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## Will Give Big Resources East of the Cascade Mountains a Real Chance To Develop.

Besides 1,000,000 Potential Carloads of Lumber in Timber Located Near Klamath Falls Farm Products and Livestock Are Extensively Grown with Large Chance for Increase—Suggests Financial and Commercial Advancement for the Entire State

By Richard L. Rowe

One of the Greatest Promotion Factors that has come to this Willamette Valley and All of Oregon is now in Process of Development. That dynamic agency is the New Railroads which will open all the region directly east of the Cascade Range of Mountains, and eventually, All of Central Oregon, to the Productions and Trade of This West Side. Salem and This Marion county are in fine position to have a Large Share in the New Business that will thus Expand Its Markets and Inspire Its Enterprise.

Recent announcement that the Oregon Trunk Railroad will be extended from Bend to Klamath Falls, practically parallel with the east side of the Cascade mountains for 150 miles, is an event of First-Class Importance to this state and this whole Northwest country.

The Southern Pacific company is now projecting its trunk line from Eugene, by way of Oakridge, southeasterly through the Cascades to Klamath Falls. It is expected that this line, under construction at both ends, will be ready for trains in 1927.

Besides freight and passenger traffic, this road will pass through a mountain region of splendid scenery, including hot springs, mountain peaks 7,000 to 8,000 feet in elevation; clusters of mountain lakes, and add an easier approach from the east to magnificent Crater Lake.

It is estimated by the Oregon Trunk Line officials in their application for a charter from the Inter State Commerce Commission, that there are 40,000,000 board feet of lumber in the east side forests, which will mean 40,000,000 tons of freight, or 1,000,000 forty-ton car loads.

### Immense Additional Business

There will be new towns to serve with everything in building, food, clothing, and other requirements.

The land east of the Cascades can do big things in the way of yields, especially in livestock. These road extensions will pass through Deschutes and Klamath counties and near Lake, large in area. By official report for 1923, Deschutes produced 48,000 bushels of oats and 20,000 of barley, at a rate of 40 bushels to the acre. Klamath had 128,000 bushels of oats and 95,000 of barley, 40 and 30 respectively per acre. Lake went 17,500 bushels of oats and 48,000 of barley, 35 and 30 to the acre.

Deschutes had 2,700 bushels of winter wheat and 28,800 of spring. Klamath had 15,000 of winter wheat and 160,000 of spring. Lake made it 40,000 of winter and 300,000 of spring. Deschutes had 166,500 bushels of potatoes and 52,000 tons of all hay. Klamath had 80,000 bushels of potatoes and 112,000 tons of hay. Lake grew 35,000 bushels of potatoes and 125,300 tons of tame and wild hay.

Deschutes produced 1,800 bushels of corn and 22,400 bushels of rye. Klamath had 67,200 bushels of rye and Lake 22,400. They were light on apples, pears and prunes (we'll supply them!), but went some with livestock. Deschutes had 3,378 horses and 103 mules; Klamath 10,250 horses and 366 mules, and Lake 7,068 horses and 619 mules. Deschutes reported 3,800 dairy cattle and 8,700 for beef; Klamath 5,000 dairy and 29,500 for beef, and Lake 4,000 dairy and 32,000 for beef. They are way up on sheep and goats. Deschutes had 25,000 sheep and 2,233 goats; Klamath 99,000 sheep and 378 goats, and Lake 133,000 sheep and 649 goats. Naturally, with wider and better markets, all the products of those counties will be enlarged, and population can gain as never under past handicaps.

Really, when that country is opened by transportation, it will for the first time have an opportunity to use its resources and coordinate with the West Side of the State in exchange of products and business.

### New Railways Significant

The Southern Pacific is making steady progress on its Oakridge-Klamath Falls Trunk line, the work being impeded by a number of tunnels in the Cascades.

Construction of 150 miles for the Oregon Trunk between Bend and Klamath Falls and the Southern Pacific line to Klamath has more than a common significance in direction of better financial conditions in the United States, and the World generally. It is a ray of sunshine—not a beam—but at this time is highly important to Oregon.

Since 1919, railroad construction in the United States has been very light. From 1900 to 1910, the new mileage averaged between 4,000 and 5,000 per year. In 1914 it dropped to 1,089, in 1919 was 686, in 1920 314 (lowest since 1846—then 297), and in 1921 there was a slight gain to 475, then a drop to 324, and in 1923 stood at 427.

Railroad building means a more hopeful financial outlook, and for this state a greater future. It is reasonable to expect that the Union Pacific line now resting at Crane in Harney county may ere long push on to a connection with the new roads east of the Cascades. Central Oregon is bound to be given better transportation in the near future. Another line now points its nose into the state to Lakeview, along Gooselake, from the south. The Southern Pacific plans a new route eastward by connection with this Lakeview line.

In 1923 Harney county had 60,009 beef cattle and 103,500 sheep, while Malheur had 49,500 beef cattle and 295,000 sheep. Harney had 15,500 horses and 750 mules, and Malheur went higher with 21,908 horses and 832 mules; also 5,300 hogs.

Oregon can well hail the day when those Eastern counties are given a chance to work out the best that is in them—for themselves and ALL of the state, and this Big Northwest.

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