

# Phases of Industrial Growth in Northwest

## SALEM ORCHARDS SEEN FROM AUTOS

Oregon Electric Plans Excursions to Marion County Fruit Districts.

## PRUNES YIELD BIG PROFIT

Crop This Year Estimated at 40,000,000 Pounds—Market Problem Is Solved by Organization of Growers' Union.

SALEM, Or., July 18.—(Special.)—After a trip through the splendid fruit belt to the south of Salem, General Manager Guy V. Talbot, of the Oregon Electric, and other officials of the road, have enthusiastically undertaken the task of arranging regular excursions from Portland direct to the heart of one of the richest fruit sections in Oregon.

This will be done by having automobiles meet certain Oregon electric cars upon their arrival here, when the passengers will be whirled away for a trip of an hour or two through the country, returning in time to allow the excursionists an opportunity to look over the city before returning to Portland. It is proposed to designate two or three trains weekly as excursion trains, and all who desire may buy tickets to include the auto trip at Luis end of the line.

The foundation of the prune business in the Willamette Valley was laid 20 years ago by the Oregon Land Company, composed of Dr. H. J. Minthorn, now located at Newport; B. S. Cook, in the real estate business at Portland, and C. E. Moore, now a resident of Portland. These far-sighted pioneers in the work of subdivision saw that the future of the country depended on the cultivation of fruit and the increase of population by the cutting up of some of the larger farms that had been devoted to the growing of wheat, and in many cases had been in the hands of original owners since the days of donation land claims.

## Growers Learn by Experience.

The company turned its attention to the fertile hills south of Salem, buying a farm wherever the chance presented itself, subdividing it and planting it in most cases to prunes and disposing of it on easy terms within the reach of the small farmer. Business went along swimmingly for some time. Buyers were not wanting and the company was making money. But soon the prunes began to rot and the troubles of the company and the men who had bought the farms began to multiply. There was no satisfactory market, and the prunes were sold at a loss. Experienced prunegrowers would not have known how to take full advantage of it. They packed their fruit in sacks, and when a buyer came the prunes were graded as second-class. Pests came and, in the absence of specific information on how to fight them, they did great damage.

But finally the business began to assume a more promising aspect. Experience and study brought knowledge, and with knowledge came better cultivation, better packing, better marketing and more profits. Land began to increase in value and new people began to seek out the red hills to the south where the highest output has been in the prune business. As the growers became more prosperous and their loads of fruit became heavier and more difficult to handle, the more apparent became the need of a better road. The agitation for improvements commenced and was kept up for years, finally and gradually resulting in the building of the Liberty-Rosedale road, which is today the equal of any piece of country road in the West.

## Profitable Valley Crop.

The prune crop today is one of the most profitable and dependable in this part of the Valley. In only one year, 1902, has there been any over production. While the highest output has been increasing rapidly the demand has more than kept pace with the output. The annual production from the present acreage is about 40,000,000 pounds. While the crop of 1908 was only about half that amount, dealers and leading growers are of the opinion that this year's output will reach the full average.

## HONEY READY TO GATHER

Three Carloads Have Harvested at Ontario Last Year.

ONTARIO, Or., July 18.—(Special.)—W. H. Pennington, the honey-grower of Ontario, has commenced extracting this week the honey stored in his 200 beehives. Mr. Pennington's honey is famed all over the country, and is made of the finest alfalfa syrup, gathered in the immense fields surrounding Ontario. Last year Mr. Pennington shipped more than three carloads from this place to Portland, Kansas City and other points.

## Prune of High Food Merit.

"Many times more prunes would be sold to the best class of trade if their attention was drawn to the real merits of Oregon prunes as a food, and to the perfectly clean character of the fruit as it reaches them in the ten-pound package, coming directly from the sterilizing plant to the consumer, as it should. When the dusting dirt, per acre of inferior prunes is not as large as that of the Italian in Oregon, the prices demanded and paid for prune land ranges from \$500 to \$1000 per acre. The ordinary orchard in this vicinity contains from 25 to 40 acres, although there are a few tracts in the valley much larger.

## ONE HUNDRED STRAWBERRIES FILL EIGHT QUART BOXES



FRUIT GROWN ON J. C. TAYLOR'S FARM NEAR ELMA. ELMA, Wash., July 18.—(Special.)—J. C. Taylor, a fruitgrower near Elma, has had a picture taken of eight boxes of strawberries grown by him this season, which contained just an even hundred berries. The boxes were all filled and were the ordinary kind sold in the markets. Mr. Taylor has in all ten acres in berries, mostly strawberries, and has been very successful. His land is on the hill and is a clay loam. A few years ago such land could be bought for a few dollars an acre, but since clearings have been made and results in the way of big profits from fruit raising shown, it has advanced considerably.

## RAIL ACTIVITY IS RIFE

### MUCH CONSTRUCTION GOES ON IN COOS BAY COUNTRY.

Steam, Electric and Gasoline Lines Under Way and Still More Are Projected.

MARSHFIELD, Or., July 18.—(Special.)—Railroad talk, survey work, and railway prospects in Coos Bay country are numerous at this time and the people are hopeful that some of it, at least, will pan out.

J. M. Blake is applying for franchises in Marshfield and North Bend for an electric streetcar line. Summers & Haas, who are interested with the Seattle Mill & Mercantile Company in building an electric line to Roseburg, have secured rights of way on a portion of the county roads and in several cities and report their work is progressing. Work of making a preliminary survey, which was started by the Coos Bay, Oregon & Idaho Railroad Company, is still in progress. Chief Engineer Haines has his force of surveyors in the field and will continue the work through the summer. The expense is defrayed with money subscribed for stock by local people. The purpose is to find, if possible, a 1 per cent grade between Coos Bay and Roseburg. If this is done, Eastern Railroad men have promised to investigate. If for any reason they fail to take up the proposition, the idea of the promoters is to build a state-aided railroad in conjunction with other counties of the state between the Coast and Boise, Idaho.

F. W. Stevens, an engineer of Marshfield, is especially active in this line. He has just taken a survey from this city to the Umpqua River for a proposed electric line, the details of which have not yet been given out.

The fact that the Southern Pacific is paying for right of way secured three years ago for a coast line surveyed as a continuation of the Drain branch, has given encouragement locally and has revived hope that the Harriman interests may take definite action soon.

Another railroad project was recently launched by Bandon men. They have incorporated for the purpose of building a steam, electric or gasoline road from Bandon to Port Orford, in Curry County, and announced that 15 miles of the road, from Bandon to Langlois, will be built at once. This road will tap a rich timber country and will also put Bandon in closer touch with Curry county, a district from which the town receives a large amount of business.

The Smith-Powers Logging Company has completed a logging railroad into a big timber tract, appropriated at Isthmus Inlet, which has never before been reached, and this road will be extended into the interior as necessity demands.

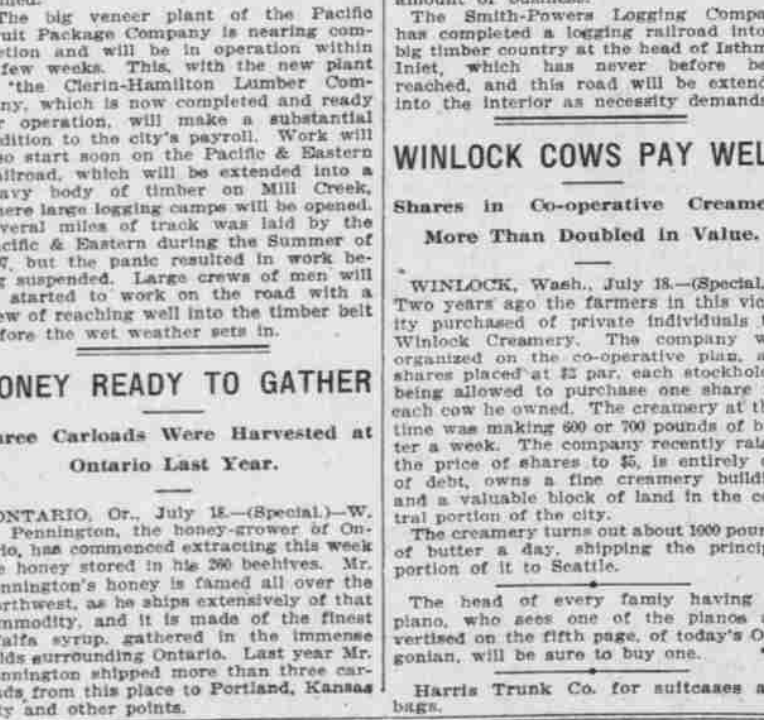
## WINLOCK COWS PAY WELL

### Shares in Co-operative Creamery More Than Doubled in Value.

WINLOCK, Wash., July 18.—(Special.)—Two years ago the farmers in this vicinity purchased of private individuals the Winlock Creamery. The company was organized on the co-operative plan, and shares placed at \$2 par, each stockholder being allowed to purchase one share for each cow he owned. The creamery at that time was making 60 or 70 pounds of butter a week. The company recently raised the price of shares to \$5, is entirely out of debt, owns a fine creamery building and a valuable block of land in the central portion of the city.

The head of every family having no piano, who sees one of the pianos advertised on the fifth page, of today's Oregonian, will be sure to buy one.

## VIEW IN PRUNE DISTRICT IN MARION COUNTY.



VALLEY FARMERS FIND DEMAND FOR OREGON PRUNES INCREASING YEARLY.

## MALHEUR, COUNTY OF VAST RESOURCE

Varied Industries Make Wealth for Farmers in Southeastern Oregon.

## WATER PROJECTS NAMED

Government Irrigation Scheme Will Reclaim Large Areas Now Used Only as Grazing Lands—Climate of Region Is Mild.

VALE, Or., July 18.—(Special.)—Following the lines of travel from the East, people are whirled through this section over the Oregon Short Line Railroad at the rate of 40 miles an hour. Their tickets read through Western Oregon, and thus in the minds of most Eastern people the old idea still exists that this country is a land of sagebrush and black rabbits. This notion is correct as far as it goes, but it is only a part of the truth. Probably no other section in the United States of the same area turns off more horses, cattle and sheep than Eastern Oregon.

In this section is found Malheur County. It is situated in the very southeastern corner of the state, and is 180 miles long and, on the average, 90 miles wide, containing 284 square miles. In other words, it is about one-sixth as large as the State of Kansas. Heretofore the country has been watered by the Malheur and Owyhee rivers and their tributaries, which flow in a northeasterly direction until they unite their waters with those of the Snake River, on its eastern border.

But at present the Government is looking over the situation with the view of constructing a large storage reservoir at the headwaters of the Malheur River. This enterprise involves the expenditure of something over \$2,000,000, and will furnish abundant water for the valleys, as well as for the bench land which heretofore has never been watered, owing to the scarcity of water. The surveys for this irrigation project will soon be completed, and when the project is finished, approximately 175,000 acres of arid land will be irrigated.

## Malheur Soil Very Rich.

The soil in the Malheur Valley is of a virgin character, for the most part being composed of disintegrated rock, decomposed lava mixed with alluvial matter, and other elements at first hard from nature.

The land is very productive, being well adapted to the raising of alfalfa, wheat, rye, oats, barley, potatoes, beans, and numerous other crops. Alfalfa yields from six to 12 tons an acre, eight tons being considered a fair average.

Alfalfa is, of course, the principal crop, although timothy and clover are also raised. Alfalfa is a valuable crop, and is a feature of farming recently introduced to the farmers in this section. It is raised from six to 12 bushels an acre from the second crop, the first crop being cut for hay. The seed is worth from 12 to 16 cents a pound, \$7 to \$9 a bushel, and is used for stock feed.

Wheat yields from 40 to 60 bushels an acre, oats from 61 to 100, and barley from 80 to 90.

Fruits of all kinds grow to advantage. Apples, peaches, apricots, pears, prunes, plums, nectarines, grapes and all small fruits. Perfect apples are grown here, at a recent meeting of the Irrigation Congress, held in Sacramento, Cal., Malheur County captured the \$500 Governor Pardee prize for the collection of fruits grown by irrigation. Apples grow to be 15 inches in circumference, peaches 12 inches, and Bartlett pears to weigh 24 ounces.

The principal calling, aside from farming and fruitraising, is stockraising. The extensive expanse of foothill country, covered with nutritious grasses, adapt the country to this sort of business. Horses and cattle graze on this grass from the month of March to the month of December, and not infrequently winter. However, it has been found more profitable to feed during the coldest weather. This is especially the case with sheep.

## 1500 Cars of Stock Yearly.

The methods of stockraising are simple. The farmer brands his young stock in the Spring, turns them out on the range, and "rounds them up" in the Fall for winter feeding. Some idea can be formed of the extensive stockraising in this county when it is realized that from one point over 1500 cars of livestock are shipped annually.

Bee culture is also one of the thriving industries of this section. Malheur County honey has secured several prizes at the different state fairs. The honey is characterized by its pure

### A CONSERVATIVE CUSTODIAN

## HIBERNIA SAVINGS BANK

DOES A

### General Banking Business

Pays Interest on Savings and Time Deposits

Cor. Second and Washington Sts. Portland, Oregon

## LUMBER MENS National Bank

CORNER FIFTH AND STARK STREETS

## LADD & TILTON BANK

PORTLAND, OREGON ESTABLISHED 1859

OLDEST BANK ON THE PACIFIC COAST

CAPITAL \$1,000,000 SURPLUS and PROFITS \$500,000

OFFICERS: EDWARD COOKINGHAM, President; EDW. COOKINGHAM, V. President; W. H. DUNCKLEY, Cashier; R. S. HOWARD, JR., Asst. Cashier; L. W. LADD, Asst. Cashier; WALTER M. COOK, Asst. Cashier.

DIRECTORS: EDWARD COOKINGHAM, HENRY L. CORRETT, WILLIAM M. LADD, CHARLES E. LADD, J. WESLEY LADD, S. B. LINTHICUM, FREDERICK B. PRATT, THEODORE B. WILCOX.

Interest Paid on Savings Accounts and Certificates of Deposit

We Issue Letters of Credit, Foreign Drafts, and Travelers' Checks

## THE BEST STREET INSURANCE IS THE BITULITHIC PAVEMENT

It insures against dust, mud and street noises. It insures against slipperiness and falling horses. It insures against cracks, disintegration and costly repairs. It assures a sanitary and durable street. It assures conscientious workmanship and best materials. It assures perfect satisfaction.

BITULITHIC INSURANCE IS SAFEST AND SUREST.

## WARREN CONSTRUCTION COMPANY

317 BECK BUILDING, PORTLAND, OR.

## HARD SURFACE ON ROADS

EXTENSIVE WORK BEING DONE IN EASTERN MULTNOMAH.

County Will Expend \$100,000 in Improving Highways Leading East From Portland.

GRESHAM, Or., July 18.—(Special.)—Considerable new and important county road work is now going on in the several road districts of Eastern Multnomah. This rotary rockcrusher at the 11-mile post on the Base Line road is running at full capacity every day, turning out about 100 tons of crushed rock daily. A string of teams is kept busy hauling the output into Gresham where the principal streets are receiving an improvement that will be permanent.

The streets of the city to be improved are all county roads and are under the care of Supervisor George W. Kenney, who is directing the new improvements. As fast as the crushed rock is laid it is firmly rolled with new steam rollers recently purchased by the county, after which a top dressing of sand is put on and rolled again.

In Supervisor Hillyard's district, east of Gresham, about two miles of old plank roadway is being given a gravel surface, the plank being used to repair other sections which cannot be gravelled this year.

In the other districts the same spirit of enterprise is manifest. It is asserted that the county will expend about \$100,000 on the roads of Eastern Multnomah this year and that the work will continue all Summer and late into the Fall.

It is expected that the final opening of the new Barr road, which will be an extension of East Gilean street from Portland to Fairview, will be consummated this season. When finished it will probably be the best thoroughfare leading out of the city, as it will be hard surfaced to the city limits, and of crushed rock the remainder of the distance. It will open up a wonderful section now without adequate roadways and be of inestimable value to the farms adjacent.

Brick Block for Ontario.

ONTARIO, Or., July 18.—(Special.)—Con-

## HARTMAN & THOMPSON

BANKERS

CHAMBER OF COMMERCE

pay 4% interest on time deposits and possess many desirable conveniences for handling this important line of business.

Unlimited Personal Liability

## WHITE STAR LINE'S CRUISE OF THE ARABIC

SAILING JANUARY 20, 1910

to Madeira, Spain, Mediterranean, Orient

Costing only \$400 and up for 73 days.

Cruising Dept. White Star Line, N.Y. or agents

## NORTH PACIFIC S. S. CO.

For Eureka, San Francisco and Los Angeles direct. The steamships Rosanoke and Elder sail every Tuesday at 3 P. M. Ticket office 132 Third, near Alder. Phones M. 1314 and A. 1314. H. YOUNG, Agent.

## Bonds Investments

CALL OR WRITE

## T. S. McGRATH

Lumber Exchange, PORTLAND, OREGON.

## COOS BAY LINE

The steamer BILKAWATER leaves Portland every Wednesday, 8 P. M., from Astoria dock, for North Bend, Marshfield and Coos Bay points. Freight received till 4 P. M. on day of sailing. Passenger fare, breakfast and meals. Inquire city ticket office, Third and Washington streets, or Astoria dock, Phone Main 224.