

Railroad Extension to Oregon Timber Districts

The Timberman for February gives the following summary of projected railroads for Oregon timber districts:

Oregon contains one-sixth of the standing timber of the United States. Oregon possesses more standing timber than any state in the Union. The estimated stumpage of Oregon is approximately four hundred billion feet, distributed over the different counties.

Oregon's lumber industry, on account of lack of transportation in the past, has shown less development proportionately than any other timber state with a relative amount of timber. Despite the inadequacy of transportation, Oregon was the eighth state in point of lumber production in 1908, cutting 1,468,158,000 feet. The cut of Oregon for 1909, despite the quietude which has prevailed in the lumber business, will show an increase over 1908, and the billion mark will be reached without doubt, in a very short time.

Oregon, up to this time, has been served by only two lines of railroad, both belonging to the Harriman System namely: The O. R. & N. Co., with a railroad extending from Portland to Huntington along its extreme northern boundary, and Southern Pacific System, operating between Portland and Ashland, along the western boundary, east of the Coast range. These two lines have touched only the fringe of the standing timber. It is necessary to build additional trunk lines and divergent tap lines from the roads already built, to provide transportation for the timber of Oregon. Some of these lines have recently been built, and others are in course of construction, as noted.

O. R. & N. Elgin to St. Joseph, a distance of 62 miles. This line opens up the northern part of Union, tributary to the Grande Ronde river, and the southern part of Wallowa.

Sumpter Valley Railroad. A narrow gauge road extending from Baker City to Austin, the present terminus is being extended to Prairie City in Grant county, a distance of 21 miles, and will give an outlet for the timber of Grant county and Western Baker.

Central Railroad of Oregon. This line operates from Union to Cove. A line is projected from Union to Cove. A line is projected from Union up Catherine Creek, where it would tap about two billion feet of timber. A survey has also been made for an extension of the line from Cove to Walla Walla, Wash.

The extension of the Great Southern railroad, from the Dalles to Dufur, in Wasco county, is projected southwest into the timber of that county.

The Harriman system has a force actively at work constructing the Deschutes railroad from the mouth of the Deschutes river, in Wasco county, through Central Oregon to Redmond, in Crook county, a distance of about 133 miles. The building of this railroad, which will traverse the counties of Wasco and Crook, will provide an outlet for the great timber belt of these counties.

The Oregon Trunk railroad, a Hill line, is also building up the Deschutes into Central Oregon. A definite survey has been made to Bend and the line will continue south through the counties of Klamath and Lake, and may connect with the Western Pacific line now completed from Salt Lake to San Francisco. A connection with the North Bank railroad, operating from Spokane to Portland, will be made by spanning the Columbia river at the mouth of the Deschutes, thus affording a competitive eastern outlet for Central Oregon pine timber.

The Harriman interests have incorporated a line under the title of Oregon Eastern Railroad. This line is projected from Natron, in Lane county, to Ontario, in Malheur county, a distance of about 400 miles, traversing the counties of Lane, Crook, Harney, Klamath and Malheur. At Odell, in Klamath county, two lines diverge from this

road, one running south to Klamath Falls, and the other north to connect at Madras, in Crook county with the Deschutes line.

Construction of the Pacific Railroad & Navigation Co., from Hillsboro to Tillamook Bay, via Nehalem river, a distance of 100 miles will be completed next year. This railroad will furnish an outlet to the great timber belts of Washington, Western Columbia, southwestern Clatsop and Tillamook counties.

The United Railways of Portland, an electric line, has secured rights of way also from Portland to Tillamook and the location of the line will tap large bodies of timber. This line is now in operation from Portland to Burlington, 13 miles west of Portland.

The Oregon Electric railway, now in operation from Portland to Salem traverses the counties of Multnomah, Clackamas and Marion. This line is projected southward into Linn and Lane counties and will ultimately be in position to handle lumber traffic.

The Portland, Eugene & Eastern railway, an electric line is now constructing a power plant on the McKenzie river for the development of power, and has under consideration the building of an extension of its railroad from Eugene into the McKenzie river timber district, a distance of 40 miles, thus furnishing a competitive outlet for the timber of Lane county for eastern shipment.

The Oregon & Southwestern railroad, which operates a line from Cottage Grove to Disston, is building an extension into the National Forest timber.

Salem, Falls City and Western has just completed its line from Dallas to Salem. The company's line from Dallas to Black Rock has been in operation for several years and will eventually be extended into the Siletz Basin, thus affording an additional outlet for the timber of Polk and Lincoln counties.

The Corvallis & Eastern railroad is making preparations to extend its line from Newport to Yaquina, about five miles. From Yaquina extensions into the Siletz on the north and Alsea Bay timber on the south have been contemplated.

Corvallis & Alsea River railroad, of Medford, is being extended from Eagle Point to Butte Falls, a distance of 22 miles, and opens upon a fine belt of sugar, yellow pine and fir timber in Jackson county. It is generally supposed that this line, which is regarded as a Hill subsidiary line, will eventually form a connection in Crook county with the Deschutes railroad.

Oregon Western railroad, a Southern Pacific extension from Drain, in Douglas county, to Coos Bay a distance of about 73 miles, is partially built. Work was stopped on this extension about two years ago, recent intimations are to the effect that there is a prospect of resumption. The projected route of this road was from Drain to Gardiner, in Douglas county, thence south to Coos Bay, furnishing an outlet for the timber of Western Douglas and Coos counties.

Two projected lines of railroad from Grants Pass, in Josephine county, Oregon, to Crescent City, in Del Norte county, California, a distance of 100 miles, are contemplated. The building of either of these roads would open up the pine of Josephine and the redwood of Del Norte county to Eastern markets.

The Bandon & Port Orford railroad, which has recently been incorporated, and on which active operations will be commenced in the Spring, will extend from Bandon, in Coos county to Port Orford in Curry, a distance of 27 miles, and will help furnish an outlet for a portion of the timber of these counties. In the southwestern part of Curry county there are small tracts, aggregating about 400 acres, of redwood, the sole representatives of this species in this state, and the most northern extension of the species.

The California & Northwestern railroad, which has been constructed from Weed, on the Southern Pacific in Siskiyou county, to

Klamath Falls, Oregon, a distance of 86 miles, furnishes an outlet for a portion of the timber of Klamath, via San Francisco. An extension of this line northward to connect with the Oregon Eastern now being built from Natron toward Klamath Falls, will, it is expected, form the through line from Oregon to California, thus obviating the necessity of transporting heavy traffic over the Siskiyou Mountains, and also furnishing the easiest and most direct route to the East, with the timber of Central Oregon.

The Nevada, California & Oregon railroad, operating from Reno, Nev., northward to Altura Cal., a distance of 180 miles, is building an extension to Lakeview, in Lake county, Oregon, thus providing transportation for the timber of Lake county. It is reported that this line will be changed from narrow to broad gauge, and might possibly be utilized by the Hill system to connect with the Western Pacific, Cal.

A preliminary survey has been made of the Coos Bay, Oregon & Idaho railroad. This line would be some 400 miles in length, traversing Coos, Douglas, Klamath, Lake, Harney and Malheur counties, and would tap large timber belts. In addition to the Coos Bay, Oregon & Idaho railroad, there are several small branch roads which are making preparations to extend as opportunity offers, into the timber contiguous to their lines.

There is at the present time approximately 1,000 miles of road projected and actually under construction in Oregon. Probably the most important factor in railroad development in the state has been the entrance of the Hill system with its Oregon Trunk Line, which is generally regarded as only the forerunner of other lines yet to be built.

Following close upon the heels of the Hill interests into Oregon is the advent of the C., M. & St. Paul. This line now has definitely decided to build into Portland and Oregon and its coming will mean the transcontinental system to carry the timber of Oregon eastward. The building of these lines will, within the next few years, make tributary to transportation the bulk of the standing timber of Oregon and force a development which has probably never been equaled in the exploitation of any lumber state.

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Farmers Week at Corvallis

Information worth hundreds of dollars to the farmers of the state will be offered at the Oregon Agricultural College during Farmers' Week which opens February 14. Lectures and exercises, covering the most vital and important information which science and experience have gathered, will be given by experts. Work will commence at 8 o'clock in the morning and continue until 10 o'clock at night. Ample opportunity will be offered for questions and discussions. The first College Poultry Show will be held on Friday when prize winning birds from some of the best flocks in the state will be exhibited. A summary of the work follows:

Five lectures on diseases of farm animals by Dr. Withycombe; five lectures on stock-feeding by Dr. Withycomb; ten hours practice in apple packing under expert instruction. Enough to learn the principles of good packing. In the Willamette Valley each year thousands of boxes of good fruit is not

marketed because farmers do not know how to pack for market; five exercises in pruning, budding grafting, etc. by Prof. Cole; five lectures on farm dairying by Prof. Kent; five lectures on forage crops by Prof. Scudder; five lectures on farm bacteria by Prof. Pernot; five lectures on farm soils by Prof. Scudder; ten lectures on orchard diseases by Prof. Jackson; five lectures on vegetable gardening by Prof. Boquet; five lectures on farm drainage by Prof. Powers; five lectures on hot beds and cold frames by Prof. Boquet; ten lectures on orchard insects by Prof. Bridwell; five lectures on landscape gardening by Prof. Peck; five lectures on chemistry of the farm by Prof. Bradley; ten or more lectures by prominent men who have been signally successful in some special branch of Agriculture.

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Engineers in From Roseburg

Members of the second surveying party of the Coos Bay and Boise railway, arrived here at noon from Roseburg where they have just completed the survey at the end of the line. Engineer Segur who had charge of the crew, is coming in slowly, inspecting the route.

Harry G. Butler and other members of the party walked in from Roseburg, being able to make better time that way than any other. The road is in frightful shape, they say.

Chief Engineer Haines is driving in and will probably arrive in a day or two. President Clarke is expected to reach here on the Alliance from Portland.

The members of the Roseburg party will get busy on the survey on this end and help Engineer Steven's party complete the work here.

More railroad rumors were afloat today. One of them was to the effect that someone—no one just whom—had been officially apprised that the contract had been let for twenty miles of work on the Drain line and that horses and supplies were being bought for it.

No substantiation of this story could be obtained and owing to the numerous unreliable reports in the past, many are inclined to wait until the work really starts before they will place much credence in the report.—Times.

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