

GREAT NORTHERN RAILWAY

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# OREGON



**BACK TO THE FARM**

**GREAT NORTHERN RAILWAY**

**320 ACRES FREE**

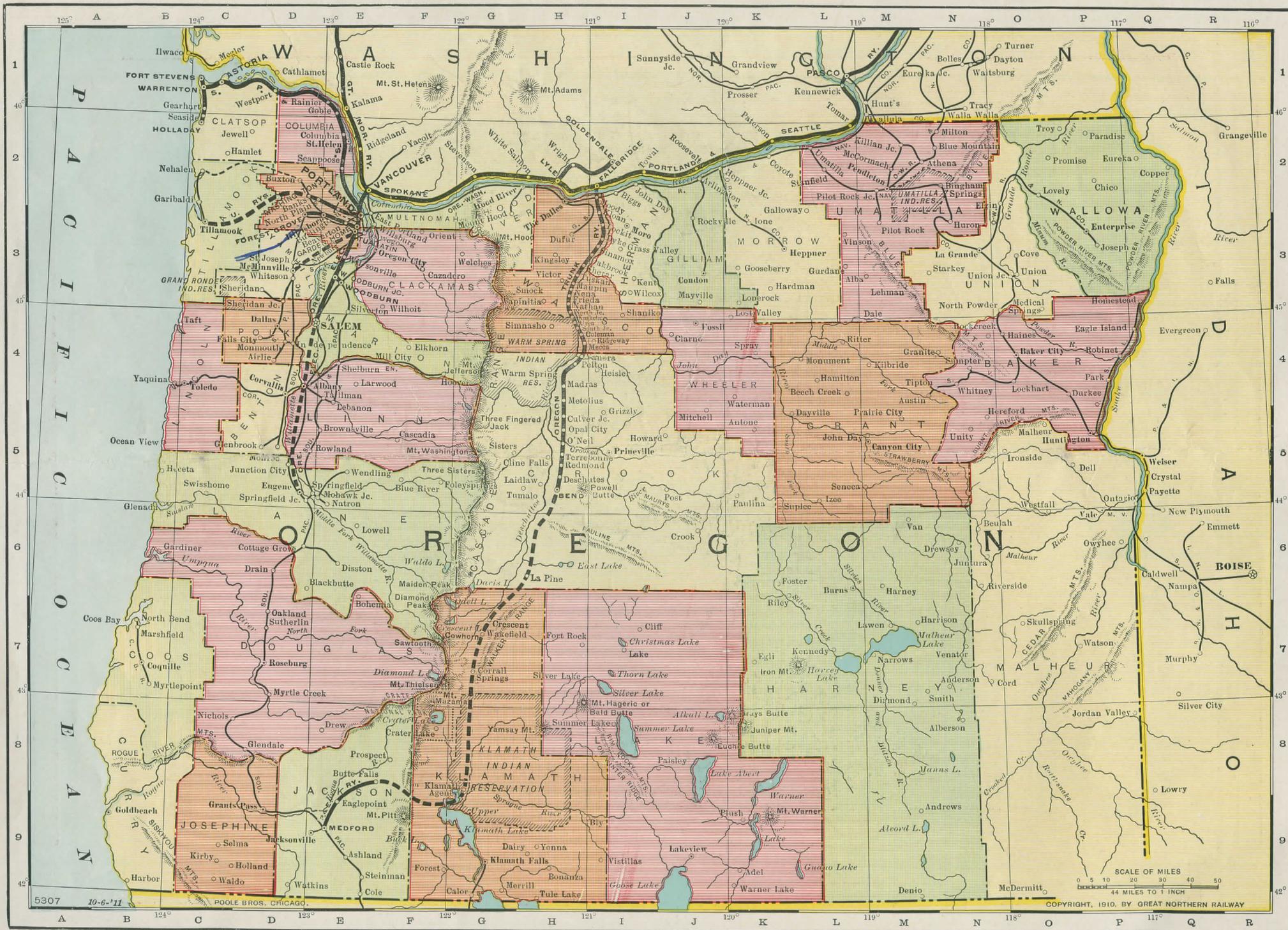
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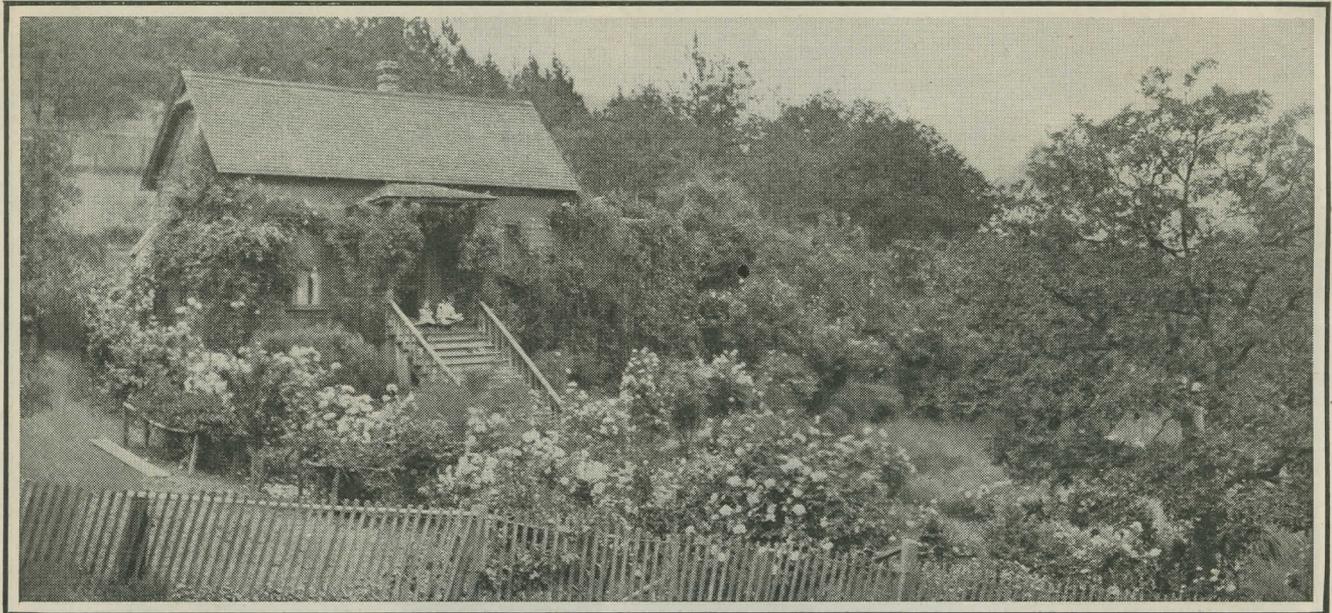
GREAT NORTHERN RAILWAY

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Would You Like a Home in Oregon Like This? At Roseburg, in the Umpqua Valley

# OREGON

## THE TWENTIETH CENTURY STATE

**A New Land of Opportunities. Opening of Central Oregon by Completion of Oregon Trunk Railway to Bend. Facts and Figures About the Free 320-Acre Homesteads briefly told. Sixteen million acres of free government land awaiting the plow, where General Farming, Stock, Fruit, Poultry and Vegetable Raising lead to Independence.**

**E**VER since Lewis and Clark made their famous expedition to the great Northwest—over one hundred years ago—thereby adding territory to our dominions, Oregon has had a magnetic fascination for the conservative Easterner. Rich in opportunity for the farmer, the stockman, the fruit-grower, the merchant and the business man; blessed with fertile plains and forested hills filled with precious metals; resplendent in natural scenery which makes it attractive to the tourist and sightseer, Oregon today offers far more and better opportunities in the twentieth century than in the days of old when the only way to reach her fertile fields was by months of tedious travel in the picturesque prairie schooner.

The history of Oregon has been one of endeavor and achievement—the result of the work of her broad-gauged, public-spirited citizens who, through their co-operative efforts, have made Oregon known the world over.

Torn into two dissimilar parts by physical barriers prior to 1909, the state of Oregon today stands united and presents the golden face of opportunity to the landless man east of the Rocky Mountains. Blood may be thicker than water, but there is no tie so strong as the steel ribbons of modern transportation which unite vast empires and bring widely-separated people and their products together. Central or Eastern Oregon, by stage or ox-cart, was formerly a wearisome seven-days' journey from Portland, a longer distance in actual time and convenience than from Chicago to Portland and return by train. Central Oregon had no railroads.

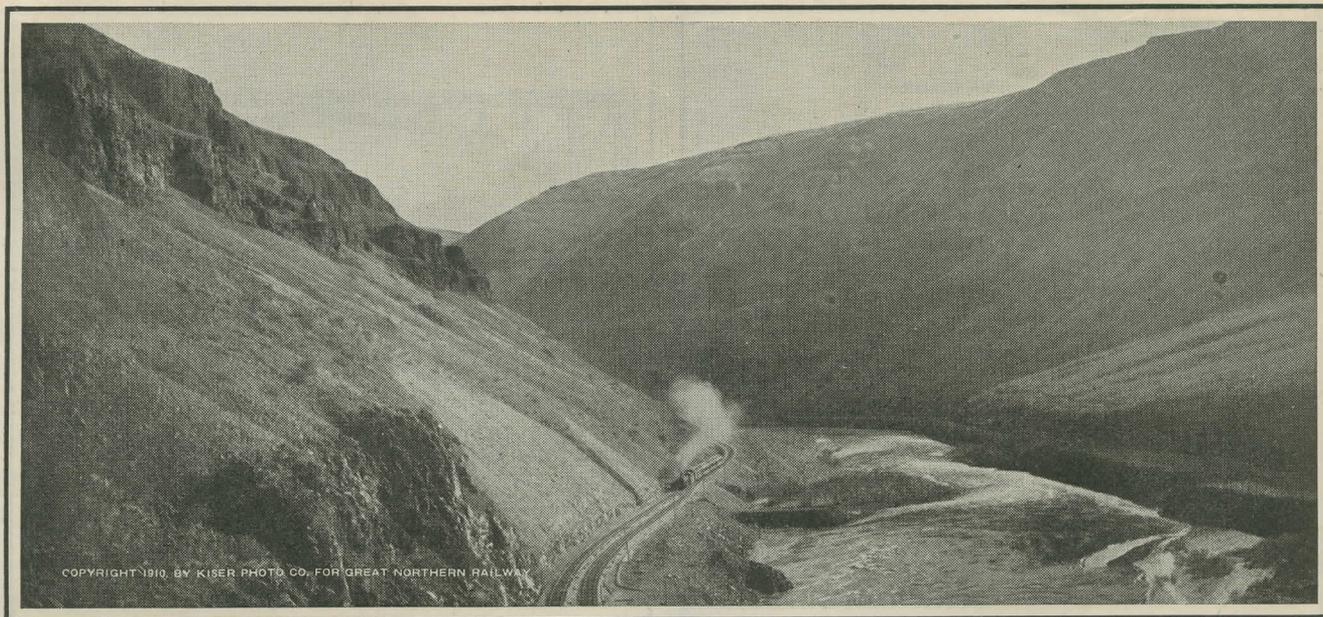
### Building the Oregon Trunk Railway

That was yesterday. Today, the Oregon Trunk Railway, a modern, broad-gauge line, has been rapidly built from Fallbridge, Washington, across the Columbia River and up the Deschutes Valley, through the very heart of Central Oregon, to Bend. The Oregon Trunk Railway (through the Spokane, Portland & Seattle Railway, one of the affiliated connections of the Great Northern Railway) now connects Central Oregon with Portland and the world's markets. Central Oregon is twelve hours from Portland instead of seven days.

The seemingly impassable barrier formed by the Cascades and other high neighboring mountain ranges has been overcome. Central Oregon—the newer, larger portion of the state—is now knit fast forever to Pacific Coast Oregon—the older and better-settled part—with Portland and Astoria as ocean ports.

The world's markets are waiting eagerly for Central Oregon's wheat and grain. Western Oregon's fruits are widely known, and have made the word Oregon standard for high quality throughout the world. Today—and this is the twentieth century, when even the United States is getting overcrowded and old—Western Oregon has only been cultivated intensively in spots. Northwestern Oregon's dairy products will astonish the country.

Not only has Central Oregon—a territory larger than the state of New York—been opened to the land-hungry world, but whole counties in Northwestern Oregon, like Tillamook, are having electric lines run to and through them, hooking them up with larger commercial centers. All through Oregon new lines of standard steam and electric transportation are being built.



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The Rugged Canyon of the Mighty Deschutes River, from Oakbrook, on the Oregon Trunk Railway

## Railroads Which Serve Oregon

The Spokane, Portland & Seattle Railway, popularly known as the North Bank Road, was built from Portland to Spokane and completed in 1909. The North Bank Road not only connects with the Oregon Trunk Railway (Central Oregon's latest agent of development), but also furnishes the Great Northern Railway with a short line from Spokane to Portland.

Portland and Astoria are the two important ocean ports of Oregon. Astoria is at the mouth of the Columbia, at the ocean's edge, and is connected by water grade with Central Oregon via Bend, Fallbridge and Portland, via the Spokane, Portland and Seattle Railway; and the new Oregon Trunk Railway. These new railroads, in connection with the Great Northern Railway, give Central Oregon not only local and interstate transportation, but transcontinental and international connections, both rail and ocean. These roads are all broad-gauge, standard railroads.

The United Railways (electric) connects with these other systems and runs from Portland west to Bay City and Tillamook. This line is completed to Banks and opens up part of the famous Tualatin Plains tributary to Portland.

The Oregon Electric Railway—another fast freight and passenger electric line—is built from Portland to Salem, Portland to Forest Grove, and a branch line between Tualatin, Newberg and McMinnville has been surveyed through a fertile dairy and fruit farming section.

The main line (Willamette Route) between Portland and Salem is now in operation, and surveys have been made with a view to extending the line from Salem to Albany, and Albany to Eugene—all wonderful cities in an even more wonderful valley—the Willamette.

Through merchandise package cars are run from Portland and other commercial centers to St. Paul, Minneapolis, Chicago, and other large cities in the East.

In the Pacific Northwest special fast fruit trains have been run from fruit-growing sections direct to Eastern markets, and the Great Northern Railway endeavors to help the farmer and fruit-grower market their products to the best advantage by furnishing them such transportation facilities as the growth and development of the community warrant.

No state, happy in a fine climate and a fertile soil, has ever waited long for settlers after the railroads came. The people of Oregon are fully alive to their good fortune, and have a keen appreciation of the possibilities of their state. Newcomers are welcomed—for they want and need you in working out their destiny.

## Oregon's Location and Land Area

By states, Washington forms the northern border, California and Nevada the southern, and Idaho the eastern border. The Pacific Ocean is the western boundary. Originally, Oregon's

territory embraced what are now four large states: Washington, the lower part of British Columbia, Idaho, and the present state of Oregon.

## Free Government Lands

Oregon state is the seventh in size in the Union, having an area in square miles of 96,699; an average width east and west of 360 miles, and an average length north and south of 260 miles, with a land area of practically 62,000,000 acres. Of this area, 16,630,015 acres is free government land, and 500,000 acres is state school land.

All the 320-acre free homesteads, and most of the 160-acre free homesteads, are located in Central and Southeastern Oregon, and are chiefly in the counties of Crook, Klamath, Lake and Harney. In round numbers the acreage of the 320-acre units not filed on July 1st, 1911, in Central Oregon, was 10,000,000, but, of course, new entries are being made every day. Of the total amount of 16,630,015 acres, 13,000,000 are surveyed, but the unsurveyed land can be had by locating and settlement and complying with the simple conditions demanded by the United States government after the land is surveyed. Of these 16,630,015 acres, however, about 11,000,000 are agricultural and grazing lands; the rest are timbered, mountainous or desert land requiring irrigation.

When a man talks glibly of a million acres of land, even if it is all arable, stop and figure it out. It won't last forever. *One million acres, divided into 320-acre sections, makes 3,125 farms, or 6,250 farms of 160 acres each.* These Central Oregon homestead lands will raise tremendous crops of wheat, grains, alfalfa, grasses and hardy root crops. They are not by any means all gone, but they are going fast, and once they pass into private ownership, there is *no more free land* with which to replace them.

## State School Land

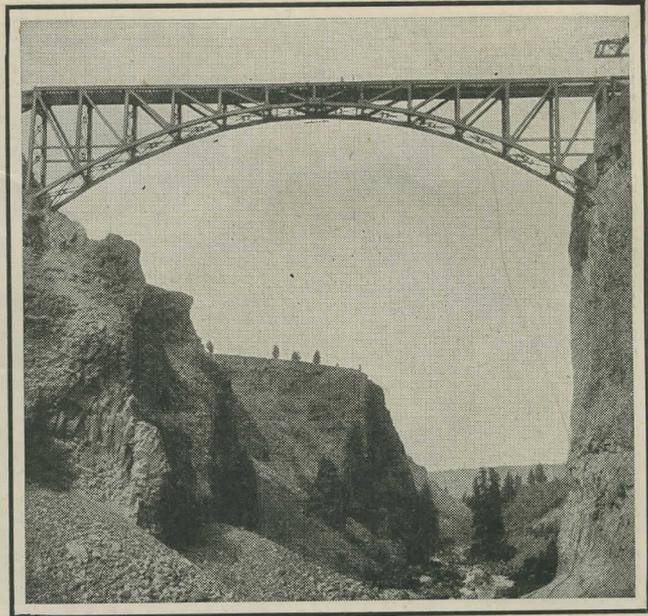
There are approximately 500,000 acres of state school land in Oregon; most of it is located in Central Oregon. This land may be purchased by any citizen of the United States over eighteen years of age for not less than \$7.50 an acre, on time. Not more than 320 acres can be purchased by any one person, but the land need not be all together. There is good state land not far from the new Oregon Trunk Railway.

## Military-Road-Grant Lands

One of the greatest obstacles to the development of a large portion of Oregon has been removed, now that what is known as the Military-Road-Grant Lands have been purchased from the French syndicate and put on the market in small tracts. There are 800,000 acres of this land now for sale in Central Oregon, which can be purchased in small tracts, if desired.



Colonel William Hanley Showing President L. W. Hill Samples of Central Oregon Grain at Prineville



The Crooked River Bridge Over Which the New Oregon Trunk Railway Enters Central Oregon—Length, 340 Feet; Height, 320 Feet. (Copyright by O. Hediund, 1911, Madras, Ore.)

Originally, the Willamette Valley and Cascade Mountain Road Corporation built a military and wagon highway from Santiam Pass across the Cascade Range and through Central Oregon in an easterly direction. After this road was built and land grants obtained, various syndicates and corporations repurchased the grants, which were finally secured by the Oregon and Western Colonization Company, of St. Paul, Minnesota, which is capitalized at \$12,000,000. This company has for sale 800,000 acres of land in Crook, Harney and Malheur Counties, which were carefully selected on account of their more than average fertility. The grants allowed the old company to take their pick of the sections along the road. This Central Oregon land is most suitable for wheat and grain-raising, cattle, horse, sheep and hog-raising. A special booklet describing these lands will be sent free on request.

### Irrigation in Oregon

There are two large United States government reclamation projects in Oregon—the Umatilla project, in Northeast Oregon, and the Klamath project, in Klamath County, Oregon, and Northern California. This last project is one of the largest irrigation projects in the country. The climate is agreeable and the land much more than usually fertile.

### Carey Act Projects

There are several Carey Act projects in Oregon, some of the more important being located on the Oregon Trunk Railway, near Deschutes, Laidlaw, Bend, Redmond and Prineville. Altogether, these and other projects now being planned near the Oregon Trunk Railway will irrigate over a million acres. Near the towns mentioned there is water now on about 250,000 acres of the different projects. There are some splendid chances to get an irrigated farm in Central Oregon under the Carey Act laws. The prices are now reasonable, but as the country develops, these fertile lands, with an assured water supply, will become very valuable.

### Western Oregon

The Cascade Mountains run north and south about one hundred miles east of the Pacific Ocean. They divide Oregon into two separate and distinct parts, where the climate, rainfall and crops are absolutely different. The counties of Western Oregon are: Multnomah, Washington, Columbia, Clatsop, Tillamook, Lincoln, Coos, Yamhill, Clackamas, Polk, Marion, Benton, Linn, Lane, Douglas, Jackson, Josephine and Curry.

The rainfall in the strictly Pacific Coast counties, like Clatsop, Tillamook, Lincoln and Coos, is from 84 to 110 inches. In the Middle West or East this would be an excessive rainfall, but as these counties are part hilly and mountainous they have good natural drainage. Then, the porous lava formation of Oregon's soil also drains well, and the land is never water-soaked.

Going farther inland, between the Coast range and the Cascades, the three great fertile fruit-growing valleys of Western Oregon are found: the Willamette, Umpqua and Rogue River. The Willamette Valley and its counties are: Multnomah, Washington, Yamhill, Polk, Benton, Clackamas, Marion, Linn and Lane. The Willamette Valley extends from the Columbia River on the north to the Rogue River Mountains, south. This valley embraces (without the foothill slopes) over five million acres of arable land.

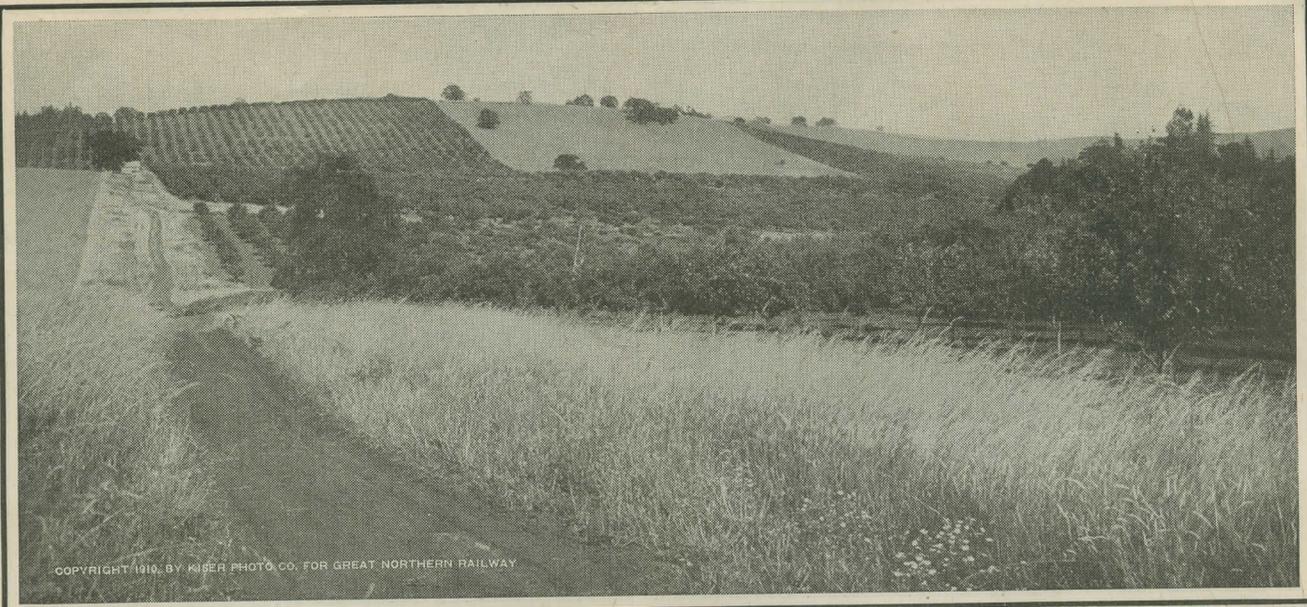
Just south of the Willamette Valley is the Umpqua Valley, in Douglas County, which, with its tributaries, forms another great fruit-growing section.

South of the Umpqua Valley are the Rogue River Valleys—the upper, middle and lower—which are embraced within the counties of Jackson, Josephine and Curry. The climate, rainfall and temperature range in these valleys is very similar, the mean temperature in all of them being about fifty-five degrees; the extremes of temperature, on a five-year average, are from seventeen degrees above zero in winter to one hundred above in summer. The rainfall in the Willamette Valley is fifty-four inches—about the same as Chicago or New York. In the other valleys it ranges from twenty-six to eighty-four inches, the portions of these valleys nearer the Cascades having the least rainfall.

Although the northern border line of Oregon is in the same latitude as the middle of Maine, the mild, balmy climate of Western Oregon can be directly traced to the warm Japanese ocean current, which washes Oregon's coast and materially affects the climate, crops and conditions. The warm, balmy winds from the southwest—freighted with salt and ozone—blow in nearly nine months of the year over this current, which is four hundred miles wide and has a climatic effect similar to the Gulf stream.

### Central Oregon

Central Oregon has a climate and altitude entirely different from the Pacific Coast side, the climate being more like Central New York, with a temperature range from twenty degrees below zero in winter to one hundred degrees above in summer. Here the comparison ends—as Central Oregon has from eight to twenty-two inches of rainfall and consists of high, rolling plateaus, table-lands and valleys, and has from 280 to 320 days of sunshine every year. The nights are delightfully cool in summer; in winter, there is a rapidly-rising temperature, due to the warm Chinook (wind). The air is dry and bracing, and



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Waldo Hills, near Salem, Willamette Valley. A Beautiful Country Surrounding a Delightful City

## Western Oregon's Three Fertile Valleys and the Lower Columbia River and Pacific Coast Counties of Columbia, Clatsop and Tillamook

### The Willamette Valley and the Tualatin Plains

The Willamette Valley, which, in diversity of fruit crops, is perhaps the greatest in the world, extends north and south from the Columbia River to the Calapooia Mountains, is bounded on the east by the Cascade Mountains, and on the west by the Coast Ranges. This fertile valley is about sixty miles wide and 120 miles long, and has an approximate area of 8,000 square miles and over 5,000,000 arable acres of land, without including the foothill slopes. The average altitude of the valley land is from 70 to 400 feet, while the foothill slopes and higher hills are from 600 to 2,000 feet high.

Almost every foot of the Willamette Valley is covered with more than ordinary fertile soil. The lower valley soils of the bottom lands are richer, but the foothill slopes are well soiled and best suited for fruit-raising.

The Willamette Valley is well sheltered from destructive winds by lofty mountains, high hills and forests. Hail storms are unknown. The yearly rainfall averages from thirty-four to sixty inches, depending on the locality. There is some snow. Winter, with apologies to the Storm King, is principally a rainy season with a little snow. At Portland the extremes of temperature for a five-year period are eighteen degrees above zero in winter and ninety-seven degrees above zero in summer. The mean annual temperature is fifty-three degrees above zero. The average rainfall throughout the valley is forty-four inches. At Eugene, near the southern part of the valley, the extremes of temperature for five years are: winter, fifteen degrees above zero; summer, ninety-five degrees above zero. Mean temperature, fifty-five. At Albany, about the center of the Willamette Valley, the mean temperature is fifty-three.

Considering the unusual fertility of Willamette Valley soil, there is probably no larger amount of such arable land suitable for so many crops anywhere else in the world. The Willamette Valley soil is generally a brown volcanic ash loam. On many of the hills it is a red, disintegrated lava, granite and iron soil. On some of the lower slopes it is a heavier loam, mixed with leaf

mould, disintegrated lava and clay. On the first foothill slopes, whether the soil is red or not, there is a general tendency towards a gravelly, clayish subsoil, most suitable for raising *apples and other fruit*.

The Willamette Valley has not only a most fertile soil, but a location near market, a climate, altitude and river and rail transportation, which makes it a desirable as well as delightful place to live. The Willamette Valley raises a greatly diversified fruit crop. Apples and pears—not only extra good, but extra fine—are easily raised in the Willamette Valley. As elsewhere, where the conditions are right, apples are the predominant crop. In addition to apples, cherries, grapes, prunes, pears, English (Persian) walnuts, loganberries, strawberries, raspberries, gooseberries, blackberries; in fact, almost any fruit or berry *not tropical or semi-tropical* can be easily raised and readily marketed at high prices. The only exceptions are apricots and peaches. In parts of the valley, like Multnomah County, flax and hemp are grown with profit. Hop culture alone is a profitable industry. *General farming also pays well.* The growing of wheat has been generally abandoned for more profitable and diversified crops. Maximum crops of alfalfa, clover, vetch, etc., are raised. Seedmen consider Willamette Valley clover and alfalfa seed to be exceptionally choice and clean. This seed commands high prices and is easily grown.

Some of the finest live-stock in the world is raised in this valley. Blooded horses, cows, cattle, sheep, goat and swine, of the purest pedigreed stock, have been raised for years.

Poultry-raising and bee culture are extremely successful. *Dairying is more than usually profitable* on account of the cheap green food and nearby markets, like Portland.

### Quicker Transportation

The only possible division of the Willamette Valley is on a transportation basis. The Willamette Valley can not be chopped apart by county or other geographical lines—for it is all a land of heart's delight. Space will not be taken to classify the counties—the important cities will receive only the briefest mention. The country makes the town possible, and nowhere else is this so truly shown as in the Willamette Valley—where



A Prune Orchard in Willamette Valley, near Salem

the farm life is so profitable and pleasant. A new factor in transportation—fast freight and passenger service on electric railways—is being introduced by the Oregon Electric Railway and the United Railways. Parts of Oregon, never before having any modern transportation, are now being reached, and those which will soon be helped by the extension of these electric railways, will be briefly mentioned. Farmers living near these railways will have quicker and better transportation to Portland, and other great markets, than they ever had before.

### Electric Railways in the Willamette Valley and Tualatin Plains

The Willamette Valley contains nine counties—Multnomah and Washington, on the Columbia River; then Yamhill, Clackamas, Polk, Marion, Benton, Linn and Lane.

It is impossible to say that this county or community, or that city, is the best place for you to settle, because the Willamette Valley is almost ideally perfect for those who are land-hungry and home-hungry—whether they are tired city men or hard-headed and hard-handed practical farmers, looking for a kinder climate and larger farm profits. Come to the Willamette Valley, breathe the soft air—see the green pastures—study market conditions and prices—then make your choice. Certain soils and locations, as indicated on the previous page, are preferable for fruit, while other lands may be more profitable for general farming. It is again emphasized that general diversified farming, dairying, poultry-raising, the raising of hogs and live-stock, is much more than usually profitable throughout this great valley. These paying farm lines can be carried on, separately or together, with the commercial raising of apples and other orchard fruits.

Quick transportation is important. Those farmers who are near the electric lines will have quick transportation to markets, which is often a large factor, especially on the small specialized farms.

### United Railways Company

The United Railways Company starts from Portland and runs west out of Multnomah County, 27 miles through the fertile Tualatin Plains to Banks, in Washington County, where, at present, the completed line ends. From Banks, the projected line of the United Railways Company is being built out of Washington County into the great Pacific Coast County of Tillamook. The tidewater town of Bay City is the present proposed terminus of this fast freight and passenger electric line.

The most expensive tunnel ever built for an electric line was constructed through Cornelius Gap, a distance of 4,100 feet

under the high hills, which interposed a barrier between the farmers on the Tualatin Plains and Portland. The United Railways Company runs fast and frequent trains between Banks, North Plains, Burlington and Portland.

Burlington, North Plains and Banks are the principal towns on the completed section of this new electric line. There are fine farm opportunities in the Tualatin Plains adjacent to these towns, and good business openings in the towns themselves. There are billions of feet of merchantable timber tributary to the United Railway and to these towns. Opportunities for lumber mills and manufacturers; in fact, for almost any kind of wood-working plants, are numerous in these towns. Dairying will doubtless be the most profitable agricultural industry

### The Tualatin Plains

The Tualatin Plains embrace the greater portion of Washington County, which is so well served by the United Railways Company and the Oregon Electric Railway. The Tualatin Plains are about 16 miles long from the north to the south and about 30 miles wide from the east to the west and are surrounded and sheltered by forest-covered foothills. Dairying is highly profitable. There is an abundance of green forage most of the year and an unlimited market in Portland. General fruit culture, and the raising of hops, onions and English walnuts have been found especially profitable. With eggs averaging 40 cents per dozen at Portland, it is apparent that chicken-raising on the smaller tracts pays well.

In addition to the United Railways Company's line, the Oregon Electric Railway runs between Portland, Garden Home, Orengo, Beaverton, Hillsboro and Forest Grove. This line runs through the famous Beaver Dam section of the Tualatin Plains where the soil is unusually rich and deep. There are good business openings at all the delightful towns mentioned above on this line. The farm opportunities are unusually good, and truck gardening, especially the raising of such well-paying crops as celery, asparagus, potatoes and onions. Potatoes have averaged 500 bushels per acre on some of these Beaver Dam lands.

### The Willamette Route

It used to be said that all roads in Europe led to Rome, and certainly all roads in Oregon lead to Portland. The main line of the Oregon Electric Railway on the Willamette Route, which connects with the United Railways and the branch line just mentioned, the North Bank Road, the Oregon Trunk Railway and the Great Northern Railway, is now built and has trains in operation between Salem and Portland. The principal towns on this completed line outside of Portland and Salem, are Tualatin, Garden Home, Wilsonville and Woodburn.