

Phases of Industrial Growth in the Pacific Northwest

ROAD BRINGS LIFE

Salem, Falls City & Western Booms Its Territory.

NEW CAR IS COMING SOON

Gasoline Motor Will Take Care of Passenger Traffic, While Freight Will Be Handled by Steam.

SALLEM, Or., Nov. 14.—(Special.)—Some time within a week the Salem, Falls City & Western Railway's new gasoline motor car will have arrived. It will be put into commission between this city and Falls City, and for the present will handle all the passenger traffic. The steam locomotives now used in hauling the passenger trains will be used exclusively for freight. The car is 30 feet long, and besides seating 30 people, will have a baggage compartment and engine room in the front. This car is the same as those in use by the Union Pacific and Southern Pacific in the Middle West, where they have made excellent records. L. A. Gerlinger, Jr., general manager of the Salem-Falls City road, says one of these cars running out of Omaha has made 15,000 miles and has never been in the shops. The wisdom of the policy of building a first-class road bed has been demonstrated in the past two weeks during the unusually heavy traffic which the extension of isolated spots, the roadbed is as smooth today as when the first train was run over the line. In spite of the lateness of the season, the company succeeded in hauling 20,000 yards of gravel on the extension between Dallas and West Salem. Next year it is planned to place an equal amount on the right of way.

Work Still Continues. Notwithstanding the inclement weather, the work of improvement continues with unabated energy almost the entire length of the road. At West Salem the railroad company has constructed from plans drawn by Architect L. R. Hazeltine, of Salem, a depot 264 feet, costing \$150, with a waiting room and office at one end and a freight room at the other. Sidings, switches, a "Y" and various other evidences of an extensive yard equipment are already in place and more are on the way. Substantial flag stations are being erected at Eola, McNary, Greenwood, Derry Orchard, Southern Pacific Crossing and Rickreall. Between Dallas and Falls City three bridges have been replaced by practically indestructible culverts, considerable of the distance has been rehabilitated, while between Dallas and Black Rock the western terminus of the line, the road has been straightened between bridges 17 and 18 and new 60-pound steel laid. At Black Rock nearly a half mile of new siding has been placed in position in the yards. The entire country through which the new line passes is imbued with the belief that the opening of this railroad is the harbinger of a new era of prosperity and progress. Farmers all along the line from West Salem to Black Rock are planning to grow more extensively into the future. The timber trade is prospering with the opening of the new road and the organization of the Salem Fruit Union there have been opened to them the markets of the Pacific Northwest. That has stood unscathed and undisturbed since the coming of the white man, will this winter be leveled, and next summer will be dumped on the Salem and Portland markets.

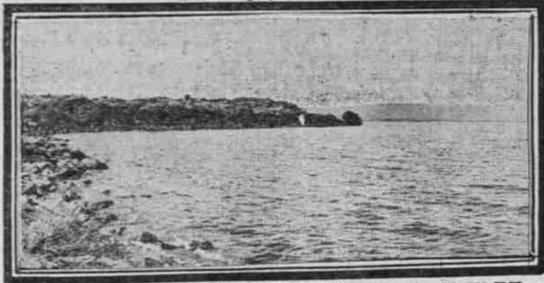
Awakening is General. Every class of produce and every branch of industry that has heretofore suffered from the lack of transportation facilities is giving eloquent testimony of the awakening. New farm houses and barns are going up and old ones are being rebuilt and repaired. The 27 miles of right of way, the great farms are being subdivided and shortly a dozen or more highly-cultivated fruit farms with a dozen sets of farm buildings will take the place of one great half-tilled grain farm and one house and barn. Already land has advanced from 10 to 15 per cent in the neighborhood of Falls City, which has just raised a booster fund of \$2000 and proposes heretofore to let its light shine. Operating in the Falls City neighborhood are the Falls City Lumber Company, the Great Western Lumber Company, the Willamette Valley Lumber Company, the Spaulding Logging Company and the Gerlinger Bros. Company. The Falls City, the Great Western and Gerlinger Bros. have huge sawmills either at Falls City or Black Rock, which in three miles in the timber and considered in the Falls City trade zone. From 600 to 800 men are employed in the mills and camps the year around, the annual pay roll being something like \$400,000. The Falls City Company's big mill at Falls City employs upward of 200 men. There is timber enough to keep the mills running for 30 years. Some of the stores do an immense business. In addition to all these material advantages, Falls City has dreams of some day being a great summer resort. Within 20 miles' walk of the depot one may lose himself in an almost impenetrable wilderness where the best of fishing and hunting may be had.

Dallas Feels Boom. Dallas, county seat of Folk County, with numerous small manufacturing industries, is the headquarters of the road, where the general offices are located. This thriving little city also feels the beneficial effects of the new business created by the extension of the Salem, Falls City & Western, and highly appreciates the added prestige and importance given it as a railroad center by this latest addition to its transportation facilities. Next year the new railroad will build a handsome depot at Dallas. There is some talk that it may be a joint depot, constructed in conjunction with the Southern Pacific, but this is not yet determined. The Falls City Lumber Company, which recently purchased the Vogel Lumber Company of Salem, will maintain the old "log yard" at East Salem near the Southern Pacific depot, and will also open a lumber-yard in West Salem, where it has already purchased the site and is delivering lumber at the rate of about a carload a day. The Spaulding Logging Company, with its immense tracts of timber along the new road and its mills at Salem, Newberg and elsewhere, promises to be a big factor in the prosperity of the line. This concern has constructed a huge log chute on the banks of the Willamette near Salem and will haul to Salem by rail millions of feet of logs annually to be made into lumber at the Salem mill. Among the other improvements contemplated for the West Salem yards is a complete and up-to-date system of elec-

SCENES ON TULE LAKE, WHERE RECLAMATION WORK IS IN PROGRESS.



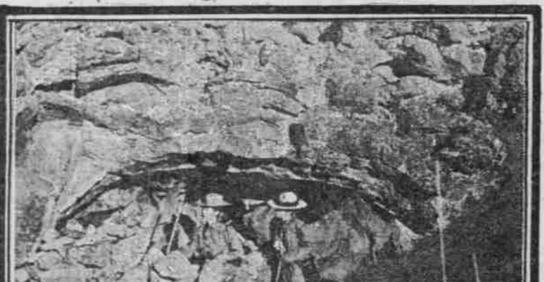
GEN. CANBY'S CROSS IN THE LAVA BEDS, HERE GEN. ERIC S. CANBY WAS MURDERED BY INDIANS, APRIL 11, 1838



TULE LAKE, KLAMATH BASIN, NEAR THE OUTLET INTO THE LAVA BEDS



TULE LAKE, KLAMATH BASIN, AREA MORE THAN 24,000 ACRES



SHORE OF TULE LAKE NEAR MODOC'S STRONGHOLD

tric lighting, which it is hoped to have installed this fall. Already there is considerable talk both in Marion and Folk counties that these two counties should get together, and with the aid and co-operation of the railroad company, construct a new, modern, double-deck drawbridge over the Willamette River. The present structure is old, and with the heavy wood and lumber traffic that will follow the opening of the new road will soon have to be replaced by a better bridge. The officials of the road are highly pleased with the business of the new line so far, and look forward to a splendid season in 1910.

ORCHARDIST GROWING RICH

Apple Grower Estimates Profits at Nearly \$1000 an Acre. MINNIVILLE, Or., Nov. 14.—(Special.)—F. W. Wallace, an orchardist living two miles north of town, this week sold a Portland commission man the product of 30 Rome beauty apple trees, occupying half an acre of land, at a net profit of more than \$100. The trees are 14 years old, and produced eight boxes to the tree, the choice fruit bringing \$2.50 per box and the balance \$2 per box. Mr. Wallace estimates the cost of cultivating, spraying, picking and packing at 50 cents per box, the net receipts from the sale leaving him a profit equal to something near \$1000 an acre. He has about 15 acres in fruit, which he has persistently cultivated and sprayed.

STRAWBERRIES ARE RIPE

ETNA, CLARK COUNTY, BOASTS OF SECOND CROP. Apples Also Grow to Perfection on Land Selling for \$35 to \$40 an Acre. VANCOUVER, Wash., Nov. 14.—(Special.)—Strawberries, ripe and luscious, in the middle of November, are growing at Etna, Clark County, Washington, and have been ripe for three weeks. The first crop was harvested in the early summer, and no attention paid to the vines, but the season was right and the strawberry vines soon began to blossom and berries formed and grew to a size as large as the berries earlier in the season. A box of the strawberries was picked and brought to the city today by A. P. Davis, County Assessor, who owns a ranch at Etna. And strawberries are not the only varieties of fruit that grow abundantly in the vicinity of Etna. On Mr. Davis' ranch four varieties of apples were raised this summer. The Northern Spy were well there and a number of them were brought to Vancouver that weighed just a pound each and measured one foot in circumference. The color is excellent and the flavor cannot be excelled. The farmers there are so accustomed to raising large, fine apples that it does not occur to them that the fruit is anything out of the ordinary. The Baldwin, Rhode Island Greening and the Northern Spy grow exceptionally well and to a large size without irrigation in and around Etna, which is in the northern part of the country. Pears of a late variety, called the "Fall Bartlett," will be the first of its kind in the entire Northwest, although one or two have been tried in other parts of the country and declared a success. The latter part of 1910 is the date set for the completion of the enterprise. A powerful radiotelegraph plant has been contracted for by the Navy Department. This plant will be at Washington, D. C., and will be guaranteed to transmit messages 3000 miles across seas.

FALL CROPS ALL PLANTED

Harrisburg Farmers Make Good Progress, Despite Dry Weather. HARRISBURG, Or., Nov. 14.—(Special.)—The farmers of this section, notwithstanding the extremely dry weather, succeeded in planting more than an average acreage in fall crops. Most of the fall wheat was sown in the dust, and when the rain came a rapid growth followed. In many fields the ground is entirely covered by the vigorous growth. The good prices which have prevailed of late have stimulated the farmers to unusual effort. Hopgrowers have been busy placing their fields in the best possible condition, and, as a matter of fact, the farmers have their business well in hand and are as a rule out of debt.

NITROGEN PLANT PROPOSED

Factory to Manufacture Fertilizer to Be Located at Canby. OREGON CITY, Or., Nov. 14.—(Special.)—A plant for the manufacture of nitrogen to be used in reclaiming worn-out lands will soon be constructed at Canby by the Canby Canal Company, which has been delving deeply into the feasibility of the proposition for some time. This will be the first of its kind in the entire Northwest, although one or two have been tried in other parts of the country and declared a success. The latter part of 1910 is the date set for the completion of the enterprise. A powerful radiotelegraph plant has been contracted for by the Navy Department. This plant will be at Washington, D. C., and will be guaranteed to transmit messages 3000 miles across seas.

POOL TO BE FIED

Reclamation Service to Drain 94,000 Acres. TULE LAKE TO BE EMPTIED Mouth of Body in Klamath Basin, Widened, Will Force Water Over Lava Beds, Leaving Vast Fertile Lands. KLAMATH FALLS, Or., Nov. 14.—(Special.)—Work by the Reclamation Service to deepen the outlet from Tule Lake into the Modoc Lava Beds is to be prosecuted at once. Tule Lake, which covers an area of 94,000 acres, occupies the lowest point in the Klamath Basin, its elevation being 406 feet, 28 feet lower than Lower Klamath Lake, which is only a mile and a half distant at the nearest point. The fact that Tule Lake occupies the lowest point in the basin, its drainage presented to the reclamation engineers, when the Klamath project was mapped out years ago, but one solution—the elimination of Lost River, its only tributary. This would open the way for evaporation of the water and the outlet to be accomplished by the use of Lost River to irrigate the several valleys along its course and the conveyance of the residue of its waters, through a drainage canal, to the Klamath River. Clear Lake, the source of Lost River, lies five miles east of Tule Lake, and at an elevation of 490 feet greater than Tule Lake. The river runs a distance of 40 miles on an irregular arc from Clear Lake to Tule Lake, almost its entire course through alluvial and fertile lands. The Clear Lake dam, the object of which is to impound the Lost River waters and make of Clear Lake a storage reservoir which will cover an area of approximately 25,000 acres, is nearing completion and probably will be entirely finished in a few days. The dam will harness the old historic stream for purposes of irrigation and climate it entirely as a feeder to Tule Lake, when the plan shall be completely worked out. Within the last two years a narrow channel was discovered through which a small stream was flowing into the crevice of the immense lava field at the south end of Tule Lake, the historic lava beds where the renegade band of Modocs under Captain Jack so long resisted the efforts of the troops to dislodge them, in 1872-3. This newly discovered outlet has been considerably deepened and widened as an experiment, both by private capital and under the supervision of the Government reclamation engineers, still an inconceivable stream flows from the lake into the subterranean channels of the lava field, and has done so for more than a year, giving promise of there being a hidden passage under the volcanic range south of the lava beds proper, possibly to the source of Fall River, a northern tributary of the Sacramento. This idea is so promising that the United States Reclamation Engineers have taken the events in hand and a project is being established there now to do practical work in enlarging the outlet. If this scheme of drainage proves successful the drainage of the 94,000 acres of alluvial lands in the Tule Lake Basin may be more speedily and much less expensively accomplished than it could be by the original plan of depending on evaporation to take up the waters of the lake after the elimination of Lost River. At any rate, it may assist greatly in ac-

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complishing the purpose, if only supplemental to the original plan. The operations will be watched with great interest throughout the country and the departure of a six-horse team, conveying a fine Government launch, weighing 4000 pounds, and designed for use in transporting supplies for the Government camp at the outlet in the lava beds, was observed by many who are hopeful of good results from this enterprise. So Uncle Sam again invades the historic lava beds, not with an armed force to invest the strongholds of a most dreaded and relentless enemy, but to promote a promising peaceful invasion in the hope of eventually bringing to the very portals of the old-time stronghold cultivated fields and happy homes. HILL LANDS GROW GRAPES Eugene Farmer Reports Handsome Profit From One Acre. EUGENE, Or., Nov. 14.—(Special.)—There are a number of fruit-growers in this vicinity who have constantly held the hill lands about Eugene in the highest esteem. The experience of C. L. Bartholomew, who left the valley to cultivate the hills, is a practical demonstration of the value of this land for grapes. He has one acre in grapes which this year brought him \$425. Bartholomew attended to his vineyard personally, with the exception of picking the fruit, and as a consequence most of this amount represents his profit. Last year, when the grapes in the valley were destroyed by frost, those on the hill land escaped injury. ATTENTION, MERCHANTS! You will be interested to know that we have more safes and vaults in daily use than all other companies combined. We guarantee our safes to be superior to all others. Portland Safe Company, agents for the Herring-Hall-Marvin Safe Company, manufacturers of the genuine Hall's Safe & Lock Company's safes and vaults, 52 Seventh street. Turkish baths, Mrs. Turney, 221 Drexel bldg., 2d and Yamhill.

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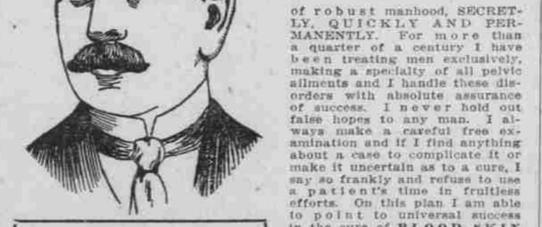
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