

DAYS OF THE PIONEER STAGE COACH NUMBERED

Passenger and Freight Vehicles That Have Long Held Sway in Interior Oregon Will Give Way to Locomotive and Auto

PROBABLY within five years stage coaching and wagon freighting days in Interior Oregon will be but a memory. Today these methods of transportation of passengers and freight are enjoying the climax of their prosperity. With the rush of the land-hungry in advance of the railroads, homestead is being strained to its utmost. Daily six, eight and 12-horse teams, attached to wagon trains of two and three and four vehicles and four-horse stages toll laboriously out of Shaniko, the freighting and transportation center for Central Oregon, across 17 miles of hub-deep mud down the steep roads of Cow Canyon into Trout Creek Valley from whence they diverge to Southern and Southeastern Oregon.

The terrors of the Shaniko flat have never fully been told. Shaniko is the terminus of the Columbia & Southern Railway, a branch 70 miles long of the O. R. & N., which reaches the high table lands above the Columbia River over four and one-half per cent grades. Shaniko itself is a bleak setting of warehouses, stockyards, hotels and stores in the center of a flat where backwash comes almost to the surface and is covered generally by a foot to three feet of adobe soil. Nothing grows there but the sage-brush, and in the early spring, a stand of sparse grass that offers brief feeding for the sheep and cattle of the district.

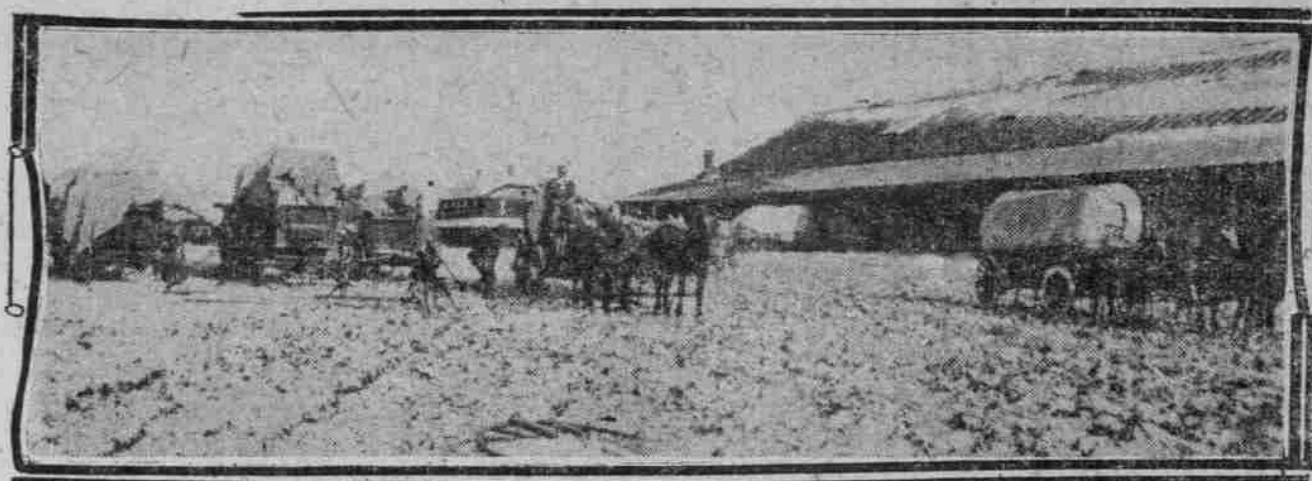
Stories are told of wagon trains drawn by an aggregate of 40 horses starting out from Shaniko in the winter months and making but three miles the first day, the horses and drivers returning to Shaniko to spend the night, leaving the loaded wagons almost buried in the mud.

Short periods of cold weather in the winter months give hard but rocky roads across the Shaniko flat only to be replaced by the inevitable thaw and by sticky mud that hells in the horses' hoofs like wet snow and makes of the wheels discs of clay from hub to rim. In the summer, dust replaces the mud but the rocks remain and traffic across the flat is slow and tedious.

Once down Cow Creek canyon the roads improve. Adobe mud is encountered in crossing the gap of Grizzly Mountain into Prineville, but south through Madras and Bend to Silver Lake and Christmas Lake, the soil gradually becomes sandy and the roads passable at all times of the year.

The stage coach of Central Oregon today is the replica of the coach that bore its important part in the overland traffic before the railroads crossed the plains to the Pacific. Judging, too, from their battered appearance and worn-out cushions, some of the vehicles are more than 40 years of age—some are survivors of 40 years or more of usage. Short enclosed bodies, holding a maximum of three on each of the two seats within and one on the seat with the driver, are the standard types. These bodies are set on the old type of thorough-brass spring, or leather loop, giving a maximum of rocking chair-motion and a minimum of up and down restlessness. Baggage is carried in the front and back "boots" and on top of the stage. The platform spring of the more modern stage coach, it is asserted, will not withstand the strain of the roads covered by the stage routes.

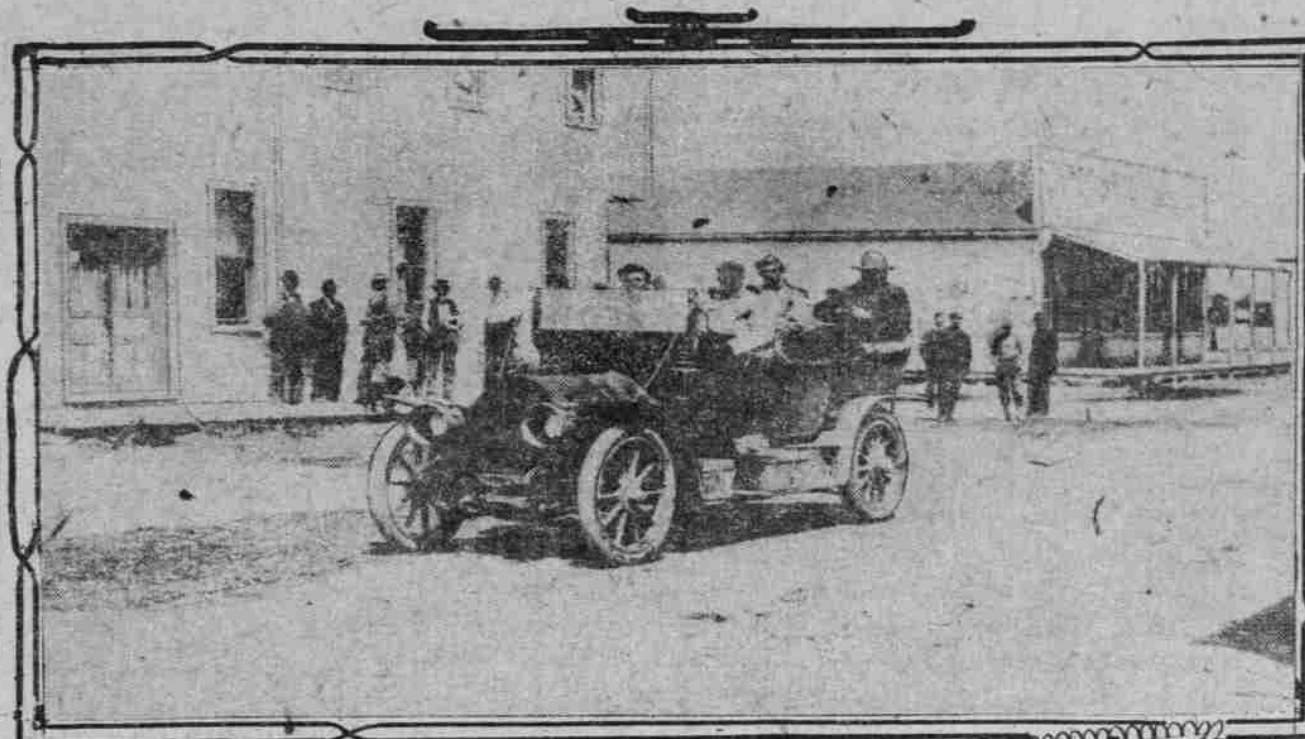
In Central Oregon is now in operation the longest stage coach line in the United States. Stages leave from Shaniko for Burns, 220 miles away in Southeastern



FREIGHT TEAMS AT SHANIKO PREPARING FOR EARLY MORNING START TO CENTRAL OREGON.



SIX HORSE STAGE ON CENTRAL OREGON ROAD.



AUTO STAGE IN REDMOND.



FREIGHT TRAIN ON JUNIPER PLAINS NEAR BEND.

Oregon and for Silver Lake, 185 miles south.

The Cornett Stage Line, which practically has a monopoly of the business, operates 25 coaches and uses 245 horses on its routes, and while Shaniko is the principal northern terminus, Prineville is the real radiating center of the various lines. Prineville is the center of seven regular stage lines. Stages are operated from there daily to Shaniko, daily to Silver Lake and Lake View, daily to Sisters, three times a week to Burns, twice a week to Mitchell, John Day and Grant County points; daily to Madras and Warm Springs Agency, and during the summer months twice a week to Albany over the Cascade Mountains.

Prineville is 65 miles from Shaniko, but in point of time consumed in travel it is fully twice that distance in the winter months. When the roads are had 18 hours on route is a quick trip, and 22 hours is near the average, with four horses drawing the stage and three changes of teams en route. Stage fares are approximately 10 cents a mile.

The freighting teams go out of Shaniko as in pioneer days with bells on the leaders. On the larger outfits the driver rides the near-wheel horse and controls the team by a "jerk line" to the rear lead horse.

The freighters figure on hauling 2000 to 2100 pounds of freight for every horse. Freight hauled from Shaniko to Bend, 95 miles, costs the consignee from \$1.25 to \$1.50 per 100 pounds. The rate to Silver Lake is \$2.75 per 100 pounds, and to Prineville from 50 cents to \$1 a hundred. The freighters seek return loads, hauling wheat, wool and juniper wood in season.

A quick round trip between Shaniko and Bend is nine days, while 11 days is about the average when the roads are good. Bad weather lengthens the time en route indefinitely, and then it is when the freighters lose their profits, for hay at \$25 a ton and feed at \$2 a 100 pounds counts up for 10 and 12-horse teams. During one bad weather period this fall one outfit that left Shaniko October 26 did not deliver its freight in Bend until November 19, or, in other words, was 24 days on the road.

The completion of the railroads to Madras will eliminate the difficulties

of Cow Canyon and Shaniko Flat and bring the portion of Interior Oregon not then touched by railways into much closer communication with the outside world. With a railway terminus at Madras 40 miles of the stage and freight routes will at once be cut off, and as the roads advance farther south the routes will be shortened to a still greater extent and point after point eliminated. When the rails are laid to Redmond, Prineville will be within 14 miles of a rail point, near Crooked River and via a hard sandy road of easy grades, until it gets a branch railway of its own.

For a few years, the prospect is not for a curtailment of staging and freighting in Interior Oregon. The elimination of the coach and wagon train will come only with the completion of a network of branch lines and railway extensions, for the country is as large as all outdoors, and now unheard-of places will soon be demanding transportation facilities of some kind.

As for the stage coach, its days will be shorter than those of the wagon train, for the automobile is rapidly cutting into its business. The established stage lines realize this and the Cornett line now has three automobiles in use and will put on three more in the spring. In parts of Central Ore-

gon the automobiles can be operated most of the winter.

With the story of the passing of the stagecoach will also probably be written the story of the passing of Shaniko. Now 20,000 to 30,000 head of cattle, approximately 75,000 mutton and 2,000,000 pounds of wool find their way to market via Shaniko. It is the transshipping point for a score of small communities that are growing daily and demanding greater and greater quantities of supplies. Shaniko is a typical frontier railway terminus, of a type rapidly disappearing in America. Lately it has become a center for railway construction, for from that point supplies and men are shipped to a dozen different camps along the Deschutes and on into Central Oregon.

There the cheap saloon thrives. In the hotels men used to live or ease congregated on their way to the land of golden opportunities, and perhaps dine with or sleep in the same room with railroad laborers. In these hotels the word "parlor" now designates a room filled with cots, where every night men seek rest in preference to sitting in chairs by the office stove.

But most of this will come to an early end. The transshipping center within a year or 18 months will be transferred to a new railway point farther in the

interior and Shaniko will have to look to its own immediate territory for sup- be little else to keep up the town, for almost necessary in order to set a port. It will retain some of the wool it is the center of a great high flat fence post.

RAILROADS WILL PIERCE GREAT TIMBER BELT

Largest Body of Standing Pine in United States, Containing Many Billions of Feet, Is Soon to Be Accessible for the First Time

RANKING high among the resources of Central Oregon is the pine timber belt, declared by competent authority to comprise the greatest body of standing pine timber now existing in America.

The principal portion of the timber area of Central Oregon lies on the east slope of the Cascade Mountains and is approximately 50 miles wide and 200 miles long, beginning at the Warm Springs Indian reservation, which may be taken as the northern boundary of undeveloped Central Oregon, the timber belt extends along the foothills of the Cascades toward the southern boundary of the state, spreading out into an elongated "V" with the apex to the north and the base in Northern California.

In addition to this, there is a large timber area in the foothills of the Blue Mountains, taking in the eastern part of Crook, the southern part of Wheeler and Grant and the northern part of Harney counties.

Since the most recent maps of Oregon were published the Government has redistricted the forest reserves of Oregon.

What was formerly the Blue Mountain reserve has been divided into the Malheur, Tim Hills and Whitman reserves. The Malheur is the only portion of the old Blue Mountain reserve that is in that part of Central Oregon soon to have the benefits of new railroad development.

What was formerly the Fremont reserve has been cut in two and the northern portion has been named the Deschutes reserve, while the southern portion is now the Fremont reserve, to which has been added the Goose Lake reserve.

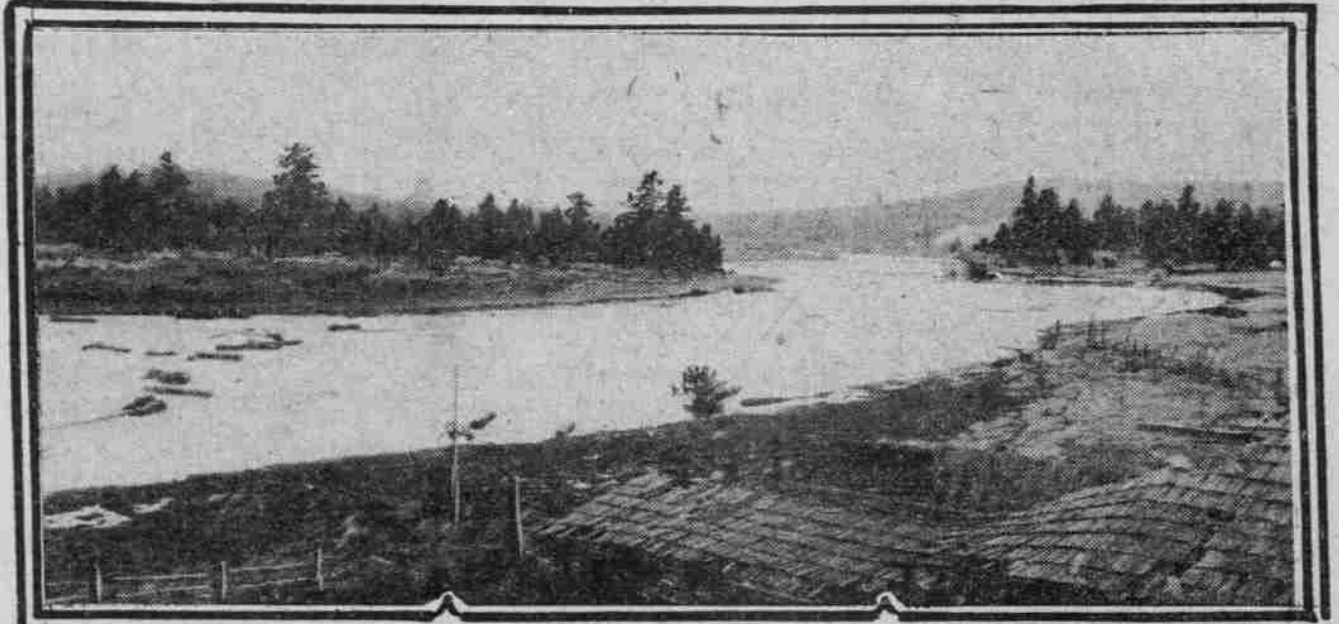
The great Cascade reserve, occupying both sides of the Cascade range, is now segregated into four reserves, the Oregon National Forest to the north, then following southerly the Cascade reserve, Impiquia reserve and Crater reserve.

The Government estimates on the amount of standing timber in the several reserves that are in or extended into Central Oregon are as follows:

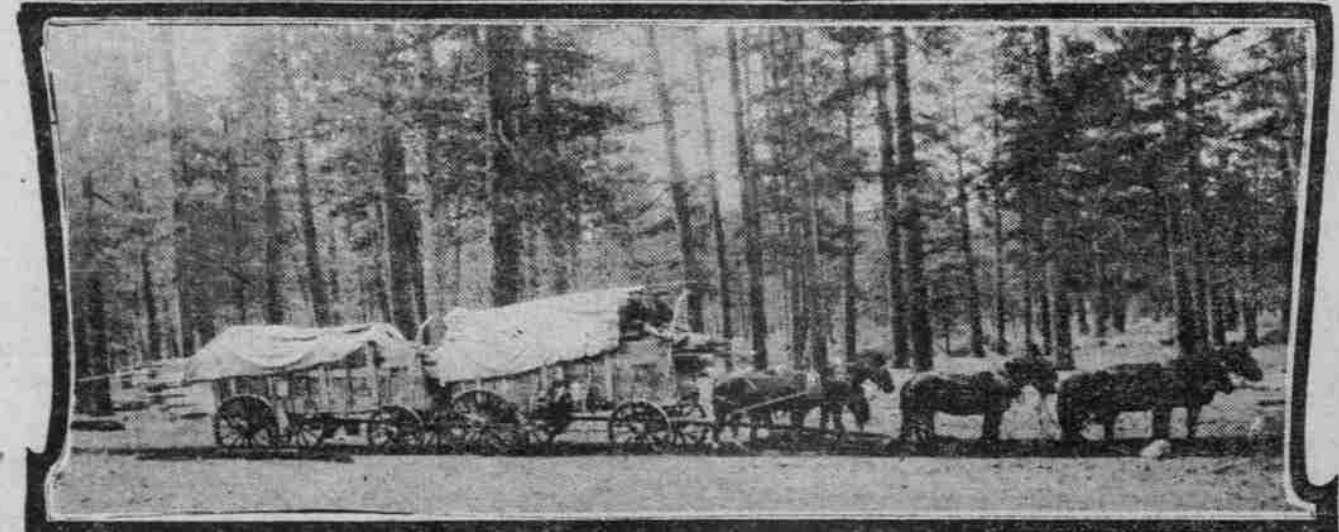
Reserve	Feet
Impiquia National Forest (east slope)	2,697,000,000
Cascade National Forest (east slope)	3,744,000,000
Crater National Forest (west slope)	2,325,000,000
Fremont National Forest	8,228,000,000
Deschutes National Forest	4,228,000,000
Malheur National Forest	6,888,000,000
Total	27,819,000,000

Competent authorities on timber assert that 50 per cent of the stand in the Government forests of Central Oregon has reached the stage of maturity when cutting is demanded. But owing to the restrictions on sales of Government timber in the matter of logging, the timber cutting in Central Oregon for some years will undoubtedly be confined to the private holdings.

These, too, are enormous, men who have made fortunes in timber in the



NATURAL MILL POND IN THE DESCHUTES NEAR BEND WHERE BIG LUMBER INDUSTRIES WILL BE LOCATED.



HAULING LUMBER FROM CENTRAL OREGON TO BUILD SETTLERS' CABINS.

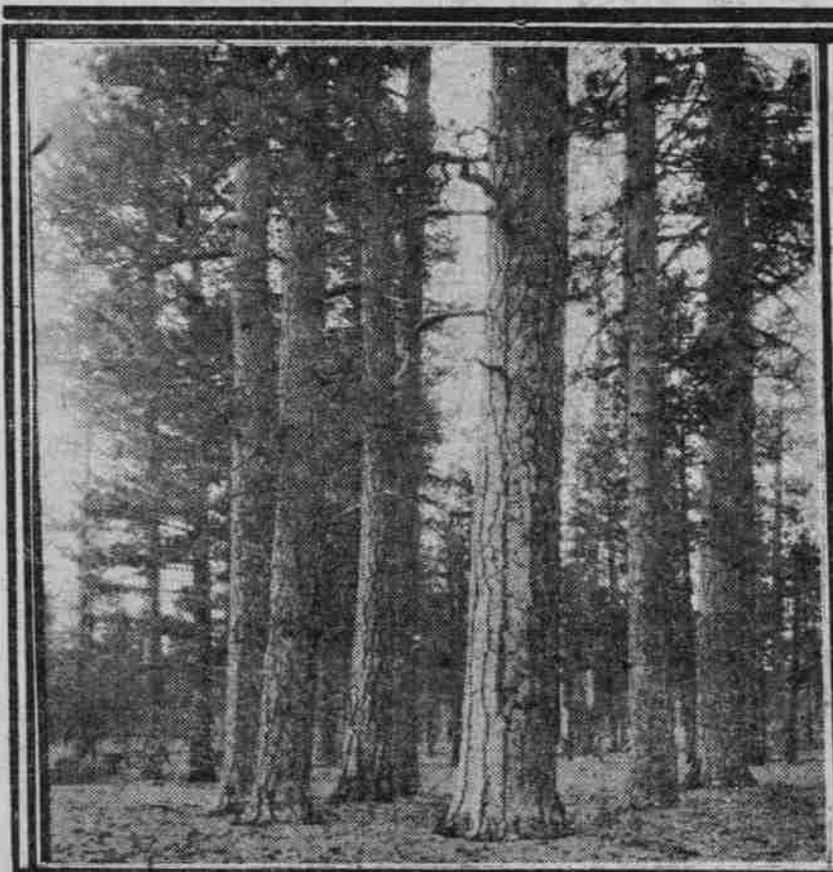
North Central States having acquired immense holdings. In the Deschutes Valley, north of the Klamath Divide, there are in the military wagon road grants and in private ownership more than 500,000 acres of timber which it is estimated will average 16,000 standing feet to the acre, or more than 8,000,000,000 feet. South of the Klamath Divide the Weyerhaeuser syndicate owns approximately 159,000 acres, and other

companies a total of more than 200,000 acres. In Klamath County alone, when Government forests and the timber stand on the Klamath Indian reservation and in private holdings are included, the area of timber is estimated at approximately 3500 square miles, having a total board measure of more than 46,000,000,000 feet.

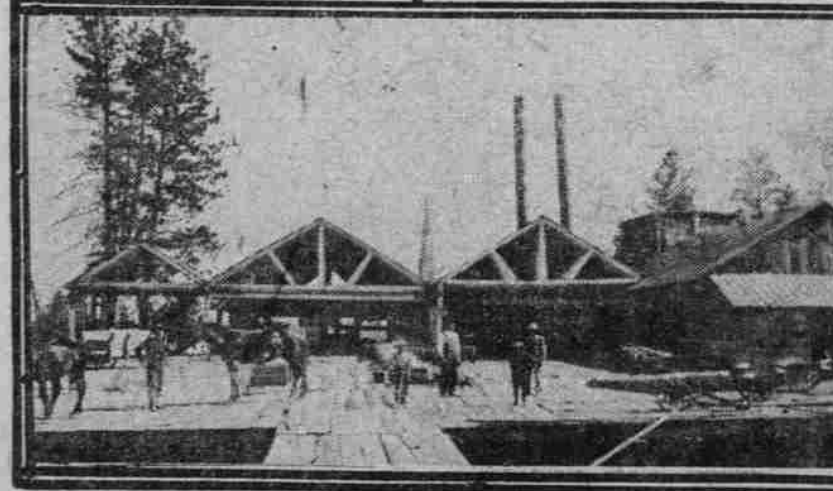
But what the railroads and the country at large are most interested in is the timber that will be available for

cutting with the completion of the railroad development. To give some idea of the extent of this timber the following estimates of timber holdings are given:

Company	Acres
Deschutes Valley	192,000
Sue-Lin-Hixon Syndicate	45,000
Deschutes Lumber Company	45,000
Seaman-Gibson and Brooks-Scandlow Lumber Company	25,000
R. E. Gilchrist & Son	25,000
Saginaw-Manister Lumber Company	25,000
Willamette Cascade wagon road grant	25,000
Oregon Central military wagon road grant	25,000



IN GREAT PINE TIMBER BELT 10 MILES FROM BEND.



LUMBER MILL AT BEND. BEGINNING OF NEW INDUSTRY.

Combined small holdings	200,000
Total	1,000,000
Estimated timber stand on above	9,000,000,000 feet

South of the Klamath Divide are the 150,000 acres owned by the Weyerhaeuser syndicate and 200,000 or more acres owned by the Deschutes Lumber Company, the Yockey Lumber Company, Shevlin & Carpenter, Hixon Lumber Company, S. S. Johnson and the Gilchrist. In the Blue Mountain foothills, farther to the eastward, are also several million feet of timber in private ownership.

Taking all these holdings into consideration, it is estimated that the railroads now penetrating Central Oregon will make available for cutting approximately 20,000,000,000 feet of timber, within a comparatively short time.

This body of timber would keep employed for 135 years continuously such a mill as the big plant of the Inman-Poulson Lumber Company or the new Monarch mill of Portland, cutting 150,000,000 feet of timber annually.

When the timber in the Government forests and Indian reservations is also included, this resource of the undeveloped section of Oregon reaches an extent almost beyond conception.

True Fish Tales Tax Belief

Deschutes Settlers Drain Pool and Catch Hundreds of Trout.

TRUE fish stories are told along the Deschutes River, which give some indication of the abundance of trout in the stream as well as of the prodigality of those who are robbing the river of its position as a sportsman's paradise.

Twenty-five miles south of Bend is what is known as the fish trap. There a small stream diverges from the main channel and falls into a large pool which has a shallow drainage back into the main river. Settlers, it is said, come for miles in the fall, dam the inlet to the pool, which then drains off, leaving hundreds of trout caught in a dry basin. This unsportsmanlike method supplies abundant trout for sailing down a winter's supply.

On the 17th of July, 1909, a great trout barbecue was given at Bend. For several days prior thereto the best anglers were at work and when the barbecue was served there were 3990 red sides and 1000 white sides cooked and 2000 persons ate their fill.

An authenticated tale is related of how Oregon Frunk Line contractors, near Hills ranch, blasted down such a quantity of rock into the river that the waves washed 20 fish to the opposite shore, where they were seized by the Hartman laborers for a big fish dinner.

Oregon Land Company	15,000	Eastern & Western Lumber Co.	4,000
Alvord-Washburn Syndicate	15,000	Weyerhaeuser Land Company	5,000
A. H. Hoover	20,000	Yockey Lumber Company	25,000