

GREATER THAN VALLEY OF THE NILE

KLAMATH FALLS WILL BE THE SPOKANE OF OREGON

Unbiased Opinion of the Well-Known Journalist on Klamath's Future Greatness

The following article from the pen of Col. E. Hofer, editor of the Salem Capital Journal, which appeared in the Salem Statesman, will prove very interesting reading. It will show what a keen mind can see for the future of a country that has back of it resources greater than any other section on the Pacific Coast:

The delegation of Salem and Willamette Valley business men, who spent the past week in the Klamath Falls country, returned on Saturday and this morning. Enthusiasm is a mild term to describe the state of mind in which they have come back, to tell of the wonderful development work that is going on in Klamath Falls and the Klamath Basin, and the new townships of Worden, Dorris and Mt. Hebron, in which hundreds of Willamette Valley citizens have made investments during the past two weeks. The party was made up of representatives selected by purchasers of these properties, and each is to submit an independent report of his observations.

Men Backing Klamath Falls

Speaking of the party and their observations, Col. E. Hofer said:

"Of course, the potent force that is opening the Klamath region to rapid settlement, and building towns as if by magic, is the Natron and Klamath Falls extension of the Harriman system. The men who spent years in bringing the railroad into that country, and without which no Klamath Falls development would have been possible, were Major Worden and his son, William Worden. As allotment agent of the Government in cutting up the Klamath Indian Reservation of 1,125,000 acres, Major Worden gained a familiarity with the country which made it possible for him to speak with authority as to its resources. The Wordens made countless trips over the country, crossed deserts and mountains for hundreds of miles afoot and on horseback, made pilgrimages to Washington, New York, San Francisco, and finally interested the Harriman system in the resources of the Klamath Basin. Associated with them as leading factors in the Klamath Development Company are G. X. Wendling and S. O. Johnson, San Francisco millionaires, who are at the head of a group of large industrial corporations representing hundreds of millions.

Magnificent Railroad Construction

"The extension of the Southern Pacific from Weed to Klamath Falls was completed May 29, 1909, and now the entire line from Klamath Falls to Natron is under construction, and such construction as has never before been seen on the Pacific Coast. One million five hundred thousand dollars has been spent at Klamath Falls alone, on depots and terminals. A granite and marble passenger station, the finest in the world for its size, greets the incoming of the train and the railroad company has sixty-five acres laid off in sidetracks, yards and shop grounds. The track is laid with 90-pound steel, ballasted with crushed rock, with bridges and culverts of solid steel and concrete construction.

A Dream Realized

"With the arrival of the railroad and the construction of the first unit of the Government reclamation system, the dream of Major Worden has become a tangible reality. This one man of tireless energy and get-there disposition, who walked into this country financially to the bad at least \$10,000, has produced results which are almost beyond his own expectation. Looking at Klamath Falls from five miles out in the alfalfa fields, in the midst of 40,000 acres that have been put under the ditch one sees the future Spokane of Oregon rising on a semi-circle of hills. Klamath Falls is spreading by leaps and bounds, and the picture dream of a great brain is coming out on the screen of the municipal panorama. The \$4,500,000, only a small part of which has been expended, set aside for the reclamation projects, has already added more than \$10,000,000 to values in the Klamath Basin, and it is only the beginning. By dredging and draining the tule lands, and by utilizing the water from Upper Klamath Lake, the transformation of the inexhaustible source into endless vistas of alfalfa and grain fields, has begun. All the fabulous wealth of the Nile Valley in Egypt will be double discounted and laid away in the shade by what is being accomplished before the eyes of the present generation in the Klamath Basin. Great red barns, clustered stacks of alfalfa and fine farm houses intercept the sky line as one looks out over the reclaimed lands, almost as thick as the dericks in a great oil region.

The Gateway City

"While the enduring prosperity of

this region, like all others, has its foundation in the wealth of the soil, the greatness of the city that is here springing into being, can only be contemplated by a study of the topography. Four mountain passes enter the basin, practically all coming together at Klamath Falls. One to the south leads into California via Butte Valley to Weed. Another pass goes out into Eastern Oregon through Lost River. Still another into Nevada via Merrill. The fourth pass leads into the Willamette Valley and Coos Bay via Natron. Each pass again opens out into large valleys with lakes, reclamation possibilities and a productivity that is simply incalculable. One stands on the heights above Klamath Falls and sees more expanse of rich agricultural country and wonderful mountain scenery than at any other place in the world that I have ever heard of. Mt. Shasta looms up in the south, sixty-eight miles away. Sixty miles to the north are Mt. Pitt and the rim of Crater Lake. The view extends east and west as far as the eye can see.

On the Main Line

"Klamath Falls and the three new townships—Worden, Dorris and Mt. Hebron—are on what will be the main line of the Southern Pacific Railroad between Portland and San Francisco. This line cuts off seven and one-half hours in travel between these two great cities. It substitutes 1 per cent grades for grades of from 4 to 6 per cent and light, graceful curves for the letter S and horseshoe bends in the tracks over the Siskiyou. One engine will pull all ordinary trains over this line, where it now takes three, and sometimes four, engines to pull passenger trains. It is only reasonable to suppose that if cities like Medford, Ashland, Grants Pass and Roseburg could be built upon the main line, these new cities on the Natron extension will become just as great. It is generally predicted that Klamath Falls being slated for the end of a division, and it has exactly the same location as Ashland, will, in not many years, be another Spokane. In place of taking forty or fifty years to grow, as did the towns on the old line, new cities in the Klamath Basin, with great tides of immigration coming to the Pacific Coast, and the more rapid means of promotion, will grow into large cities in one-quarter of the time. Klamath Falls and the three towns mentioned, surrounded by clear lands, ready for the plow, backed by water and timber, and pushed with extensive advertising campaigns and excursion trains that are to be put on in May and June, will grow at a pace hitherto unparalleled.

Wordens Selected Lavey

"After looking over the entire United States for two years, the Wordens picked on P. C. Lavey to push their properties, because the record showed that in two years he had handled more real estate than any one firm on the Pacific Coast. He has a quarter-million dollar corporation, and has the largest and best organized selling force of trained men of any firm on the coast. The P. C. Lavey & Company interests in connection with those of the Klamath Falls Development Company at Klamath Falls, and the three townships in the Butte Valley, amount to over three million dollars. The Klamath Falls Development Company has its offices in its own large brick building, and it has secured industries already located at Klamath Falls of one-half million dollars. On the additions platted at Klamath Falls by this company and sold by P. C. Lavey, are hundreds of new houses and a number of brick blocks. The famous hot springs with a park, and the five-acre site for the new \$100,000 court house are located on its lands.

Real Estate Advancing

"I could mention many specific instances of remarkable advances in Klamath Falls realty. The old John F. Miller farm of 4500 acres near Klamath Falls, was sold about twelve years ago under mortgage for \$10.50 per acre. It is now being cut up into 40 and 160-acre farms and sold off at \$60 to \$75 per acre. All the P. C. Lavey & Company additions to Klamath Falls lies on gentle slopes, where no grading of building lots or streets is necessary. All the property is in plain, open sight, commands beautiful views and there is not a foot of this property that is undesirable for residence purposes, or unavailable for immediate use, in acreage as fruit and vegetable tracts. What is more important to the business man and investor is the fact that every lot and tract is advancing in value every time a new day of sunshine is poured out over it, and they have about three hundred days of sunshine during the year in the Klamath Falls Basin. The above statement is equally true of the three townships in the Butte Valley, lying just south of Klamath Falls.

Description of Butte Valley

"I have seen many of the most beautiful valleys in the United States between the Mississippi and the Pacific Coast, and there is nothing quite as fertile and attractive as the Butte Valley, with the Klamath River running along the west edge of it. It is eighteen miles long and

about ten miles wide, oval in shape and completely walled in with mountains. Every acre of the land is fertile, is underlaid with water at a depth of from six to ten feet, and free from brush and timber, practically ready for cultivation. Dorris is located at the north end of the valley, and Mt. Hebron at the south. It will surprise many Salem people to learn that lots in these towns that sold at \$100 and less are re-selling at \$250 and \$500, and business lots are held at \$1,000. These remarkable gains in values are due to the fact that these properties are not on a jerk-water branch line of the railroad, but on the main transcontinental line that will carry the commerce and population between Portland and San Francisco.

Party Got Receptions

"I wish I could describe to you in detail the receptions accorded the Oregon delegation at these points. Large audiences, banquets and balls were prepared for us everywhere, and there is not a man, woman or child in that country who does not think well of Pat Lavey. I would like to describe our drive for a day through the Butte Valley in the center of which is located a large Mennonite colony, who have purchased 14,000 acres. We spent all day Thursday driving in both directions from Klamath Falls. Every member of the delegation is prepared to declare that it is very gratifying that a large real estate operator has more than made good, after seeing all the property offered for sale, and testing it from several standpoints. It simply amounts to this, that P. C. Lavey & Company believe the day has come when real estate firms who would promote townships must tell the truth about what they offer the public in their advertisements. There is universal disgust all over the country at real estate fake methods, especially in dealing with new townships. All Mr. Lavey asked the delegation to do was to say whether the representations made by his firm as to Worden, Dorris and Mt. Hebron were true or not. Every one of the ten men who went over the properties is prepared to say that those representations are more than true. The original townsite party was composed of C. E. Fox, of Albany; W. W. Aldredge, of Oregon City; T. R. Shoekley, of Silverton; W. J. Bryne, of Portland; W. P. Strandborg, of the Portland Telegram, and E. Hofer and George Shellan, of the Capital Journal. They were joined a day later by Henry Bruhn and R. H. Wolter, well known German residents of Salem, who went down of their own accord to try to capture the \$1000 reward offered by

Mr. Lavey if any of his statements about these townships were not true. Their exploration ended by saying that they considered their six lots which they had purchased for \$350 worth at least \$1000. I am making these statements because nearly 400 people have purchased lots at Klamath Falls and in the new towns, and they will be interested in knowing what our impressions are of the veracity of at least one large townsite company. I believe it is in the interest of public justice to make this statement, and I have done so without any solicitation on the part of Mr. Lavey, who accompanied the party. I know that I am voicing the honest opinion of the entire delegation, and these sentiments were expressed over and over by every man who has enjoyed the delightful week which we have spent in the Klamath country."

MAY BE ESTABLISHED BY THE SOUTHERN PACIFIC COMPANY

Route Will Be Via Crater Lake and Tourists Can Make the Trip

Information comes from a reliable source that there is a plan on foot that is going to place Crater Lake on the map of the Southern Pacific railroad. The scheme is nothing more nor less than the establishing of an automobile line between this city and Medford. The plan proposed provides for the sale of tourist tickets which will give the purchaser the option of continuing north or south on the main line or taking the side trip via Crater Lake. No additional charge will be made, aside from the usual ones in connection with hotel expenses.

At first glance it might seem that the expense would be too great a one for the railroad to bear, where no returns are in sight. But the company is not doing it for the present benefits that may be derived. It has had under consideration for some time an advertising campaign for Crater Lake that will be greater than anything of the kind ever undertaken. The literature that is to be issued will be even finer than the booklet issued by the Klamath Development Company, and tens of thousands of them will be sent broadcast throughout the world. To supplement this the company has conceived the idea of the automobile line, believing that one live tourist would be worth a hundred dead books. Hence the plan to give the tourist the novelty of making the trip from this city to Medford, when he is traveling northward, or from

Medford to this city when his destination is toward the south.

It will readily be seen that such a program would arouse widespread attention and would be the means of spreading the fame of Crater Lake far and wide more speedily and effectively than any other means that could be adopted.

The plans embracing this enterprise are simply in the formative state. It may be possible that when they are all worked out it would become necessary to make a small additional charge for this side trip, but it is understood that this will not be done unless the business would involve a too heavy loss to the company.

Some work would have to be done on the roads in order to make the trip possible. Already one of the worst spots in the county has been done away with, through the construction of a new road around Medoc Point. Southern Pacific officials have been lending their aid to Will G. Steele, who is in Washington for the purpose of inducing the Government to make some improvements in the road through the reservations. He has been so far successful as to secure a promise that something will be done. The Medford people have raised something over \$20,000 which will be used in placing the highway between that city and the Lake in a passable condition.

CANADIAN-AMERICAN TARIFF AGREEMENT IS REACHED

Believed That the Threatened Tariff War Will Be Averted

United Press Service.

WASHINGTON, D. C., March 26.—Secretary Knox announced today that the threatened difficulty arising over the tariff dispute between the United States and the Canadian government is to be avoided through an agreement that has been reached here today. Mr. Knox gave out the following statement:

"The negotiations between President Taft and the representative of the Canadian government, which began in Albany, were concluded here today and have taken such form as to assure a friendly understanding being reached immediately."

MEETING OF HIGH SCHOOL LITERARY SOCIETY

Friday evening Misses Irene and Edith Rutenic entertained the members of the High School Literary Society. The program consisting of singing and declamations was well rendered and a very enjoyable evening was spent.

MORE TROUBLE IS TO BE EXPECTED

IF NEW COMMITTEE IS SPEAKER'S TOOL, ROW WILL START

Regulars and Insurgents Officially Ratify Action of the Caucus

United Press Service.

WASHINGTON, D. C., March 24.—The regular and insurgent Republicans today officially ratified the action of the caucus which selected the members of the new rules committee. But in doing so a convenient brick could be seen in the hand of each member, as he watched for an opportunity to let it fly in case the other side showed any signs of hostility. Representative Butler, of Pennsylvania, one of the regular Republicans of the staunchest variety, stated today:

"I predict that we will have more ruction this session. The malcontents have not gotten all of the bile out of their system. As soon as they do, I predict that the Republicans in the House, as well as those of the entire Nation, will get together and stay together in perfect harmony until after the fall elections."

Representative Norris, of Nebraska, whose resolution brought about the revolution, stated:

"We are willing to have permanent peace in the House, and that is the principal reason we did not demand a place on the rules committee. If the new committee proves to be a tool of the speaker, then the battle will be fought over again."

FORTY-EIGHTH BIRTHDAY

Capt. J. W. Siemens, cashier of the First Trust & Savings Bank of this city, was receiving congratulations of friends Saturday the occasion being his arrival at the forty-eighth mile stone of his journey through life. The Captain is one of the pioneers of Klamath County, having been a resident of this city since 1886. He has won a high place in the esteem and confidence of the people of this section of the State, and it is the wish of his host of friends that forty-eight years from now he will be enjoying the same degree of health and prosperity that is his today.

A New York woman has patented a counterfeit note detector on the principle of the old-style telescope. A frame to hold the note passing in front of a strong magnifying lens

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