships of getting freight. Our freight comes over the crookedest road under the crookedest management in the world. We want a change. We have watched the approach of the California Northeastern and when we saw the close approach to your city we decided that the phylogenetic moment had arrived to do something. We want to pay our freight to neighbors rather than to strangers. Our freight next year will probably be 100,000,000 pounds. This costs us one cent a pound from the railroad; this cent is paid to teamsters, and is now spent mostly in California. I think you people want some of this money."

The Herald of the 9th inst. says: The Lake County delegation that attended the Good Roads Convention left this morning for Lakeview in Mr. Shirk's automobile. In speaking of their trip to this city Mr. Shirk said:

"We are well pleased with the result of our visit. We did not expect great deal, but you know every little bit helps. I think it will only be a short time until the results of the convention will become apparent and I feel confident that they will be for the good of both Lake and Klamath counties. Hundreds of people are coming into Lake County and our freight shipments are steadily increasing. I see no reason why the business should not come via Klamath Falls if the roads are improved so that the traffic can be carried on."

The other members of the delegation expressed themselves as well pleased with the outlook and feel that their trip was not a waste of time.

where a government inspector has been testing out horses for the past week. It was expected that 150 would be purchased but on account of the high standard required, it is not likely that the number can be secured.

The eighty head comprise the finest bunch of horses ever sent out of Klamath County.

HARRIMAN IS ON A HUSTLE FOR RAILS

Placed an Order for 26,000 Tons in Pittsburgh for Use in Oregon

The Bulletin says a Bend man has received a letter direct from parties who are closely connected with the large steel plant at Homestead, Penn., and the letter states that the mill is just finishing an order for Harriman of 25,000 tons of steel rails. These rails are to be shipped by boat in five consignments to Galveston and are to be delivered to Harriman road at that place. At the mills it is understood that the rails are intended for the Northwest.

While it is not known for a certainty that these rails are intended for Central Oregon, yet it is hoped and believed that such is the case in view of Harriman's announcement that the building of a road into Central Oregon should have precedence over all other lines, and also in view of the activity of surveyors along the Deschutes and between Madras and Bend.

The surveys are nearly completed, the necessary rails are being manufactured, and announcement of actual construction should be made soon.

Of the 23,000 homestead entries made during the past 15 months in New Mexico, 20,000 are located in the so-called "dry farming" districts of the territory. The territorial agricultural college and the Santa Fe railroad are establishing many experimental stations in the territory and farmers' institutes are being held at which dry land agriculture is the principal subject of study.

Tells of Auto Trip Across the State

President Martin of the Oregon Valley Land Company Boosts this Section

The Portland Telegram says a trip by automobile from north to south through Oregon has been successfully accomplished by R. J. Martin, president of the Oregon Valley Land Company. From Shaniko to Lakeview is a trip rarely recorded, and has been made but two or three times by any conveyance, and never recorded by an automobile. The party of railroad men have recorded a similar trip, between Shaniko and Klamath Falls.

After travels that embraced every valley between Mexico City and British Columbia, I have never before seen such grand stretches of good lands as I have just seen in Oregon east of the Cascade Mountains," Mr. Martin said. "There are valleys over in that region that are as large as some of the European principalities. Some of these valleys, notably Summer Lake, Christmas Lake and the Chewaucan, contain hundreds of thousands of acres of irrigable, fertile lands. It is amazing to me that the railroad should so long neglect that country."

Mr. Martin's trip was for the purpose of inaugurating extensive irrigation and surveying projects in connection with the opening next year of the old Oregon Military Road land grant through Lake and Harney Counties, and the small strip of the grant in Klamath County. Explaining why some large bodies of land in this state are not opened to settlement, he said the owners fail to make

PUBLIC LANDS TO BE WITHDRAWN FOR IRRIGATION

All Areas Capable of Being Irrigated Will Be Set Aside at Once

BETTER MAKE FILING NOW

Government Land is Getting Scarcer Each Year and It Soon Will Be Gone

WASHINGTON, Nov. 5.—In his annual report for the last fiscal year Fred Bennett of the general land office recommends the withdrawal from entry of all public lands which may be irrigated which are not now capable of being utilized for homes. On that point he says:

"The proper step to take would be to classify the lands of the United States in order to ascertain what public lands, which in their present conditions are incapable of affording a home, are susceptible of irrigation to a cost even much greater than that now entertained by the reclamation service and to withdraw these lands from entry awaiting the time when they can be made homes either under the United States government or under the Carey Act.

"It will be only a comparative few years before an irrigation project which will cost as high as \$200 an acre will be considered a practical proposition for the land justifying such an expenditure. No one can be hurt by such a withdrawal; for the desert which cannot be reclaimed by the individual effort of a settler can never become homes until water is brought to it by the government, State or by private enterprise."

The total receipts of the office for the year were \$12,715,709, an increase over the previous year of 1,022,523. The total area of land originally entered during the year is 19,030,355 acres, a decrease of 1,000,200 acres as compared with 1907. The total land upon which final proof was made is 8,068,044.

MORMON RAILROAD HEADED THIS WAY

Coming Down From Prairie City Through Burns, Over Easy Route

The Harney papers report that parties are out inspecting the route for the extension of the Mormon road which has its present terminus at Prairie City in Grant county. It is stated that the line is to be extended to Burns and on into Lake County. No obstacles to overcome were found, and it will be easily and cheaply constructed the entire distance from Prairie to the Warner and Surprise Valleys, and to some point on the main S. P. line in Nevada, not now designated.

One of our teachers enquired of her class the other day: "What are the religions of Asia?" and received the answer: "Mohamedans and Populists."

I have driven cattle from Texas to Montana, when I did not see a fence nor a settler's hut between the Arkansas River and the Platte. First, we crossed Kansas as far east as Wellington and Ellsworth, then at the late line. Now when a Texas man wants to send cattle to Montana he sends them by rail.

OREGON HORSES SUIT UNCLE SAM

The Government has Agents in Central Oregon Buying Horses

According to the Merrill Record, parties have for some time past been engaged in procuring horses for government use in the Philippines and elsewhere, and in Klamath county have succeeded in obtaining the best of those to be had in the sage brush country or for that matter in the United States.

The shipment of thirty fine animals a few days since will be followed shortly by a larger bunch of cavalry horses, which will be sent to Seattle and thence by steamer to the army in the Philippines. Much care is taken in selecting these animals and they are subjected to a rigid examination by the Government inspectors, who are very careful to weed out anything that might prove unfit for the service. The horses are put through their paces by the vaqueros before the officials who note every movement, test for speed, endurance, wind, temperament, etc., culling and reculling, until they are satisfied entirely as regards the fitness of the animals accepted.

The horses were secured from the J. Frank Adams ranch, near Merrill,

ROBERT MC CULLEY INSTANTLY KILLED CON FINNAGUNE YESTERDAY EVENING

Shooting scrape occurred yesterday afternoon about 30 miles east of Lakeview at Fish Creek, between two sheep men, over some bucks getting on the other's range in which Robert McCulley shot and instantly killed Con Finnacune.

The report reached here in the evening and Dr. Daly and the officers at once repaired to the scene, and returned this morning with the body and McCulley.

No further particulars are at hand. The inquest over the remains will be held some time today.