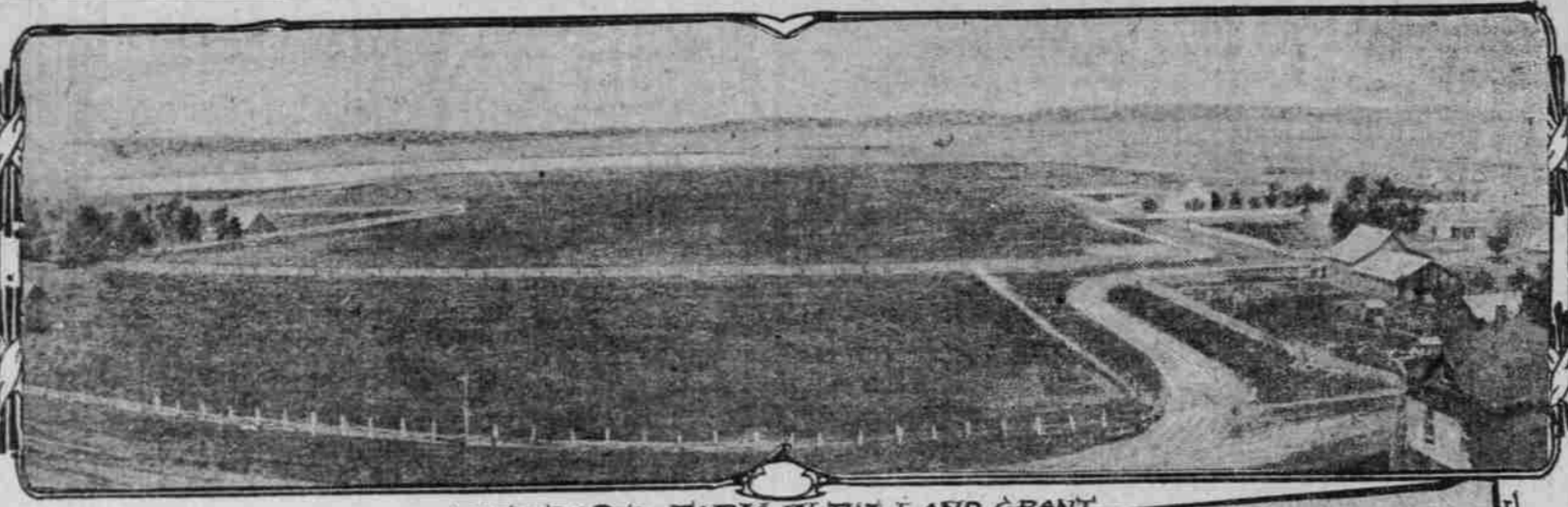


# DEAL OF HALF A CENTURY BROKEN

Wonderful Sale of Farms and Lots in Southern Oregon—Oldest Wagon-Road Grant Cut Up and Placed on Market.

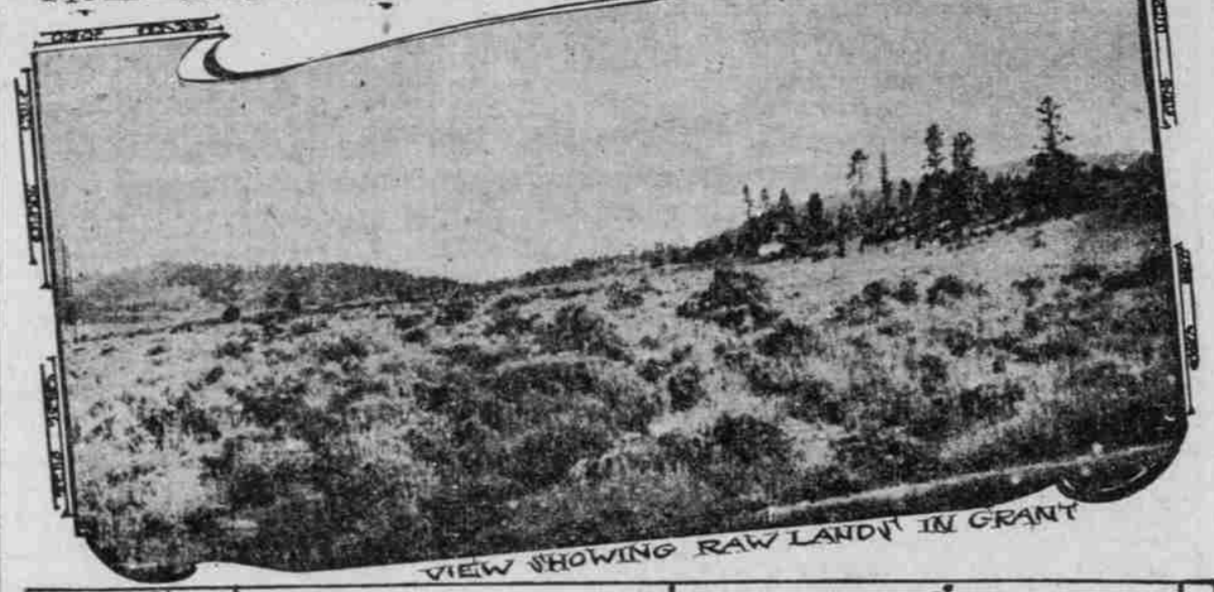


A DEVELOPED FARM IN THE LAND GRANT

BY C. H. WILLIAMS.

Three hundred thousand broad acres carved into 11,000 farms surveyed, appraised and sold to upwards of 10,000 individuals, and all within less than a year! It sounds well, to the average farmer it reads like a fable—but that is what is being done here within the wide boundaries of Oregon's empire. Only in the great West are big things like this possible, and this is a story of the last and best West.

How it happened, who made it possible, how and why it is done, all form an interesting chapter, dealing with the old Oregon military road grant from the point where it crosses the Cascade Mountains near Crockett and Odell Lakes, and from the eastern border of the Klamath Indian Reservation, extends in an irregular line down to Lakeview, and thence eastward to the state line directly opposite Silver City, Idaho. The sale of 60 years has been removed, and the vast empire, as large as the State of Rhode Island, is being sold at the amazing rate of 200 farms a month! The feature that warms the Oregon booster heart is that fully 50 per cent of the land is being bought by people from the Mississippi Valley states—where for the first time in history they are hearing of Oregon's greatness—where the crowd is pressing for elbow room, where the millionaires have gone up beyond prices within reach of the poor man—where again the cry is "Westward, further westward."

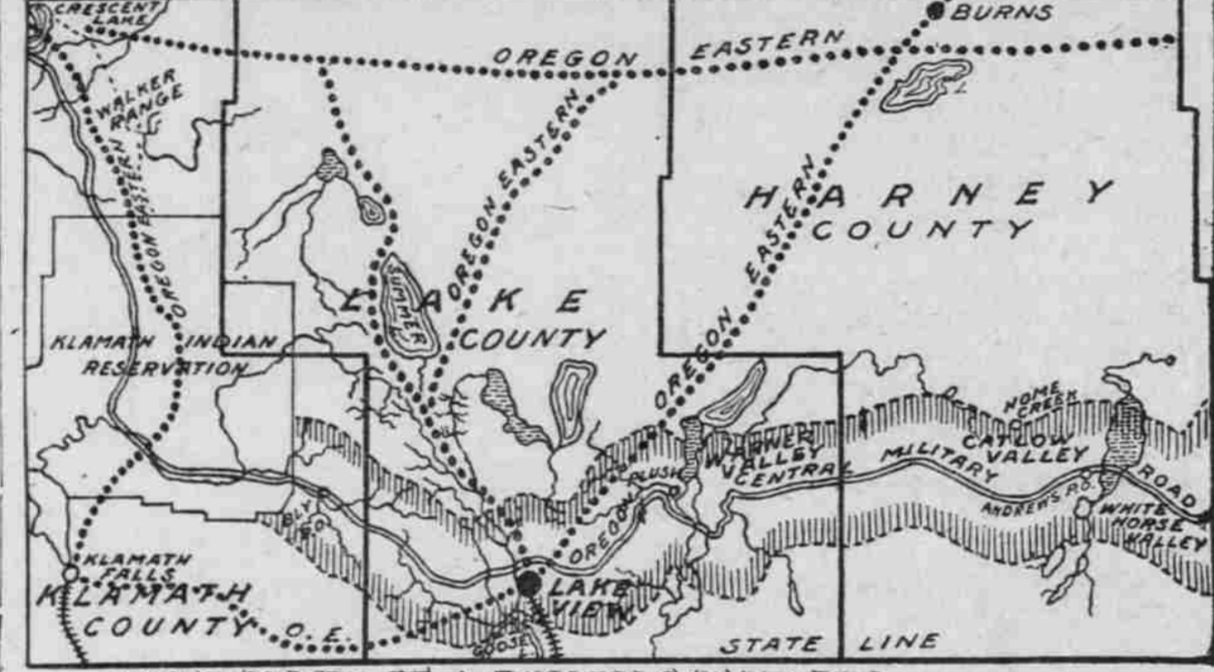


VIEW SHOWING RAW LAND IN GRANT

### Beveridge Chooses Oregon.

Senator Beveridge in his recent Portland speech said: "Oregon is the grandest country I have ever seen, and I have been nearly all over the world. What I desire I am going to get, a little ranch in Oregon and settle on it." He little comprehended the meaning of his words in the sense of vastness, scope and variety. He had traveled across the north and west counties, but never had seen the big counties over east of the Cascades, where areas like Indians are swallowed up in easy gulfs, where there is room to quadruple the present population of Oregon, and where there are four counties that alone could give each man, woman and child of the quadrupled population 15 acres of land apiece.

The Lakeview route was the first of the wagon roads built in early days through the State of Oregon to admit immigrants to the Willamette Valley. There is an order and fitness wholly unpremeditated in the way things have fallen out to bring this old grant upon the market. It is the oldest grant, and the first to be opened unreservedly to settlement. It is the largest land sale in the history of the state, and the plan of it is so unique and interesting that it merits more than passing notice.



LAKEVIEW WILL BE A RAILWAY CENTER MAP

The land itself is historic. When there were no main traveled roads to Western Oregon from the Idaho line, and the wagon roads had the heathen even in the day of adventurous pioneers to travel Central or Southern Oregon by unblazed trails, lonely and forbidding by reason of great distances, the State of Oregon and the Government made a contract with the Oregon Military Road Land Grant Company to construct a road from Silver City, Idaho, to Eugene. Had the builders followed a logical route for the shortest line they would have made a track almost identical with that of the modern day main line across the state.

until about 1880, the natural grasses were over knee-deep and protected the great bulk of the grant, and, if protected, this same condition would return.

"Yours truly,"

"GEORGE CONN."

This great empire to be peopled with settlers is the last of the vast tracts of Western lands to be colonized. Year by year, the wide spreading prairies that lay beyond the Rockies have been settled, little by little, until there is now, nowhere in the West, any considerable tract of good tillable land available to claimants, except in this state. The frontier has been crowded west mile by mile until the last stand of the sagebrush and the bunch grass is in Interior Oregon. This district, too, is yielding to the onward march of the farmer and settler.

There is a whole lot of human interest in this new influx of settlers from every part of the United States to this big inland prairie that is to feel for the first time the touch of agricultural methods. Lying at the bottom of the sea for ages, then forming the shores of huge lakes, some of which still remain, much lessened by the passing centuries, this virgin territory is now to become the home of happy homesteaders. Who can foretell what development will be realized here in this historic district that was once given for the building of a wagon road?

### Portland Man Visits Grant.

That the land just being placed on the market is capable of becoming a productive farming and fruit district is shown by the testimonies of any number of people who have made their homes there for years. Alternate sections, not embraced in the wagon grant, have been open for settlement for years and are now being successfully farmed. People prominent in Lakeview, and the surrounding country having written of their experiences in farming, stock-raising and fruit-growing, and their stories are those of success. They are enthusiastic over the prospects for a great development there, now that the wagon-grant lands are opened for settlement.

### Railroadmen Like It.

That one or more railroads will in the near future penetrate the grant there is little room for doubt. Railroad engineers who have worked through the grant bring favorable reports of the country. Carl Stradley, chief locating engineer for the Oregon Short Line, is authority for this statement: "I backed my opinion of that country last August by the purchase of 600 acres of land and have lately refused an offer of 150 per cent increase over the purchase price."

Mr. Journey, who was one of the locating engineers in charge of the Harriman crew that surveyed the Oregon Eastern route throughout that region last year, says he "found crops of rye that had not been reseeded for seven years, and a good crop taken early next year. He declared he had seen potatoes raised there in abundance, without irrigation, weighing an average of four pounds, and that when he left in early December he saw 'tons of apples' yet on the trees and not seemingly hurt by the weather." A more favorable commentary on Lake County climate could hardly be made.

G. W. Rice, formerly one of the Chesapeake Ohio Railway engineers, after a trip through the grant, this year said: "The usual element of uncertainty in the land company seems to be blocking out the most of their smaller farms, some 6000 in number, 'practically all of the lands in this valley will come under the Cottonwood and Drews canon reservoirs, and is about the finest lot of land I ever saw. Alfalfa, potatoes, fruit trees and other products are in healthy condition on many of these lands, and all grown without irrigation."

### Lakes Attracted Them.

But, with a streak of intelligence that was almost human, as the late Bill Nye may have said, the ancient road builders cast about over the wide vacancy and sniffed the lake air from the southwest. Instead of a hike over the plains on horse-line for Eugene, they drifted off to the southward, 100 miles out of the direct course, and, filled no doubt with the humane idea of providing "water grades" for the weary emigrants' teams, they bored through the seven successive valleys now known as White Horse, Wild Horse, Catlow, Warner, Goose Lake, Drews and Sprague River, that now form parts of the land grant which the new owners are selling at \$30 per farm, with a Lakeview lot thrown in for good measure.

### Didn't Make Fortune.

For the building of this road the original company received every alternate section of land in a strip six miles following the route selected. Little lands later made the strip 12 miles wide in the valleys. It has been said in modern days, and from some lips with bitterness, that the government was robbed in parting with so vast an area of public domain for a wagon trail.

But had the critics of today been the capitalists of half a century ago would they have exchanged their money for the said public domain? History does not answer. And who can say? The grant later passed to other hands. Whether the original grantees, or their heirs, ever realized the dreams of fortune from it will never be known.

### Real Land of Promise.

"I have never looked upon a more inspiring scene than the Goose Lake Valley where a large proportion of our tracts are located. They are raising good crops of grain, vegetables and fruits over there without irrigation. In a small addition laid out adjoining our lots in Lakeview, the county seat of Lake County, the owner is selling lots for \$200 and \$300 per lot. He sold four the week I was there. The town is full and there is not a house to rent. Coming back along the east side of the valley, right against the sagebrush hills I picked a lot of vegetables and corn. The potatoes and corn are finer than we average in the Willamette Valley."

"Goose Lake is a big, clean body of water, 25 miles long and eight to ten miles wide, has sandy beaches and soon will be one of the great summer resorts of the West. At present it is the home of thousands of water fowl. Lakeview has a gravity water system, a reservoir on the hill fed by large recent runs. The county is completing a fine \$30,000-courthouse, and has the money in bank to pay for it. Lakeview is the best town in the United States today off a railroad. There are numerous new railroad surveys to the grant lands. The latest is the Oregon Eastern, which Harriman says he will build immediately."

### Opening Plan Traced.

The men behind the Oregon Valley Land Company have just completed the successful colonization movement that resulted in the sale of the lands of the San Luis Valley, Colorado, where 7000 farms were settled in this way. The San Luis Valley opening was in August. There were 3000 of the contract holders in attendance at the San Luis opening, and after that event the Oregon sales jumped enormously. Purchasers of the Colorado tract seem to have been well pleased, and they have helped boom the Oregon lands by telling their friends about it. In a single day recently the company's home office at Kansas City received 150 applications.

John M. Cawley, traffic manager of the Nevada, California and Oregon railroad, has gone on record in this wise: "I do not know any section of California

### Hunter Finds Martin.

A few years ago the grant came by purchase to the Booth-Kelly Company, of Eugene. They selected out of the timbered strip west of the summit of the Cascades, and sold the remaining 100,000 acres to a company headed by H. A. Hunter and Congressman Andrew J. Hunter, who were heavy land operators. Mr. Hunter was fresh from successful colonization of large tracts of the Northern Pacific land grant, and had ideas about colonizing. But at Kansas City he found some ideas that suited him better, and he sold the grant to the men with the new ideas. These men, Robert J. Martin, J. H. Boyers and associates, now comprising the Oregon Valley Land Company, were selling and partitioning lands in the San Luis Valley. On the plan they have adopted for opening the Oregon strip, and that is the way the story began. The end of it will be the throwing of 200,000 acres of rich southern land open to the farmer, the town-builder and the rancher.

Cities will spring up like magic. Homes will be built where now only sagebrush, grass and wild rye sway in the morning breeze. Fields of grain and orchards of fruit will appear in the now vacant prairie, and irrigation ditches will replace trails of straying cattle and sheep. This little world of new people will become a part of the great Oregon community, one in thought and purpose with the half million people who are now proud to call themselves Oregonians.

The part of the grant now being

### Oldest Surveyor.

The venerable George Conn, sage of Paisley, and pioneer Oregonian surveyor, when asked for a story of the old grant, wrote this:

"In 1851 I came to Lake County, and am, therefore, one of the oldest pioneers. The United States Land Office records were moved here by me, and I assumed the duties of receiver of the United States Land Office, and later established Lakeview as the county seat.

"The original survey was partially surveyed by me, in 1852, and I am in position to know the character of the lands. The road was established through the best portions of Southern Oregon, and even in 1851 I recall that the grant was, in many places, literally covered with wild plums, and, with rare exceptions, these natural fruits have borne fruit every year since, not to speak of the planted and cultivated fruits, which possess a remarkable flavor and have thriven quite as successfully. Especially along the military road, has been grazed too closely; still, if fenced, it reproduces very rapidly, and constitutes a country which, even if used, as in the past, chiefly for stock, enables those who follow that business to become independent in a short time.

"Of course, at that early date, and

### Union-Avenue Bridge Open.

The new Union Avenue bridge across Sullivan's Gulch was used yesterday for the first time by the cars of the Portland Railway, Light & Power Company. Hereafter the detour of the Vancouver, Woodlawn, Alberta and Broadway cars by way of Grand Avenue will not be necessary, for these cars will use the Union Avenue tracks in both directions. The completion of the new bridge results in better service to the district reached by the Union Avenue lines.

Take your wife and sweethearts to the Perkins Grill for Sunday dinner.

Who sell Chalmers' "30" Keats Auto Co.

### Justice Carey's View.

There seems to be a unanimity of opinion, widespread and flattering to Oregon in general, in the sayings of those who have visited the region through which the grant extends, and good things are also to be heard about the company, its methods, and the excellent title it passes with the grant. Judge C. H. Carey, of this city, who examined the title, stated that it had been upheld by the decisions of the Supreme Court of the United States. A question of the title passed upon by the grant, and a perfectly safe investment, that must be taken into consideration in acquiring land grant lands is entirely eliminated in this instance. A question which Herbert E. Hadley, of Missouri, the live-wire who once upon a time administered a severe shock to the Standard Oil Company, is on record with a no less sweeping statement than this: "As attorney for the Oregon Valley Land Company I have had some occasion to familiarize myself with the proposition that they

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