

COLUMBIA SOUTHERN RAILWAY

Region of Immense Values in Wheat and Stock Developed Between Biggs and Shaniko To Be Extended Further South.

A ROAD that has worked a complete metamorphosis in the trade channels of much of Eastern Oregon south of the main line of the O. R. & N. between The Dalles and Willows, is the line of the Columbia Southern Railway Company which now penetrates from Biggs on the main line of the O. R. & N. south to Shaniko, a distance of 70 miles. This road taps one of the most fertile parts of Oregon. It runs through Wasco and Sherman Counties and reaches the prosperous towns of Moro, Grass Valley, Kent and Shaniko.

This country, as well as the country directly south on the line of the proposed extension, is one of the greatest wool-producing sections of the world. The valley and higher plateau land of this part of Oregon are especially adapted to the cultivation of wheat. There are vast stretches of this land that will produce wheat in excess of 25 bushels to the acre, and all of the wheat grown in this section passes inspection as grade A 1.

Crossing this country from north to south is the Deschutes River. This stream, with its numerous tributaries flows through arable valley lands of wonderful fertility. For a stretch of 170 miles south of Biggs is a section of country that in its possibilities of large production vies with the richest parts of the Pacific Coast. It is a country that today, even in its present state of development, demands ample railroad facilities. It is with a view of meeting this demand that the Columbia Southern Railway Company will extend their line from Shaniko south for 100 miles to Bend on the Deschutes River in the immediate future.

The wonderful advancement of Eastern Oregon may be best appreciated by the statement that the business of the Columbia Southern Railway Company has increased 100 per cent during the past year. The country reached by this road is rapidly settling up, yet, at the same time there are thousands of acres of unoccupied land here still awaiting occupancy by desirable tenants. The road runs through great wheat fields and it reaches towns that are the center of the largest wool production in the world.

Around Shaniko countless numbers of sheep graze on the thousand hills of this section. At Shaniko is established the largest wool warehouse in the state. During the past year there were 14 wool buyers, representing great purchasing wool establishments, in Shaniko at one time. The importance of the sheep industry near Shaniko may be appreciated by the statement that 1000 thoroughbred bucks from a single Hay Creek ranch were corralled at Shaniko one day during this season for shipment to distant points.

The extension of the Columbia Southern Railway south will open up an extremely valuable tract aggregating hundreds of thousands of acres of the sugar and yellow pine timber. It will also afford an available outlook for the production of rich mines upon which thousands of dollars have already been expended in development work. It will cross a country that will be extensively irrigated by an Eastern company which already has plans fully formulated for watering 100,000 acres of land in this section. As soon as the project for supplying water to this large acreage is consummated, it is the intention of this same irrigating company to build a ditch that will furnish water to 300,000 acres more.

The Columbia Southern Railway Company is already on a paying basis. The extension of the line 300 miles farther south will add greatly to its traffic, and this extension will assure the Columbia Southern a business that will perhaps make its properties among the best of the railroad holdings in the West. This extension will open up one of the richest sections of the state, practically an empire in extent, a region that is destined to be one of the most prosperous and thickly settled parts of Oregon.

Oregon as a state especially appeals to settlers of this time. It is just entering upon that era of wonderful advancement which promises within the next decade to make this state one of the greatest commonwealths of the Union. In the diversity of its resources Oregon leads the world. The unknown extent of these resources affords no opportunity at the present writing to the statistician in any effort he may make to compute the actual value of Oregon's production at a time when these resources may be fully developed. Each particular part of Oregon offers in itself special inducements for settlement that appeal to some particular class of desirable immigration.

Eastern Oregon, with its broad fields of uncultivated land, holds out inducements to the settler who may desire to engage in wheat or stock raising that must prove irresistible to any one at all familiar with the extent of the rich lands in this section of the state. There are lands in Eastern Oregon today aggregating hundreds of square miles in extent, that will produce in excess of 25 bushels of wheat per acre from the first year's seeding. There are thousands of additional acres of land that are extremely valuable for grazing purposes on which today fatten some of the finest cattle and sheep sold to the Eastern markets. In addition to its agricultural wealth, Eastern Oregon is rich in mines, in timber and in resources all open for the enterprise and for the investment of capital. No single factor will contribute more to the prosperity of the state as a whole than the extension of well-equipped lines of railroad, such as the Columbia Southern operates, railroads that will serve the purpose of important feeders for the main line of the O. R. & N., centering at Portland, and that will also furnish an outlet for the resources of a wonderful country.

The present head of the Columbia Southern Railway Company is E. E. Lytle, president of this prosperous corporation. Mr. Lytle maintains headquarters in the Worcester block, Portland. He is an enthusiast on everything that promises to hasten Oregon's development, and he and his assistants will be glad at any time to furnish any information desired regarding the Columbia Southern Railway Company and the extensive and rich section of country it traverses.

What Irrigation Would Do.
Water seems to be the only thing lacking to make the North Yakima country an ideal agricultural section. It is believed there is an abundance of water in the region, if it can be properly utilized. Aside from the storage of surface waters, there is an abundance of underground, or well, water, and what is known as artesian water in many sections of Yakima County. The master stream of the area is the Yakima River, having its head in Lake Keechelus. East of this river the streams are only seasonal, but those entering from the west are more important. Kachess and Cleghorn Rivers are the two important headwaters of the Yakima, being outlets of large lakes of the same name. The next large tributary is the Teanawa River, which drains an extensive area to the north of Yakima Valley. Other tributaries are the Swauk, Roesser, Taneum, Manastash, Wilson and Naneum Creeks, the waters of all of which are used for the irrigation of Kittitas Valley.

Encourage the Homebuilder.
The range stock business of Oregon is important, but it is incompatible with full development of the native resources of the country. The premature death and deprived the world of a young and

stable, will not permit the vast tracts now held as stock range to remain in this condition of only partial use. The livestock kings themselves can hardly afford to go with such comparatively small returns from such extensive ranges as they occupy, and it is only a question of time when they will adjust themselves to new conditions or be crowded off the earth. The land hunger of the American people is driving them to explore and occupy every corner of the Republic. It is of greater importance to have settlers penetrate the wilderness and establish prosperous homes and rear families in comfort and industry than it is to keep livestock grazing at will over the vast areas. Such grazing on the public domain injures to the profit of individuals or companies who own the livestock. This may be tolerated where there is no other demand for the land, but when settlement and development have progressed to the point that citizens desire the land for homes, the range must be broken up. The settler who will till the soil has the prior right to it, and livestock companies have no right to interfere with the occupation of the public domain for that purpose. If settlement and farming are incompatible with the range stock business, it must move on.

FATHER OF OREGON.

Jefferson's Interest in the Country Bordering on the Pacific.

One name—that of Thomas Jefferson—stands out prominently in the history of Oregon. The purchase of Louisiana and the sending of the Lewis and Clark expedition to the Pacific Ocean via the Columbia River were happy results of Jefferson's far-sighted and promptitude. Both of these great events will be commemorated within the next four years—the Louisiana purchase by an exposition at St. Louis in 1903, and the Lewis and Clark expedition by an exposition at Portland in 1906. Jefferson was the pioneer in American expansion. Floyd, Benton, Linn and a host of others who asserted the title of the United States to Oregon built upon the foundation which Jefferson laid. Of Jefferson's work for Oregon, and the opening of commercial communication with Asia via the Pacific Ocean, Benton says, in his "Thirty Years' View": "That man of large and useful ideas, that statesman, who could conceive measures useful to all mankind, and in all time to come, was the first to propose that commercial communication, and may also be considered the first discoverer of the Columbia River. His philosophic mind told him that where a snow-capped mountain, like that of the Rocky Mountains, shed the waters on one side, which collected into such a river as the Missouri, there must be a corresponding shedding and collection of waters on the other; and thus he was perfectly assured of the existence of a river whose the Columbia has since been found to be, although no navigator had seen its mouth and no explorer trod its banks. His conviction was complete; but the idea was too grand and useful to be permitted to rest in speculation. He was then (1783) Minister to France, and the famous traveler, Ledyard, having arrived at Paris on his expedition of discovery to the Nile, was prevailed upon by Mr. Jefferson to enter upon a freer and more useful field of discovery. He proposed to him to change his theater from the Old to the New World, and proceeding to St. Petersburg upon a passport he would obtain for him, he should there obtain permission from the Empress Catherine to traverse her dominions in a high northern latitude to their eastern extremity—cross the sea from Kamtschatka, or at Behring Straits, and descending the Northwest

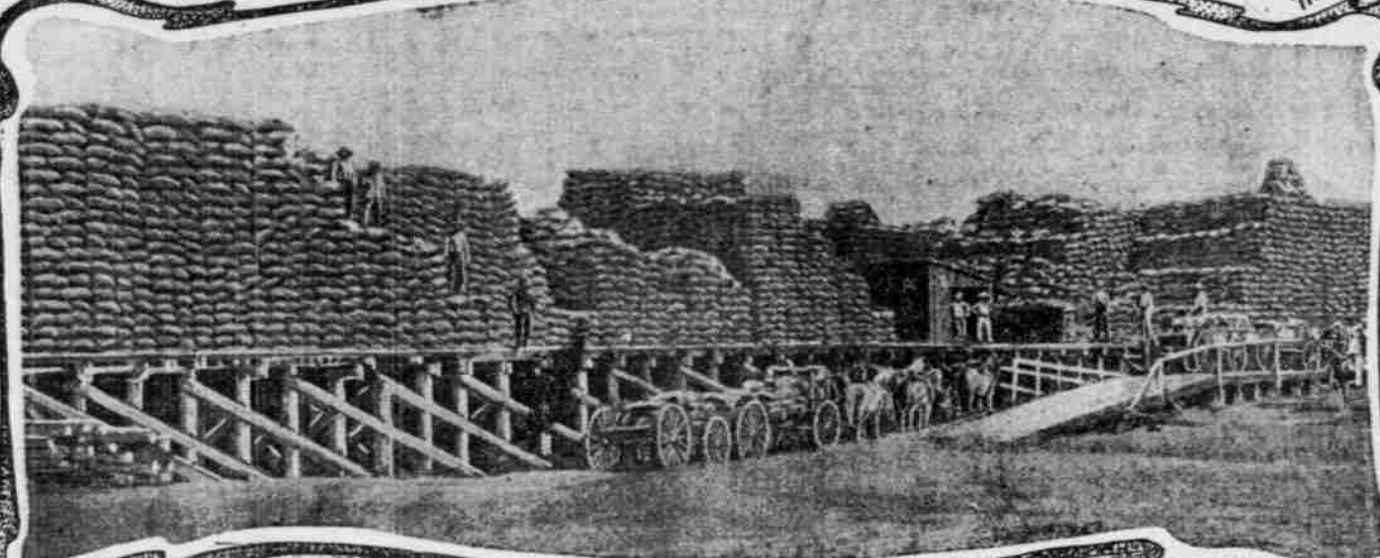
Coast of America, come down upon the river which must head opposite the head of the Missouri River, ascend it to its source in the Rocky Mountains, and then follow the Missouri to the French settlements on the Upper Mississippi; and thence home. It was a magnificent and daring project of discovery, and on that account the more captivating to the ardent spirit of Ledyard. He undertook it, went to St. Petersburg, received the permission of the Empress, and had arrived in Siberia, when he was overtaken (February 13, 1788) by a revocation of the permission, and conducted as a spy out of the country. He then returned to Paris, and resumed his original design of that exploration of the Nile to its sources which terminated in his premature death and deprived the world of a young and

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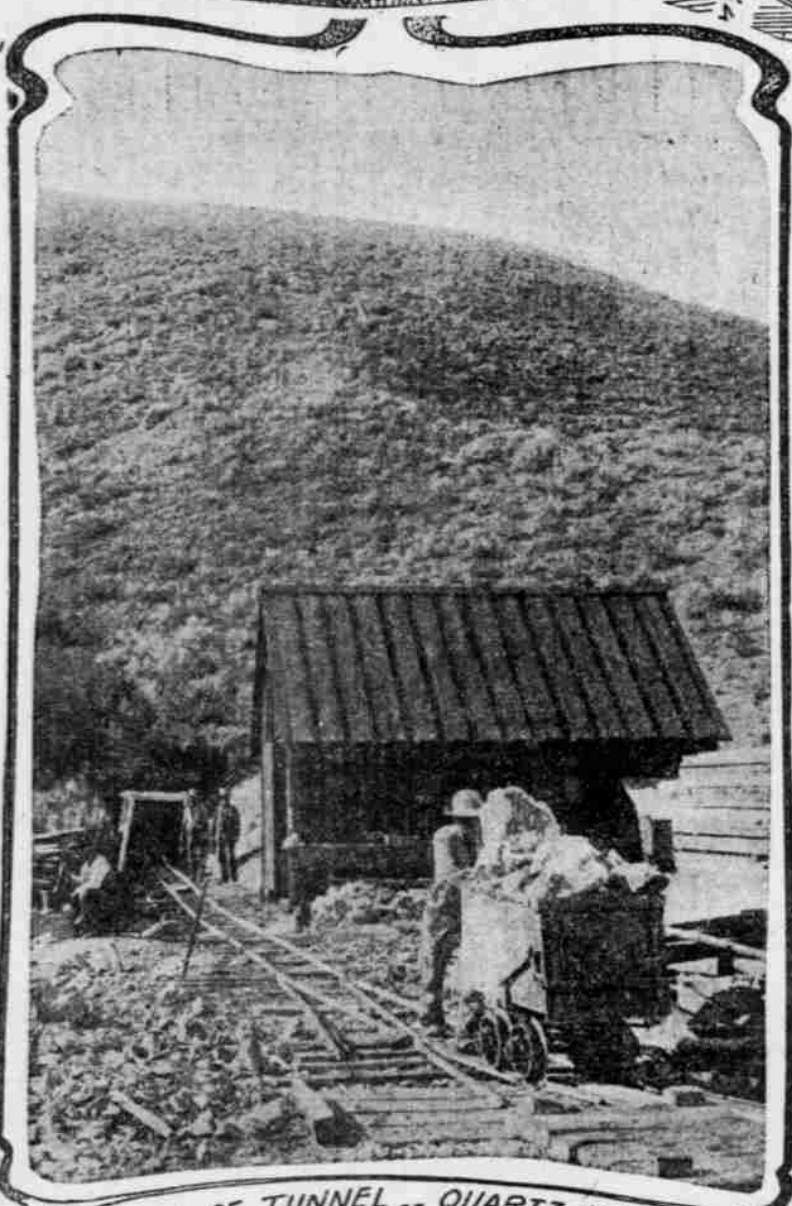
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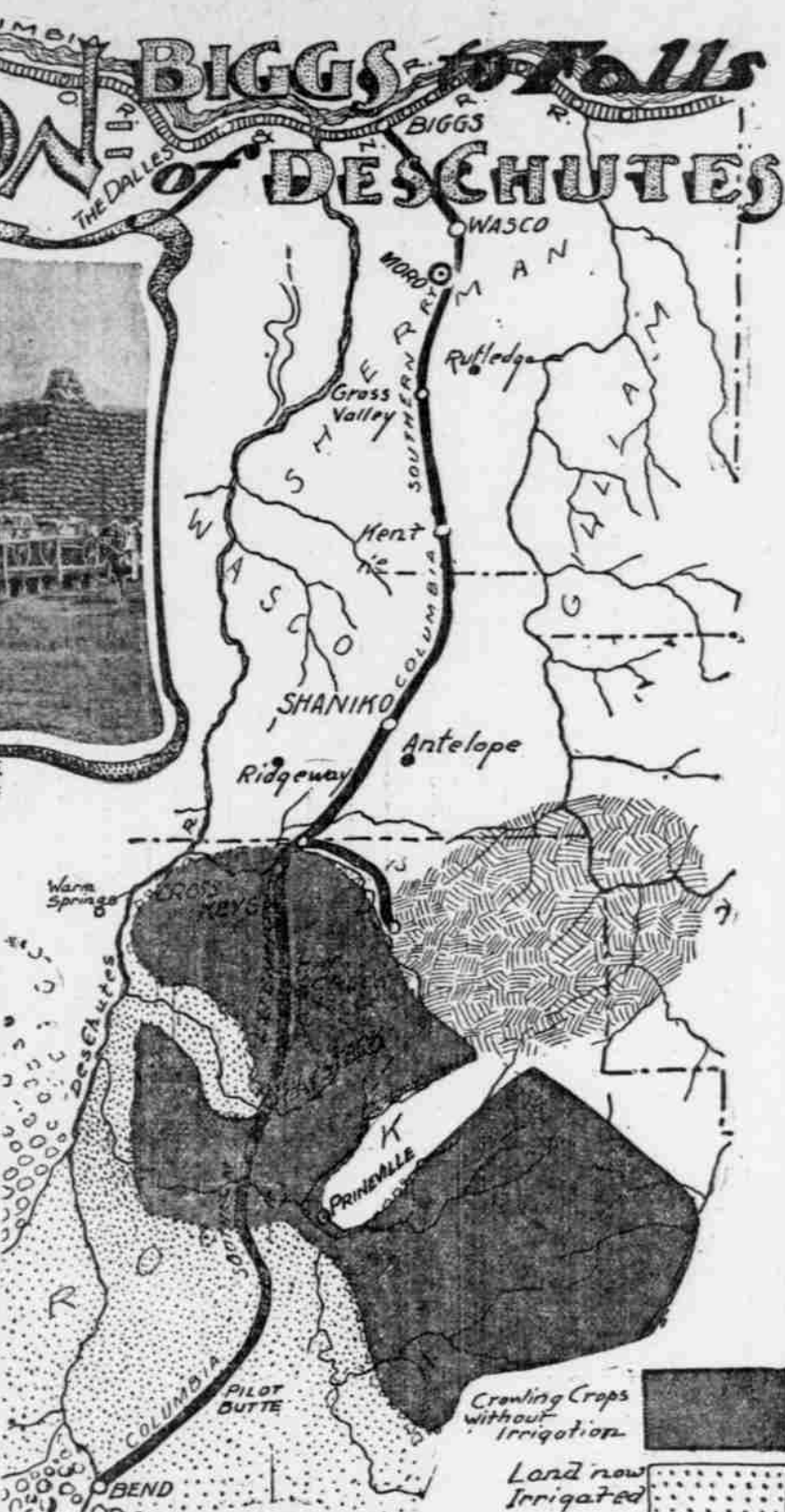
CENTRAL OREGON



140,000 SACKS OF WHEAT
WIS. BOWMAN PHOTO.



MOUTH OF TUNNEL - QUARTZ MINE.
PHOTO BY HAZELTINE



- Crawling Crops without Irrigation
- Land now Irrigated
- Mineral Belt
- Timber



A FLOCK OF THOROUGHBRED EWES



A BALDWIN RAM



A TYPE OF THE BALDWIN RAM FOR WHICH THIS COMPANY HAS A REPUTATION.

FAMOUS FOR THEIR FINE SHEEP

Baldwin Sheep and Land Company Has in Crook County the Largest Ranch Devoted to Thoroughbred Stock in the World.

OREGON is getting to be a state of big things. But few people of the East today, for instance, know that the first modern long-distance transmission electrical power plant in the world was put into successful operation within the limits of the State of Oregon. This company today, with a capitalization of several millions of dollars, conducts one of the most successful electrical plants in the world.

On the plains of Eastern Oregon at this time are fattened some of the finest meat stock that is sold in the Eastern markets. With its wide expanse of territory, with the productiveness of its soil and the extent and diversity of its resources, Oregon is destined to be a state in which the world colossal, as effecting its business enterprises, must play a most important part. Oregon farms are big, Oregon's factories, now firmly established, are conducted on a large scale, and the magnitude of the business operations of the state today are a surprise to the world at large, when the world stops to consider for a moment the comparatively small population that is now contained within the limits of Oregon, one of the richest states in point of production and extent of resources in the Union.

There is conducted today in Crook County, Or., the largest farm in the United States for the raising of sheep, devoted wholly to raising and breeding fine sheep. Starting out with a breeding flock, consisting of 12,000 thoroughbred ewes, the Baldwin Sheep & Land Company, owners of this mammoth sheep ranch, heads the list of sheepbreeders in the United States in the numerical strength of flock. No other firm in the world today owns such fine assortment of picked thoroughbred sheep, as are found on the ranch of the Baldwin Sheep & Land Company, in Crook County.

This ranch was started nearly 20 years ago. It has been the steady aim of the management to raise in Oregon as fine an assortment of thoroughbred sheep for the market as can be found anywhere. Success of the life work of the gentlemen at the head of this great enterprise may be appreciated by the statement that the Baldwin Sheep & Land Company shipped from their ranch one day last year 1000 head of thoroughbred sheep to different parts of the Western States.

This company has taken every prize offered at the State Fair, now annually held in Oregon. Wherever sheep are wanted for any purpose, the business of the Baldwin Sheep & Land Company is thoroughly known, and the name of the company in itself is an absolute guarantee of the merit of any animal that may be raised on their very extensive ranch.

This company imported last year 130 head of ewes, 52 head of which were from the National Stud Flock of France. This, with the exception of a few head imported a number of years ago, was the first importation of the kind ever made to the United States. With a special view to improving their stock, this company last year purchased 40 head of French Rambouillet, which they employ regularly upward of 100 hands, and their ranch in every respect is a model one. The wool turned out by the Baldwin Sheep & Land Company brings in the open markets from 1/2 to 1 cent more a pound than any other wool graded in Oregon.

The company has paid particular attention to breeding a special line of sheep that is adapted to flourish in the best in the Western country. These sheep run heavy to wool and to weight. The Oregon climate in itself favors the production of fine sheep, and Oregon wool, for the general purposes of manufacture, is

among the best wool raised in the world. This company has bred a special type, which is known as the "Baldwin Ram," a sheep having all the characteristics of the plant on which it is grown. This ram has already made a great reputation among sheep buyers. It is particularly adapted to the ranges and farms of Oregon; it is thoroughly acclimated, and it possesses all the great elements of strength attributed to the best importation.

The present business of the Baldwin Sheep & Land Company was started by Dr. Baldwin, a former resident of California, in 1872. In his Eastern travels, Dr. Baldwin secured a number of fine sheep from the notable breeder of that time, Mr. Hammond, of Vermont. He sold for some of the rams he purchased from Mr. Hammond as high as \$500 to \$800 a head. It was Dr. Baldwin's effort to steadily increase his business, and in perfecting his flock he introduced the finest strains by importing from the flock of Stronbridge, Severance & Peit, of California. He secured Mr. Stronbridge's entire outfit.

In 1884 Mr. Baldwin sold his entire sheep business to Charles and J. P. Vanhouten. The Baldwin Sheep & Land Company, which is the outgrowth of this business, was organized by the Vanhouten brothers, C. M. Cartwright, A. H. Breyman and John Summerville, as incorporators. Some years ago the entire interests of Breyman and Summerville in the company were purchased by J. G. Edwards, of Wyoming. C. M. Cartwright and J. G. Edwards are now the joint owners of this property. The company today owns over 20,000 sheep. They also own between 20,000 and 25,000 acres of deeded land, so distributed as to control ample range for their flock. The company puts up every year, as a product of their own land, thousands of tons of the finest hay, and their wage roll in itself aggregates payments of several thousand dollars a month.

This is a complete ranch in every respect, and the work of the Baldwin Sheep & Land Company has done much to claim the attention of the world for the excellence of the wool and the product of Oregon. The company's postoffice address is Hay Creek, Crook County, Or.

adventurous explorer, from whose arduous, perseverance and genius, great and useful results were to have been expected. Mr. Jefferson was balked in that, his first attempt, to establish the existence of the Columbia River. But a time was coming for him to undertake it under better auspices. He became President of the United States, and in that character projected the expedition of Lewis and Clark, obtained the sanction of Congress, and sent them forth to discover the head and course of the river whose mouth was then known, for the double purpose of opening an inland commercial communication with Asia, and enlarging the boundaries of geographical science. The commercial object was placed first in his mind, and as the object to legitimate the expedition.

Asphaltum Near Medford.
The ledge of what was believed to be coal, discovered by George Cotter three years ago, 12 miles from Medford, Oregon, upon recent examination proves to be a deposit of asphaltum. The outcroppings are hard and brittle. The ledge is 60 feet wide.