

# PHASES OF INDUSTRIAL GROWTH IN THE STATE OF OREGON

## VAST AREA CAN BE MADE FERTILE

Malheur County Contains 300,000 Acres Susceptible to Irrigation.

POPULATION IS ONLY 8000

About 8500 Square Miles, Embracing Many Fertile Valleys and Immense Stock Range, Included in State's Second County.

VALLE, Or., March 17.—(Special.)—Malheur County is the second county in size in the State of Oregon and represents an area of about 8500 square miles, including 27 townships from north to south, and 6 townships from east to west. It represents a part of what is known as the desert area of the United States and has a population of about 8000. Its topography is mountainous, being a lava formation to a great extent, through which different streams find their way to the Snake River, making fertile the valleys of this big territory.

There are in cultivation at the present time about 60,000 acres of land in this whole county, while there is estimated to be about 300,000 acres of land susceptible of cultivation by irrigation projects or by dry land farming, in case the latter process proves successful in this country. The remainder of the land in Malheur County is range and can be used only for grazing. The range represents several million acres of land which cannot be reached by water or utilized by known farming methods. This is the future stock area of the county.

The area of this county now in cultivation or subject to cultivation, as outlined upon the best reports obtainable, follows:

### Division of County.

The Malheur Valley with 47 sections now in cultivation and about 100 sections subject to cultivation either by irrigation projects or dry farming methods.

The Owyhee Valley with six sections in cultivation and 42 susceptible of cultivation.

The Snake River Valley, with 59 sections in cultivation and 55 sections susceptible of cultivation.

The Lower Willow Creek Valley with 9 sections in cultivation and 129 sections susceptible of cultivation. In this valley the Christian Federation has purchased reservoir sites and proposes to irrigate.

Agency Valley with six sections in cultivation.

Cow Valley and Upper Willow Creek Valley with 12 sections in cultivation and 44 susceptible of cultivation. This valley will also be covered by the Christian Federation project.

Juntura Valley with four sections in cultivation.

Bully Creek and Clover Creek valleys, six sections in cultivation and five sections susceptible of cultivation.

Jordan Valley with ten sections in cultivation.

Thus it is shown on conservative estimate that 150 sections are now in cultivation in this county and that with proper methods there can be put in cultivation at the lowest estimate 129 sections. This represents the total area of the farming lands in the county. It is equivalent to a strip of land 12 miles in width and 40 miles in length.

The annual rainfall in Malheur County exceeds 12 inches. The winters are mild and the summers are not oppressive. During the present winter the temperature, as recorded by the Government thermometer, in no instance fell more than 10 degrees below zero. It is usually very mild and healthy.

This country is known preeminently as a stock country, although practically all products that can be raised in a moderate climate thrive here. The assessment rolls show there are 934 horses and mules, 34,323 cattle, and 152,930 sheep in this county this year.

### Hay is Main Product.

The main agricultural product of this county is hay. This is a profitable crop, as from two to three crops are raised each year, according to the amount of water used for irrigation. Alfalfa is stacked on the ground in stacks holding from 100 to 200 tons. It is sold to the sheep and cattle owners who drive their bands of stock to the hay for the winter and feed it out by wagonloads.

The interior trade is surprising in the manner that it is handled. Teams that go to the forwarding and freighting business to the interior are driven by a jerk-line. Many six and eight-horse freighting outfits go to the interior each few weeks, loaded down with goods for the merchants, stock salt and supplies for the sheep men, or merchandise for the ranchers. A general merchandise firm in this part of the state will do from \$15,000 to \$20,000 worth of business in a single month. It takes heavy capital to handle the merchandise of this section, as purchases must be made in quantity sufficient to stand a big run on the necessities and stock supplies.

The range question is a live question in this county, as it is expected the range will become better. Government supervision, properly managed, will undoubtedly benefit the range. At the present time the much stock has been allowed to run and it has had no chance to replenish itself. Each year herds of cattle and sheep have been driven over the same ground until the bunches have been destroyed. Two years careful husbanding of the range would bring it back to its natural state. It is recognized that Government supervision should be taken with a view to protecting the rights of those who have placed large sums of money in the industry and have large bands of sheep and cattle that must be taken care of, but that the range should be preserved is the opinion of all.

Valle is a town of about 500 people and has made marked progress during the last year in brick and stone stores and warehouses, and has added about 40 residences. It is at the juncture of the Malheur, Willow Creek and Bully creek valleys, the largest and best valleys in the county. The principal towns of the county are Ontario, Valle, Nyssa, Westfall, Malheur and Jordan Valley.

### WILL PAVE MAIN STREET.

Eugene to Expend Large Sums for Municipal Improvements.

EUGENE, Or., March 17.—(Special.)—The successful passage of the street-paving ordinance by the City Council at its last session marks another step in

## Municipal Improvement for Eugene and if the work planned is carried out, the next 12 months will see more improvements for the streets of Eugene than have been made during any previous two years.

The paving of Willamette street from the depot to the intersection of Eleventh street with bituminous pavement will cost the city and property owners \$24,754, according to the estimate of the City Surveyor. This estimate does not include the cost of paving the seven feet in the middle of the street which will be borne by the Willamette Valley Company, which is under contract with the city to complete the street railway over this section by October 1, 1907.

A number of streets will be gravelled during the summer months, and marked improvements are being made in the driveways of the new city park. Contracts have been let for the grading of two driveways in the park which will be connected by two more roads making it possible to reach almost any point by carriage.

### Electric Line at Milton.

MILTON, Or., March 17.—(Special.)—The Walla Walla Valley Traction Company now has its track laid down to the head of Main street in this city, and it will be only a few days when there will be hourly service between this city and Walla Walla, Wash. This will be a great benefit to Milton and vicinity, and will materially aid the already rapid growth of Milton. This city is now in a very prosperous condition; all the principal streets are being brought to proper grade, and many changes for the better have recently taken place. There will soon be a \$15,000 hotel erected.

## LA GRANDE HAS BIG ROOM

RECORD-BREAKING SEASON FOR NEW BUILDINGS ON.

Find Hospital to Be Erected—Brick Factory Enlarged—Other Industrial News From This Section.

LA GRANDE, Or., March 17.—(Special.)—The coming season, from present prospects, will be a record-breaker in the amount of building improvements going on in this city. Four million brick is the estimated requirement for new structures in La Grande now in sight. Among the principal buildings are the Roesch block, warehouse for G. E. Fowler, building \$20,000 for the Lang Wholesale Grocery Company, two-story rooming-house for Miss Maggie D. Mahaffey, the \$16,000 pipe-fitting establishment of G. H. Sutherland & Co., addition for bottling department for the La Grande Brewery, O. R. & N. storeroom and oil house, and a large number of smaller structures. George Krueger has invested \$12,000 in new equipment for the brick yards at Oro Dell. The new machinery is expected to arrive within a few

days, and when it is installed the yards will have a capacity of 40,000 brick per day. About 50 men will be employed. In addition to the regular quality, Mr. Krueger expects to put out three different grades of pressed brick. He has the machinery for the manufacture of drainage tiling.

The Wilcox Bros. have disposed of their interests in the Wilcox Lumber Company to other members of the association, the principal ones of which are J. W. Messner, of Baker City, and W. J. Stapish, of Anderson, Indiana. The name of the company continues the same with Mr. Messner as president and L. H. Russell as secretary and manager. It is said that there will be no material change in the company's plans. The Wilcox brothers will return to Indiana.

The sawmills at Perry and Meacham are arranging to begin the season's work. The mills at Perry have been overhauled during the winter, and are now in shape for a regular output of 100,000 feet per day. The principal supply will come from Rock Creek railroad. J. E. Nibley, of the Meacham Lumber Company, reports that they have 1,000,000 feet of logs for a beginning, and their six-mile logging railway is busy every day bringing in more. The new band mill at Meacham has a capacity of 40,000 feet per day. It will employ between 50 and 60 hands, and historic Meacham will soon take on its old-time hum.

The large engine for the Palmer sawmill has been put in position. It is the biggest piece of machinery in this section of the country, not even excepting the giant of the Amalgamated Sugar Company.

## ACTIVITY NEAR LEWISTON

RAILROAD EXTENSION WORK EMPLOYS 1000 MEN.

New Policy of Retrenchment Does Not Appear to Affect Branch Lines in Idaho.

LEWISTON, Idaho, March 17.—(Special.)—Men are now at work upon the O. R. & N. and Northern Pacific joint terminals within the city limits and the Riparia extension of the O. R. & N. across the river under the new bridge. Construction is also progressing on a union depot, and graders have been put to work on the Lewiston & Southeastern Electric road at this end of the line. Lewiston therefore is looking forward to an unusually busy summer. With the employment of at least 1000 men within the radius of a mile of the business center, it is expected that money will be plentiful and business will be more active than it has been through-out the winter.

Chief Engineer Woods of the electric road has completed his permanent survey into Grangeville, the southern terminal. The survey from here to Waha has also been completed and the crew is now connecting the two surveys at Waha. Advice from the East are to the effect that the necessary bonds have been signed and sold. Actual construction work is ex-

pected to begin as soon as the contracts can be advertised for, considered and let. The Clearwater river is falling so rapidly that it is expected work can be commenced on the final pier of the O. R. & N. bridge at any time. When it has been completed, which will be within three weeks, the laying of the steel structure can be begun. By the time the bridge is ready for traffic the rails will be in place from Riparia to the approach opposite this city. There are only six more miles of grading to be done on the extension.

Rapid progress is being made on the Culebras extension of the Northern Pacific. The driving of the tunnel has been accomplished more rapidly than was expected. On the prairie the grading is completed in sections all the way to Grangeville. There are reasons for believing that the Northern Pacific will have to change its course through Culebras. Three steam shovels, working day and night, can not take the earth from the cut east of the city as rapidly as it slides back in from the mountain. It is an engineering problem which the road has been unable to solve. The new proposed route will go around, instead of through, the slide.

### Oyster Industry is Growing.

SOUTH BEND, Wash., March 17.—(Special.)—The oyster growers of the Willapa will increase their importations of Eastern seed oysters, this Spring. Last Spring there were over 50 cars of Eastern seed oysters shipped into South Bend and planted on the beds in this vicinity. This Spring over 100 cars already have been ordered. The Sound country planted only eight cars last season. This gives some idea of the extent of oyster culture on Willapa harbor.

## RICHES OF SEVEN DEVILS COUNTRY

Great Copper Deposits Only Part of Its Wonderful Natural Resources.

## FARMS AND FORESTS TOO

Building of Railroad and Development of Power of Snake River Insure Rapid Settlement of Great Valley.

BAKER CITY, March 17.—(Special.)—Without much doubt, the greatest undeveloped copper mining district in the United States is to be found in the Seven Devils country, situated on both sides of the Snake River in Oregon and Idaho. Not only is this a coming copper camp, but it is also wonderfully rich in gold. There are at least 600,000 tons of commercial copper ore now in bins and stacks and on the dumps of the Peacock, Decatur, Alaska, White Monument, Queen and King copper mines in this district, and all this work has been done by leasess. With railroad transportation, such as is now promised, the development work and actual production of ore will be enormous.

Heretofore all the ore shipped from these mines has been sorted, hauled by wagons over almost impassable roads, and shipped to the smelter at Sumpter, Or., or to Salt Lake, Utah. There are thousands of tons of ore running 7 per cent and over before sorting now awaiting shipment. There are huge dykes protruding from the ground throughout this entire district that will average 10 per cent copper and much of the rock runs as high as 40 per cent and 60 per cent of copper. This may seem too highly colored, but it is true. All along Snake River for a distance of 20 miles below the famous Iron Dyke mine a pick and a shovel could open a rich copper mine, the ore of which would also carry high values in gold.

The Iron Dyke, situated a few miles below the mouth of Pine Creek, is truly a wonder and now employs 40 miners. Men are also employed in getting out timber for the construction of a 100-ton concentrating plant, which will give employment to 100 more laborers.

Adjoining this mine is another group, owned by Cincinnati people, that is being rapidly developed into a great property. There are numerous valuable prospects in the immediate vicinity, among which are the McDougall group, the Kirby group, and the Roeres group. All these claims are on the Oregon side. Across the river are numerous prospects and mines, one of which produced the solid chunk of native copper weighing 40 pounds that was sent to the exposition at Portland.

Riches of Salmon River. Salmon River skirts the rear of the Idaho portion of the Seven Devils district, rich in copper and gold mines and splendid timber. The Imnaha, to the north, on the Oregon side, also has its millions in copper, gold and timber that cannot be surpassed. One mine owned by Detroit capitalists, situated upon this stream, issued stock which was sold at 25 cents, only to be repurchased by the former owners at 75 cents a share.

Below the Seven Devils there is a plateau of about 1500 acres of a fine wheat land as ever lay out of doors, and down the river there are from 5000 to 10,000 acres more of good land, all open to location. This latter tract, situated as it is at such a low altitude and protected by the immense mountains that everywhere surround it, is admirably adapted to the raising of sweet potatoes, grapes, peaches, English walnuts, almonds, and all kinds of tender fruits and vegetables.

These agricultural and fruit-growing lands, marvellously rich deposits of copper and gold, and the vast forests of the whole region make this one of the richest undeveloped sections of the country. This district is now soon to be thronged with settlers by the construction of the railroad from Huntington down the Snake River to Lewiston. Twenty-two sub-contractors and all the men and teams available are hard at work on the first 22 miles of this water-level route to the Pacific and work is being rushed by the importation of both teams and men.

The construction company received by rail 200 teams this week, and 500 more teams are en route to the scene of activity. The road in reaching Iron Dyke, the objective point, by September, will bore a tunnel 550 feet long through what is termed the "ox-bow," a great bend in the Snake River. Work is now progressing upon this tunnel.

Will Generate Electric Power. Through this same ox-bow, three tunnels are to be driven for the purpose of diverting the waters of the Snake River and generating electric power for the use of the many mines and other industries throughout the region. The power company now has 100 men employed constructing a dam across Pine Creek and cutting timber for the great dam across Snake River. This dam will be 22 feet high and 1900 feet long when completed. The company is installing a large saw-mill with which to cut the five million feet of lumber to be used in the dam. The overflow will be 750 feet long. It is estimated that this dam will require, in addition to the lumber, 15,000 barrels of cement and 100,000 pounds of steel, and will furnish employment for 1200 men for two years.

This dam, when completed, will divert the waters of the Snake River through a system of three tunnels, each 16 feet wide, 8 feet high, and 1600 feet long, and will be bored so that the top of each tunnel will be some 4 feet below the crest of the dam, thereby increasing the pressure.

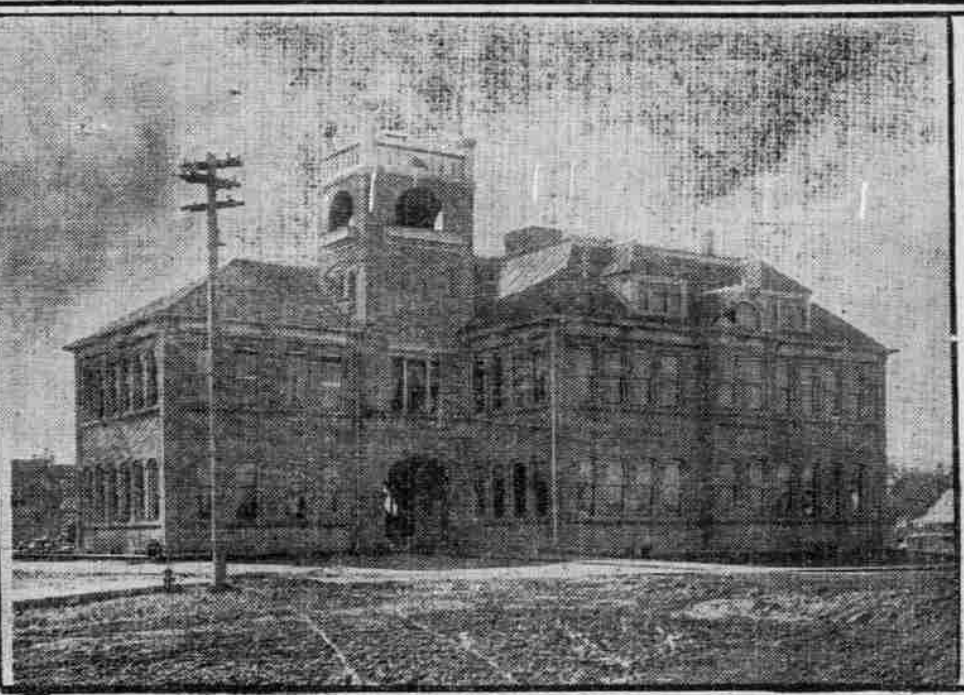
With this great enterprise, now actually under way, and the marvelous stimulus that transportation will give to the mining, agricultural and lumber industries, it is no wonder that there is a constant stream of immigration into the Seven Devils. It is safe to say that in less than six months from this date the Seven Devils will become widely known and the best part of it is that with such a diversity of opportunities the history of its rise will not be marred by the numerous stories of disappointment and failure that usually attend the sudden growth of mining camps.

This wonderful copper region will and can vouch for itself as a mineral wonder, but the other natural advantages cannot help attracting all who visit it.

## These Handsome New Buildings Tell the Story of Medford's Progress



NASH HOTEL TO WHICH A THIRD STORY WAS RECENTLY ADDED



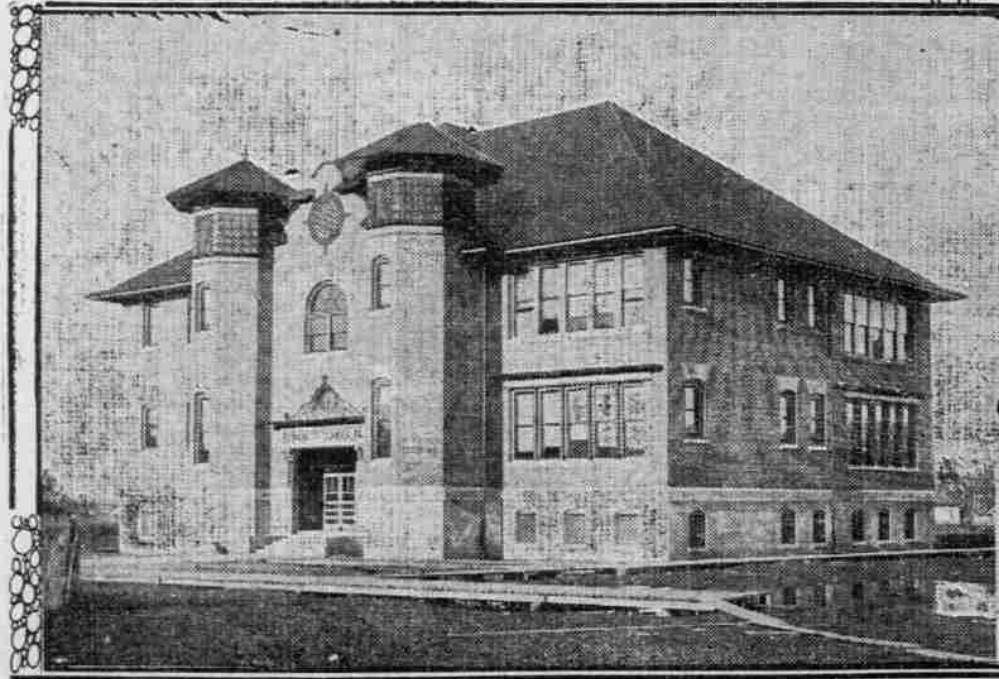
THE MEDFORD HIGH SCHOOL



NEW BUILDING OF MEDFORD NATIONAL BANK



JACKSON COUNTY BANK'S NEW HOME



THE NORTH SCHOOL, ONE OF MEDFORD'S GRAMMAR SCHOOLS



THE FIRST NATIONAL BANK BUILDING

MEDFORD, Or., March 17.—(Special.)—Within the past week the two oldest banks in this city—the Medford National and the Jackson County Bank, have occupied new and handsome structures completed for them at a cost of little less than \$100,000. Both are handsome as to exterior and modern in their interior construction, and each is equipped with the most modern fire and burglar-resisting devices. Probably no other city of equal population on the Pacific Coast has more reason to feel proud of her financial institutions than Medford. The two banks named, with the First National, which also occupies a new and handsome building recently completed, represent a paid-up capital of \$150,000, with deposits of \$1,500,000.

The three bank buildings, a handsome \$75,000 school building, the Moore Hotel block, the new Hotel Nash, the Emeric block, the Hubbard block—a large and substantially built structure—the Big Bend Milling Company's new block and three smaller brick buildings on the West Side represent a single year's improvement in the business district. The buildings mentioned are of brick and stone, modern in design and representing an expenditure of over \$300,000. Medford is making substantial progress and the building boom has just begun. A modern light and water system, electric street railway and paved streets are assured, the preliminary arrangements for all having been completed.

In addition to this Medford has a coal supply of undoubted good quality and in great quantity. A recent discovery of a 12-foot vein within five miles of the city covers, and as it adjoins Southern Pacific Railroad land, it is not improbable that the company will be interested in the development of the mine.

Now-arrives to out rival all previous discoveries. A recent discovery of a