

Ontario, the Future Railroad Center

ONTARIO, OREGON, the future railroad center of Eastern Oregon and Southwestern Idaho. Within ten years Ontario will be a city of 25,000 inhabitants, and eventually will be the largest city in Eastern Oregon and Southern Idaho. The straight line map at the bottom will give you an index of the railroads that will run into Ontario in the near future. Three years from now all the roads will be built. Every one of these lines have been surveyed, and the two up the Malheur river have already bought their right-of-way.

This end of the Hill road, known as the Oregon Trunk Railroad, has incorporated under the name of the Boise & Western, from Burns to Ontario. Over \$100,000 has been paid over for right-of-way up the Malheur river, in addition to which the road land company has just recorded a deed to this company for a right-of-way over all of its lands in this county. Sixty surveyors were working all last fall on this survey.

The main line of the Hill road will connect at Ontario with the Gilmore & Pittsburg, which is conceded to belong to the Northern Pacific and is a part of the Hill system. It is many miles shorter for the Gilmore & Pittsburg road to follow the south fork of the Payette river with a water grade all the way, and a survey has recently been made from Ontario up the Payette river for this road.

The P. & I. N. Ry., which is now owned by the Hill interests, will extend from Weiser to Ontario to form a junction with the Hill road from the Malheur. A line will be extended south from Ontario to tap Boise and Southern Idaho. While we have not shown the last two roads on this map, there is little question that Ontario will not only be the eastern terminus of the Hill road up the Malheur river, but that a branch will go both north and south from here. This means that the shops of the road will be located at Ontario. Every water grade comes to Ontario, and every drop of water north, south, east and west, for 300 miles, comes out in this vicinity. The only pass to the west for 200 miles is here.

You must go through the Malheur Canyon to go to Portland, San Francisco or Coos Bay, and Ontario is the gateway, with no way to get around it as the hills come down to within two miles on both sides, and the railroads always follow the water grades when possible.

The Oregon Short Line Railroad have bought their right-of-way up the Malheur Canyon and are now assembling material to build their line west to connect at Odell with the Southern Pacific. This will give this country an outlet to San Francisco, Portland and Coos Bay with a water grade each way. The contract has been let for the construction of 108 miles of this road west from Ontario, and work will undoubtedly commence within the next 60 days at the latest. Another survey which is not on this map has been made by them up the Payette from Ontario. Three surveys have been made from Twin Falls-Buhl line to Ontario for a road down the south side of the Snake river and thence down to Lewiston. This gives the Oregon Short Line a double track and a water grade route.

The Oregon Short Line owns 40 acres of land inside the city limits of Ontario, and 80 acres adjoining this. The Oregon Railway & Navigation Company are now arranging to take over and operate the 41 miles of railroad between Huntington and Ontario. This will insure the shops being moved to Ontario within a short time and all trains will be made up at Ontario for points east, west, north and south, as well as for all branch lines.

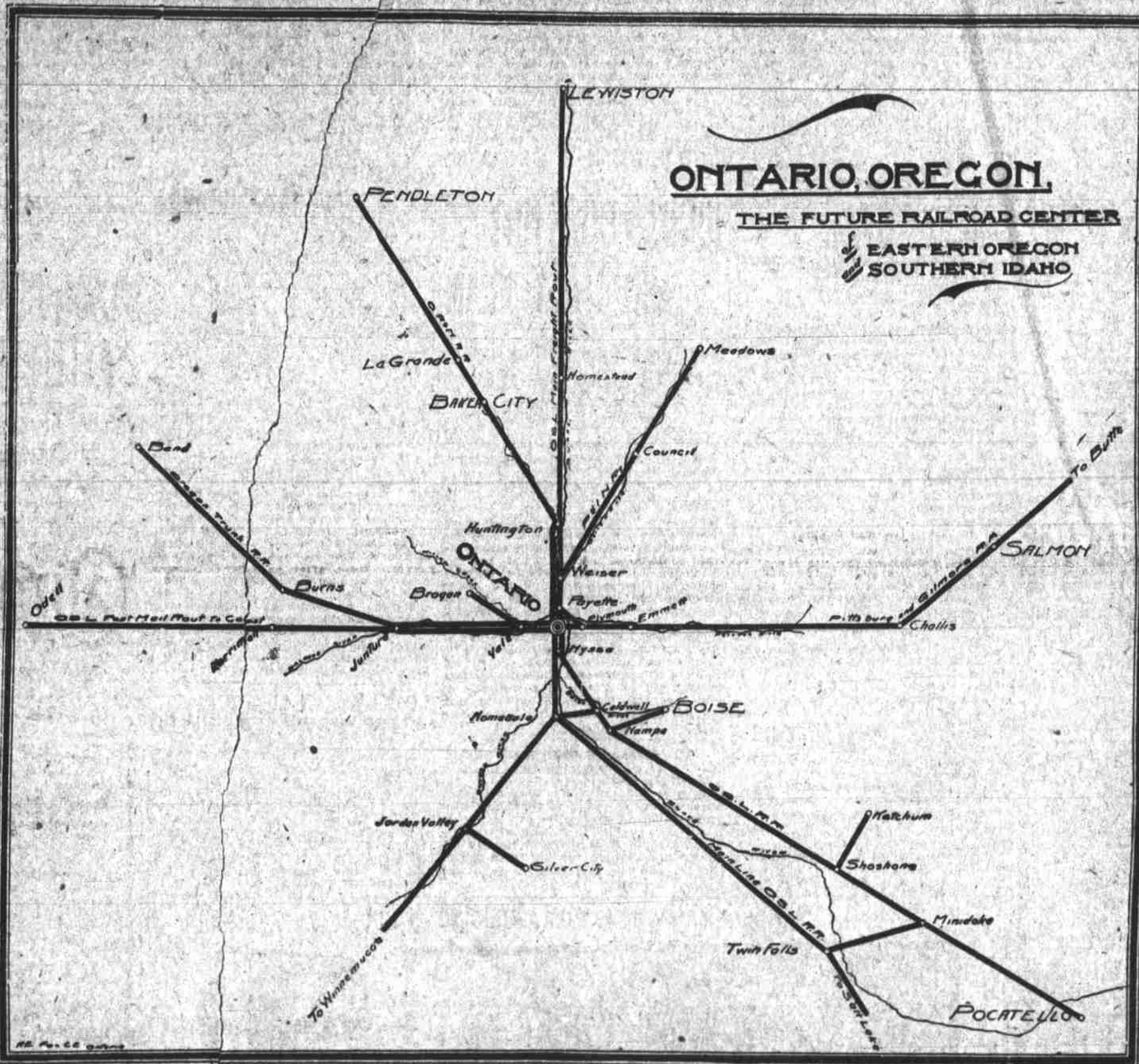
The present Payette Valley road will be joined to the Short Line at Ontario, as surveys have already been made up the Payette from Ontario to Emmett by this company.

With the present surveys and the prospects of the opening up of the great Inland Empire of Eastern Oregon and Southwestern Idaho there is no reason why Ontario will not be the greatest railroad center in the northwest. It will be what Spokane is to central and Eastern Washington.

ONTARIO

These Lots are Magnificently Located and are Being Sold for the Next 40 Days for \$60.00 to \$150.00 Per Lot. \$100,000.00 Hotel

T. H. Moore has begun the building of a \$100,000 5-story hotel with basement. This is a modern hotel of 65 rooms and 27 private bathrooms, with elevator and all conveniences, and will be as fine a hotel as can be found in any city of 20,000 people.



ONTARIO

After May 1st a General Advance in Prices on All Unsold Lots Will be Made Lots Sold on the Installment Plan \$10.00 Down and \$5.00 Per Month Without Interest

CHOICE LOTS CHEAP IN ORIGINAL TOWNSITE OF ONTARIO

Property today is cheaper in Ontario than in any other town its size in Southern Idaho or Eastern Oregon. A Medford man came here a short time ago and bought \$30,000 worth of Ontario business property. He stated that he had been in every town in this section of country and that property was cheaper here than in any town of one-third the size of Ontario. This man is selling out \$100,000 worth of property in Medford and investing it in Ontario, and expects to build a number of brick blocks during the coming year, and has already started a new lumber yard. Last year we only had one lumber yard and now have three.

Ontario now has a population of about 2000 people and is situated in the heart of the best agricultural section of the Snake River Valley. It has about 50,000 acres of land under irrigation surrounding the town on both sides of the river, and now we are assured of the Malheur and Owyhee projects being put in, which will add an additional acreage of about 150,000 acres, which is tributary to Ontario, and its being located in the center of this rich agricultural country will make a good city of itself, say nothing about the railroad center. Ontario is located only one mile from the heart of the famous Payette Valley, just across the Snake river, which is connected now with a new steel bridge costing \$30,000, and this will give Ontario an enormous trade from that side of the river and make it the shipping point for all their fruit.

ONTARIO, MODERN LITTLE CITY

Ontario is a modern town, having first class schools, churches, lodges, electric lights, sewerage and a nice, clean town. During the high waters this spring, while nearly all the surrounding towns were flooded, Ontario was dry and no floods bothered the town in the least. The soil is good and a person can have good gardens and lawns and the townsite is level, and there is not more than 10 feet difference in any portion of the townsite.

Ontario is only platted one-half mile each way from the center, and every lot we are offering to sell is in the original townsite, and not in some additions to the town. Nearly every lot is less than 10 blocks from the present business center, and most of the property is within 3 to 7 blocks. There are lots being

offered here for \$100 or less that will be worth \$5000 in the next few years. As Ontario grows the business section will extend and change, and many of these lots will be in future business property.

The Ontario Land & Townsite Company recently purchased all the unsold lots in the original townsite of Ontario.

The first buyers of these lots gets first choice. There is a strong demand for these lots because it is now realized that Ontario's future for being a railroad center is assured.

LOTS IN BOISE a few years ago that sold for \$100 are worth now several thousand dollars. The same will apply to Ontario lots. See our agents and get in touch with us quick, for these lots are going fast. Information gladly furnished. Terms, \$10 down and \$5 per month, without interest.

SEE AGENTS FOR MAPS, PLATS AND GENERAL INFORMATION

ONTARIO LAND AND TOWNSITE COMPANY

C. F. BUNKER, Agent 514 Chamber of Commerce, Portland, Oregon

BURBRIDGE & DOOLITTLE, Agents ONTARIO, OREGON