

President Hill Will Build Railroad to Lake County Within Next Two Years

Well Pleased With Cordiality Lake County Extends

VISITS ALL PARTS OF COUNTY

Spends Over Two Days in Ascertain- ing Resources and Possibilities of This Great Section of Oregon

That Louis W. Hill, president of the Great Northern Railway, is well pleased with Central Oregon in general and Lake County in particular was plainly evidenced to all who had the pleasure of meeting him on his recent visit to Lakeview. In fact he so expressed himself on numerous occasions, both publicly and in private conversation, and what he saw on his visits to New Pine Creek section and the West side, as also his tour of the north end of the county, greatly broadened his views as to the wonderful resources of the whole of Central Oregon. Arriving in Goose Lake Valley Saturday evening after traveling through the Great Warner Valley, he was met at the mouth of Warner Canyon by a large delegation of citizens and the brass band in automobiles and escorted to Hotel Lakeview, where he and his party were entertained during their stay in our city. Accompanying him were E. C. Leedy, general immigration agent for the Great Northern Railway, and his assistants, Col. O. W. Seston and C. C. Morrison, R. C. Calvert, correspondent for The Oregonian, and Wm. Hauley, the big rancher and stockman of Burns, the latter having induced Mr. Hill to make the trip, and to whom is due in a great measure whatever may result from the visit of the railroad magnate.

The streets were thronged with school children, men and women, with many flags in evidence, and the welcome extended Mr. Hill on entering the city was most cordial. He responded to many salutes in a most happy manner, and that he highly appreciated the cordiality shown was clearly shown. During the evening many of the leading citizens and business men met Mr. Hill and the hotel lobby presented a lively appearance.

Mr. Hill was indeed searching for information, and the questions he propounded to nearly every one he met was in the nature of a query as to the resources or productiveness of this country.

Sunday the party was driven in automobiles through the New Pine Creek section, and lunch was had at the State line town.

A number of leading citizens accompanied the party on the trip and also to the West Side, which the party visited during the afternoon. Mr. Hill and all members of his party expressed themselves as greatly surprised and well pleased with the country, and especially with the large area of farming lands under the O-V-L. Co.'s canal on the West Side.

Sunday evening a banquet was tendered Mr. Hill and party at Hotel Lakeview, and about 100 representative men of Lake County were present. All sections of the county were represented, and the gathering was indeed a representative one. V. L. Snelling presided as toastmaster, and he did the honors most gracefully. He first introduced Dr. B. Daly, who responded to the toast, "Lake County and Its Resources," as follows:

Mr. Toastmaster: The subject, "Lake County and Its Resources," which has been assigned to me on this occasion, is a large subject. It is the story of facts and figures of one of the largest counties of the state of Oregon. Lake County

contains nearly one twelfth of the entire area of the state. It is much larger than many states of the Union, and more than five times the area of the state of Rhode Island.

Lake County contains 5,039,310 acres of land which has been classified as follows: 1,130,000 acres of agricultural lands, 1,120,000 acres of timber lands, and the remainder, 2,789,310 acres grazing lands. When I speak of agricultural lands I mean those lands that are susceptible to cultivation, of being plowed and seeded to cereals and other farm products, and when I speak of timber lands I mean merchantable timber, such as sugar and yellow pine, that will average not less than 12,000 feet per acre.

The soil of Lake County is very rich and productive, capable of producing crops in great abundance, not only cereals and other farm products, but also fruits of nearly every kind. Apples, pears, cherries and berries of all kinds grow in many parts of the county, to great perfection, and as to quality they cannot be excelled any place on the Pacific Coast. During the past twenty-five years there has been but one failure in the fruit crop of this county. But notwithstanding all our splendid possibilities for farming and fruit growing these industries have been developed only to the extent of supplying the demands of our people, due to the fact that we have no transportation facilities to carry our farm and orchard products to other markets. The principle industry of the county is, therefore, live stock, of which we have at the present time 65,000 head of cattle, 20,000 head of horses and mules and 300,000 head of sheep. From this one industry we have received during the past year an amount equal to more than \$250 per capita.

The assessed valuation of the property of the county for the past year is nearly \$8,000,000. The county does not owe a dollar of indebtedness and has at the present time more than \$50,000 in the treasury. The tax levy this year for all purposes is 7.9 mills which is not only the lowest tax levy of any county in the state, but is probably the lowest of any other county on the Pacific Coast. This county has three banks with assets of nearly \$1,200,000; \$500,000 of this amount is at the present time available in cash.

Lake County is very fortunate in having splendid facilities for irrigation projects. The water sheds of Goose Lake Valley produce annually more than 100,000 acre feet of water, sufficient to irrigate more than 100,000 acres of land. Private capital has undertaken an irrigation project to reclaim the lands in Goose Lake Valley.

The first unit of this project, which will reclaim 60,000 acres, is two-thirds completed, and this unit will be finished by early fall so that the water will be available for irrigation purposes next year. There is another irrigation project under way in Warner Valley which when completed will reclaim 98,000 acres of land and there is still another irrigation project under consideration at Paisley which will reclaim a splendid body of land in Summer Lake and Chewaucan Valleys.

Lake County has long been noted

As a result of the visit of President Hill, of the Great Northern Railway, it is now practically assured that Lakeview will be the terminus of one of his lines within the next two years. While the assertion was not made direct by him, yet statements were made at different times by members of the party that such an inference could not be avoided. Mr. Hill stated that he would complete his railroad work in Oregon within two years; that he would build to all sections where the outlook for business was favorable; that Goose Lake Valley, of which Lakeview is the logical distributing point, is one of the most promising sections of Oregon that he had visited, and further he stated that the development of this valley had reached such a stage that railroad transportation was an absolute requirement.

for the great interests that her people have taken in the cause of education, and as a result we have splendid schools throughout the entire county. Our high school is one of the accredited schools to the University of Oregon. But in order to give still better educational facilities to our people, arrangements have been made to build a new High School building which will cost \$10,000. A splendid site of eight acres situated in the central part of Lakeview, has already been secured, and upon this site a modern High School building will be constructed. A building that will contain in addition of the usual class and recitation rooms, departments for household economy and manual training, so that the girls may be taught the science and art of household economy, and the boys shall be taught such useful trades and occupations as may be deemed necessary to make them useful and practical citizens. We shall also have a department of agriculture and horticulture in order that our boys may be instructed along the lines of farming and fruit growing, and by the way, this department of agriculture and horticulture has been added to the school in conformity with a suggestion made by a gentleman in a great speech, delivered some months ago, and which has been published in the newspapers of the country stated that owing largely to the influence of the present methods of education many of the young men of the country were leaving the farms and going to the cities, ceasing to be producers and therefore becoming consumers, and that in order to counteract such tendencies, the science and art of farming and fruit growing should be taught to the young men in the schools of the country. The gentleman who delivered that speech is not only the greatest railroad builder that this country has ever known, but he is also one of the greatest constructive statesmen that this country has ever had and that gentleman, Mr. Toastmaster, is James J. Hill, the distinguished father of our honored guest, Louis W. Hill, president of the Great Northern Railway.

In conclusion permit me to express the wish of the entire people of Lake County that our guests and his associates will soon visit us again, and when that visit is made that Mr. Hill will come with his associates in his own car over his own railroad.

Following Dr. Daly, Mr. Snelling introduced L. F. Conn who responded to the toast, "Our Needs." Mr. Conn said:

Mr. Toastmaster and Gentlemen: The great and magnificent resources of this section of our State have been ably, yet modestly, detailed to us by the distinguished gentleman who has been at the head of our County Government for the last eight years, and perhaps no one among us has a better understanding of these conditions and facts, is more able to array and depict them before our guests on this occasion.

It has been assigned to me this evening to tell you about "Our Needs."

So vast are our resources and so manifold are our consequent needs, that it is with much hesitation and misgiving I undertake this task, and if it had not been that I so thoroughly appreciate our many needs and the importance of making them somewhat

apparent to our distinguished visitors at this time, I should have declined the honor bestowed in selecting me to address you upon this subject.

As has been so well and so ably said by the gentleman who preceded me, we have wonderful and almost boundless undeveloped resources, both in the great forests of the very best of yellow pine, and the hundreds of thousands of acres of fertile virgin soil, all yet untouched by the hand of the lumberman and farmer.

So many are our needs that I shall undertake to tell you of only such as to me seem the most urgent, and one of these I shall designate and term as an absolute necessity.

We need thousands and tens of thousands of intelligent industrious farmers to make their homes upon and to subdue from their present wild and uncultivated state, our hundreds of thousands of acres of the most fertile soil to be found anywhere beneath the sun, and to reduce them to a state of cultivation and productivity, which are destined in the near future to produce largely of the wheat and other cereals for the subsistence of the people of these United States.

We need amongst us the presence of the lumber manufacturer to fell and manufacture our great forests of yellow pine into lumber for the use of our neighbors in the older states of the East where the want for that class of merchandise cannot be satisfied from their own resources.

We need thousands of men with capital, skilled in horticulture, to plant in fruit orchards and to nurture and cultivate them into bearing, tens of thousands of acres of the finest fruit growing lands which lie within the borders of this County and I say with the utmost confidence and assurance that, in my judgment, no spot on God's green earth can surpass in beauty and quality and flavor, the apples which we can and do produce here.

We need woolen factories sufficient to manufacture the wools grown in our County, which are of such excellent staple and superior quality that they are much sought and in great demand in the woolen manufacturing centers of the United States.

We need men experienced, in the dairying industry, to manufacture cheese and butter from the dairying products of these farms.

We need capital to build reservoirs for storing our surplus waters worth countless millions for the irrigation of our fertile lands. In fact we need almost everything necessary in the development of a country yet in its primitive state, having such wonderful resources as have been described to you here tonight. But that need which is the most important, that which may be termed the one paramount need, indispensable in the development of our resources, that which has been long hoped for, patiently waited for, and we hope soon to be realized, is the construction by some of the great railroad builders of this continent, of a railroad through our fertile territory for the transportation of the untold millions of dollars worth of products to be gathered from these natural resources when such facilities for transportation come within our reach, and let me say here tonight, that nothing so certainly would bring about the settlement of these countless acres of

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Noted Railroad Builder Handsomely Entertained

BANQUET GIVEN IN HIS HONOR

Outlines General Plan of Work to Be Followed by Company in New Development of All Oregon

In his address at the banquet Sunday evening Mr. Hill spoke entertainingly for about an hour and covered the railroad question, as well as a number of others, very thoroughly. He expressed his views as to the conservation question, he being directly opposed to the eastern sentiment favoring the method. He also described a portion of his trip through Harney county, and very feelingly presented Col. Seaton with a huge coffee pot in remembrance of the occasion when the Colonel "laid out" all night on top of Buck mountain on account of a break down and was necessarily compelled to forego his morning coffee. However, the Colonel was equal to the occasion, and gracefully accepted the memento with a few appropriate remarks.

Mr. Hill also made a few remarks upon good roads, and urged the importance of main lines of travel, rather than to expend the road funds on too many branch roads. In this he was warmly seconded by Mr. Hauley, who considers it of the utmost importance to unite Lake Crook, and Harney counties by good highways.

Mr. Snelling in a few well chosen remarks, at the same time regretting his inability to command language worthy in such a man, introduced Mr. Hill, who said in part:

Good people of Lakeview, Lake County, and all of Oregon:

I want to tell you that in the first place I never felt better in my life (applause). I have had so much of this good air that it almost makes me think I am an Oregonian—I wish I were one (applause). Further I think the people of Montana have been very good to me, as all over our line have been good to me, but there is no state that I have ever visited that has given us as hearty and as warm a welcome as we have received in Oregon and particularly in Lakeview (applause). When we came into Lakeview, the demonstration was something that surpassed anything I have seen, and I have been on Reception Committees myself. I have had to help entertain in my experience foreign emissaries, President Taft, when he was Secretary of War and later when he was President, and we thought we tried out all the new wrinkles, but they never were met beyond the City Limits and escorted in, and they never had a band to escort them in an automobile (applause). I want to tell you that is something new to me and when I go home, I am going to introduce that in the East (applause). When we came down through the street, and saw the street lined with children, waving their country's flag, and showing their enthusiasm, it made me homesick for my own. Nothing makes a man feel more at home than when he knows he has got the children with him (applause).

As for the railroad coming through here, I wish I could tell you right now what the facts were, but I do not know, I really do not know. The question will be submitted to our board of directors, and I sincerely hope they will see their way clear to build a road through here in the very near future.

You cannot keep us out of this state now. We want to get things started now as we did back in Montana. In Montana we started 42 ex-

perimental stations, and I wish we had one here now in this valley. We put up the money, furnish the seed, pay for the time raising it, and let the farmer have the crop. We have three agricultural professors on our payroll now.

The state of Oregon is not really known, understood and appreciated. Certainly if it were known by some of those railroad interests who are paralleling and crossing each other's lines down East, it would be hard to understand why they would not come out here and serve this state. We had some older men with us in the party, but they turned back. They wanted to know how long I would be on this trip, and how long it would take; they should figure on taking an automobile tour all over the states of Connecticut, Rhode Island and Delaware, but they could not seem to realize that this country was as large as that.

I thought our opportunities for colonization were good last year, and we put thousands of people into Montana, but I want just two years in Oregon. We have two points in Montana that within the last six months have made more entries in their land offices than have been made in any other land office in a year. I do not think that Oregon will have any difficulty in beating them.

As to our plans for railroad development in Oregon: All I can say is we are going to build into the best country, and wherever one valley meets into another, but our plans so far have been outlined by Mr. William Hauley. He is one of two men, the other being Mr. Harvey L. Scott. Mr. Hauley and Mr. Scott started us into Oregon, and we will be guided by both of them. Now with Mr. Hauley, if we can get them all lined up so they will boost "dout knock" and all pull together, and if any man knocks, put him into the next county, each one passing him on, why it is not far down there to California, put him there. Our plans, as I say rest largely with Mr. Hauley. I am going through the country with him for there is no man I have ever met that knows the country better. He is showing me the best of it, and we will try not to overlook anything. That is one reason we are going north. There is good country north and we want to see it. All I ask from Oregon is about two years, with the co-operation of the people, and see what we can do to help the state (applause). I am 38 and two years will pass the forty mark for me. Railroading is different, far different East than it is in Oregon. People back East think a railroad man is a good mark to shoot at, and I want to get out of the arena in another two years.

As to our future plans in Oregon, as to what we may do, I shall leave that to Mr. William Hauley.

When I returned to St. Paul some time ago I found that Northern Dakota and Montana were using 300 construction engines for steam and gasoline plow work turning over some 20 acres a day a piece, and it is a fact that some of them had bee flights and were working at night to keep pace with the work. It is an indication of what the people in the East want to do when they get out this west-

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