

148. A TYPICAL PRUNE TREE
150. YOUNG PRUNE ORCHARD

A PAGE OF PRUNES

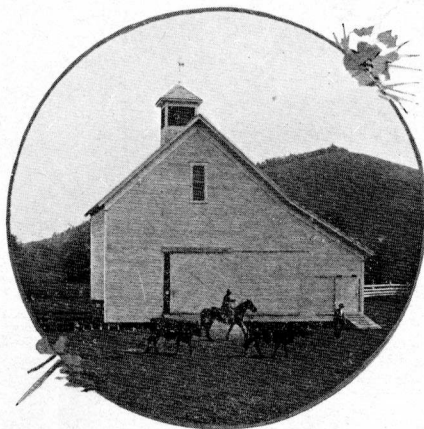
149. BENTON COUNTY PRUNE CO'S ORCHARD OF ITAL-
IAN PRUNES, 17,000 TREES, ROWS A MILE LONG
151. BIRDS-EYE VIEW OF SAME ORCHARD IN BLOOM

Of the fruits of the temperate zone, all are grown here with a profusion that beggars description and utterly astounds the man from the Middle West. Everywhere with the freedom characteristic of the West may be found trees and vines bending beneath a weight of luscious fruit. Without care or concern the average home has every year an abundance of fruit of all kinds. So common is this condition in truth that there is no local market for green fruit during the growing season except strawberries.

The grower of fruit in this section looks elsewhere for his market, and so far he has had no trouble in finding a ready sale for any good fruit he has grown at prices second to none. Last year one hundred car loads of strawberries went from Oregon to the eastern market and seven hundred and fifty car loads of Oregon apples found a ready market in China, Japan, Mexico and Europe. The intelligent horticulturist finds orcharding in this county a substantial, though little developed industry, the future prospects of which are very promising.

Of our leading fruits a special word may be said. The

leading commercial varieties of apples grow to large size, full maturity and have good color and excellent flavor. The varieties in general culture are the Spitzenburg, Baldwin, Ben Davis, Spy, Red Cheeked Pippin, Bellflower, Rambo and Winesap.

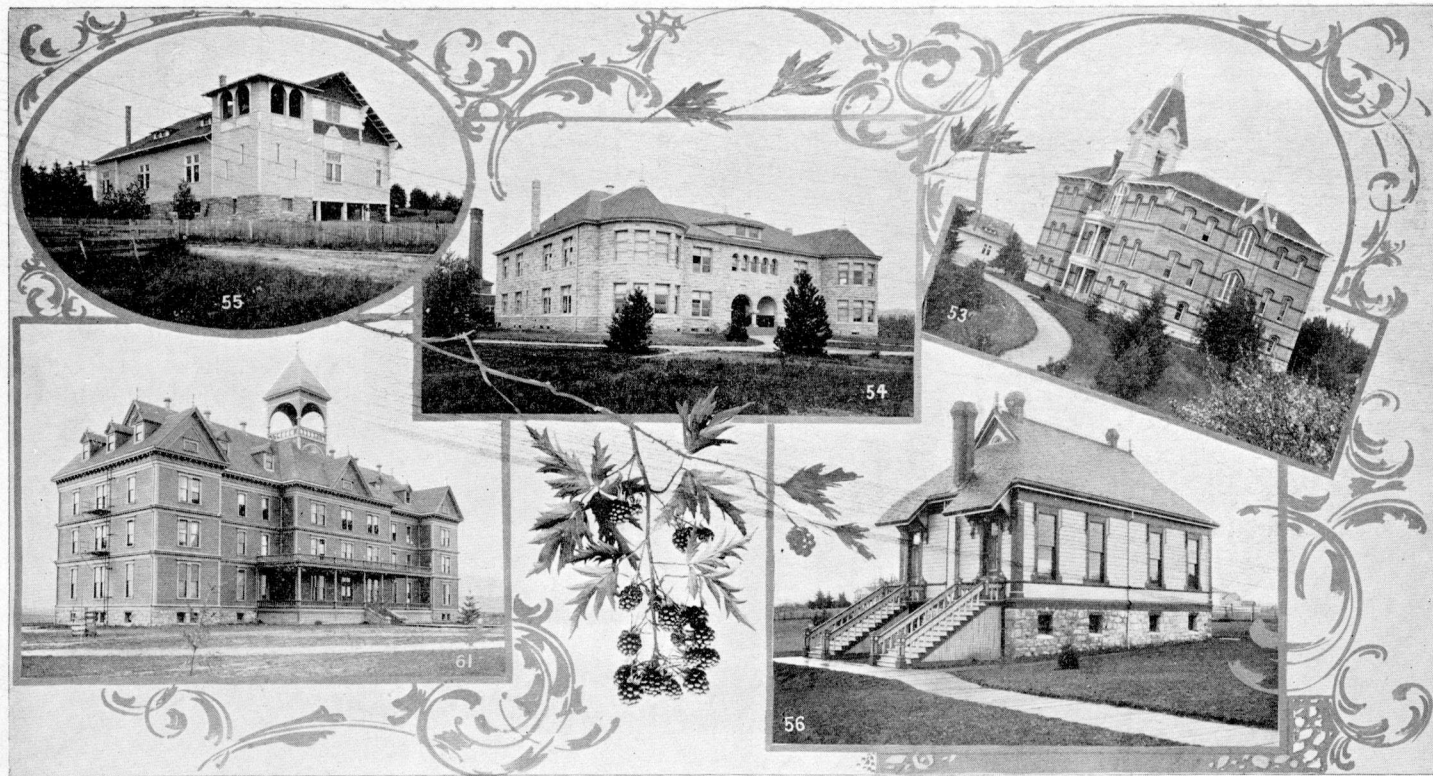


STOCK BARN OF E. F. WILES

The pear finds here a most congenial home. Our Bartletts and Fall Butters are prime for dessert and canning, and for winter use the Winter Nellis of this section is superb. As yet no very considerable amount of pears is grown for the market, but nearly every home in the county is supplied with an abundance of this fruit.

Cherries yield abundant crops of excellent fruit. The Ox Heart, Royal Ann, Black Republican, Governor Wood and Late Duke are general favorites, yet not a few of the Kentish are planted and bearing profusely one year with another.

The leading horticultural interest of the County is the prune industry. There are about 1200 acres of bearing orchards valued with their accompanying evaporating and packing plants at \$300,000. The commercial crop of this fruit is based upon two varieties, the Italian and Petite.



53. ADMINISTRATION BUILDING
 54. MECHANICAL HALL
 55. ARMORY AND GYMNASIUM

BUILDINGS OF AGRICULTURAL COLLEGE

56. CHEMICAL LABORATORY
 61. CAUTHON HALL

Last year the Benton County Prune Co. harvested a two-third crop from forty acres of Italian prunes. The net product was 90,000 pounds of cured fruit, all of which rated first-class and sold for 5½ cents per pound, thus yielding a return of over \$112.00 per acre.

While the peach is somewhat too tender for general culture, it flourishes in many selected locations along the river bottoms, yielding one year with another ample fruit for the local markets. Growers dispose of their crops readily at 2 or 3 cents per pound.

All of the small fruits, including grapes, currants, gooseberries, blackberries, strawberries, dewberries, junberries and raspberries grow luxuriantly every where throughout the county. The hillsides and bottoms are covered in many places with acres of wild strawberries and blackberries, which are gathered for the home or for the market.

Most varieties of fruit grown in the county are free from pests. There are, however, a few pests which infest apple and pear trees and their fruit. The pests which have thus far appeared are not of the worst kind or in large numbers. The state has passed stringent laws for their extermination, hence any great danger from their ravages is not imminent.

On the whole the man who would cultivate fruit either

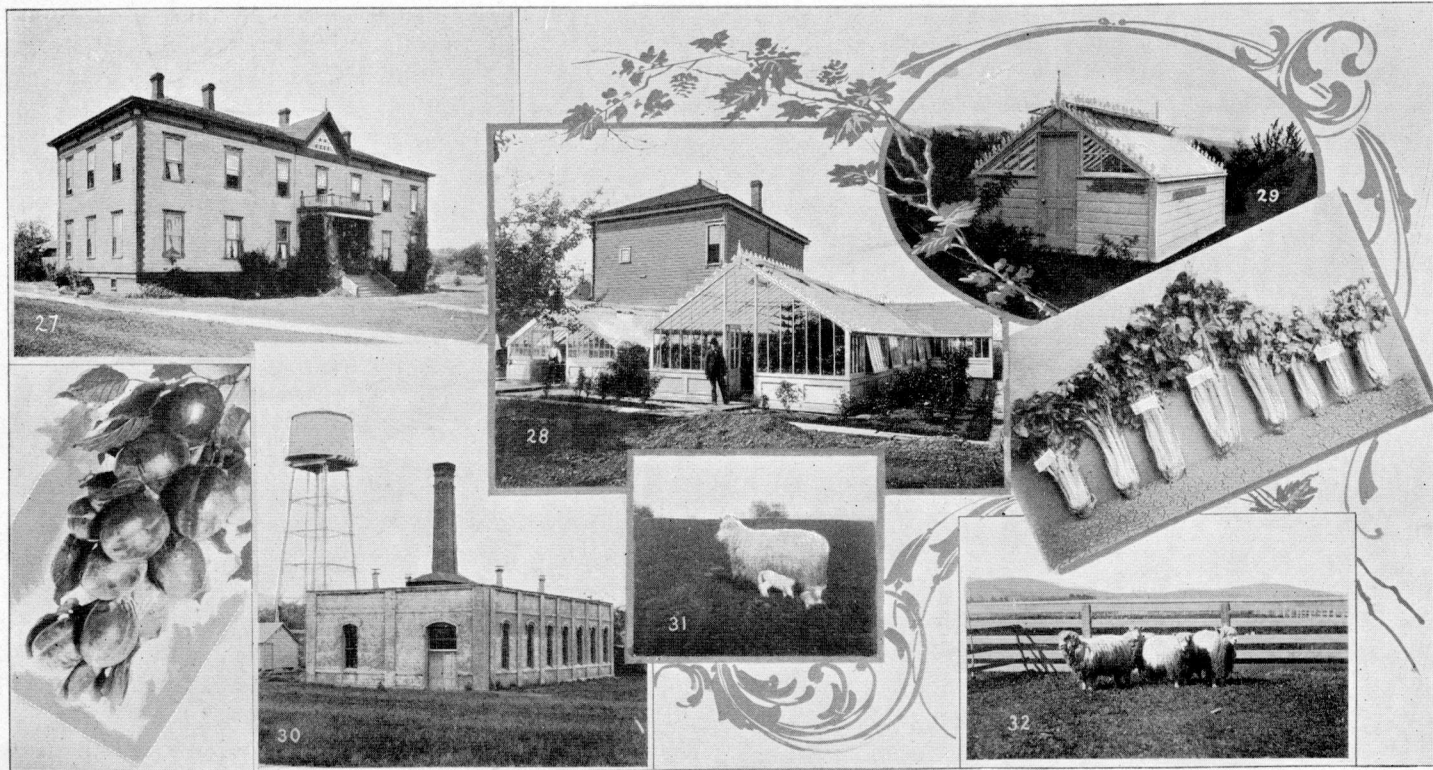
for the home or the market will find in Benton County ideal conditions and flattering inducements, inferences which might well be drawn from illustrations found elsewhere in this publication.

DAIRYING

Benton County offers exceptional advantages to the dairyman. The mild winter weather makes it unnecessary to use such quantities of food as is used in colder climates to keep up the heat of the animal's body. The cool days and nights and the comparative absence of flies, mosquitoes and other pests enable the cow to expend her energies naturally in her business of producing milk rather than in an unnatural fight for existence against a swarm of insects and adverse weather conditions.

The warm, moist climate insures an abundance of nutritious pasture from early spring till late fall. The cultivated land furnishes immense crops of leguminous plants, clover, vetch and peas, for silage. These plants, while enriching the soil by their appropriation of atmospheric nitrogen, also furnish a food stuff rich in the essentials of milk production. Thus cheap and abundant food is insured the year round.

The water supply could hardly be improved upon. In the foothills there is an abundance of purest mountain



27. ALPHA HALL
 28. HORTICULTURAL BUILDING AND
 GREEN HOUSES
 29. INSECTARY 30. POWER HOUSE

BUILDINGS OF AGRICULTURAL COLLEGE AND STOCK FROM COLLEGE HERD

31. COTSWOLD EWE AND LAMBS, 20 LB.
 WOOL, 16 IN. STAPLE
 32. COTSWOLD EWES, 11 MONTHS OLD,
 AVERAGING 130 LBS. EACH

water supplied by small streams and springs, and on the lowlands excellent well water is secured anywhere at a depth of from 20 to 40 feet.

Last year there were established in the western part of the state twenty new butter and cheese factories. This fact shows that the dairying industry is now on a firm basis. Corvallis has an excellent creamery and butter factory now receiving about 6,000 pounds of milk daily.

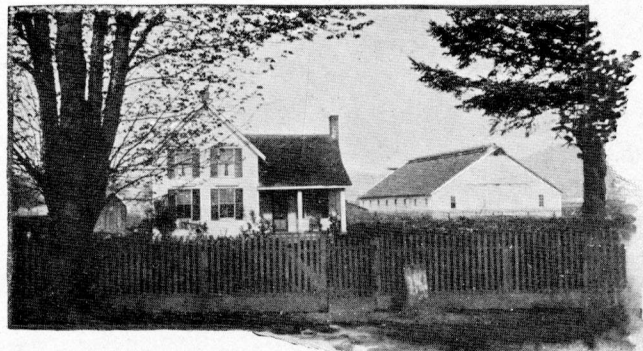
Farmers have not given dairying the attention it deserves and many of the established factories have not received the support they should. The fault in such cases is all with the land owners and not with the cows, soil, climate or market conditions. Last year the Corvallis creamery paid an average price for the year of 22 cents for butter fat and if the supply had been half a dozen times as large it could not have met the demand.

There are in the county many herds of only fairly graded cows which produce annually over 250 pounds of butter to the cow, while some exceptional milkers run up to 300 pounds and more. From this data it will readily appear that a single cow will produce from \$50 to \$75 according to grade and care.

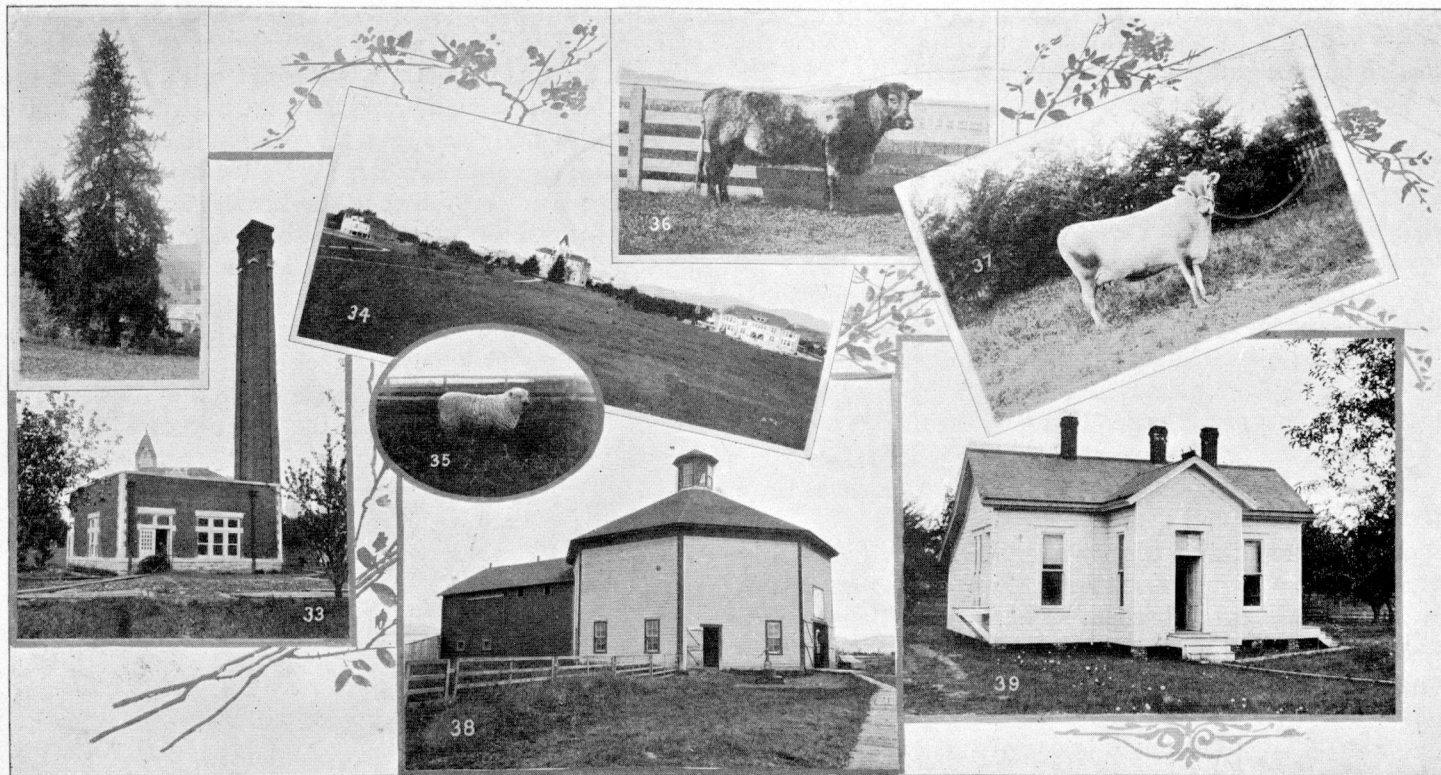
The quality of the milk is exceptionally high. Tests at the Corvallis creamery for last year show an average of a little less than four per cent. of butter fat for all milk

received. The excellence of the milk, however, rests not alone in the quantity of the butter fat contained, but the food, water and climatic conditions are such that they give milk exceptionally free from undesirable flavors and odors, a fact which gives the Willamette Valley dairyman a great advantage over his brother in the Eastern states.

Notwithstanding these favorable conditions, however, the supply of dairy products is no where near equal to the demand. Car loads of butter and tons of cheese are annually brought to the Oregon markets from the dairy regions of the Mississippi Valley. Other car loads of dairy products are shipped through the state for the Alaskan and Oriental markets, which could be manufactured cheaper



COUNTRY RESIDENCE
OF G. HARDING



33. HEATING PLANT
 34. GENERAL VIEW OF CAMPUS
 35. SHROPSHIRE REGISTERED BUCK. FIRST
 PRIZE, ILLINOIS STATE FAIR, 1900

BUILDINGS OF AGRICULTURAL COLLEGE AND STOCK FROM COLLEGE HERD

36. REGISTERED SHORT-HORN COW WINTERED ON CLOVER, HAY AND SILAGE
 37. REGISTERED JERSEY
 38. BARN 39. DAIRY BUILDING

here than in Iowa of Illinois. Large quantities of condensed milk are used by our people and by ships which purchase their supplies in our markets yet there is not a milk condensing plant in the whole state. Last year first-class creamery butter ranged from 17 to 30 cents per pound, the extreme prices prevailing for about the same length of time. Cheese prices ranged from 10 to 14 cents per pound.

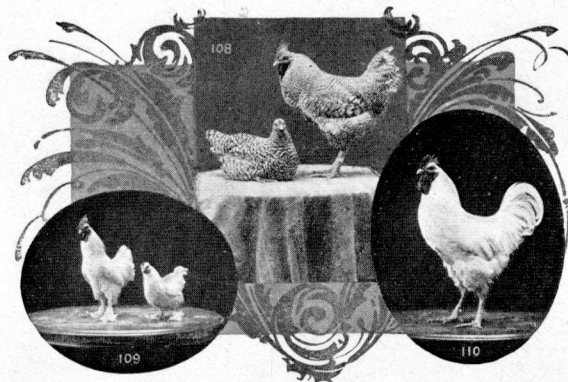
From the foregoing facts some idea of the county's inducements to the energetic, up-to-date dairyman may be gained. No industry offers more flattering returns.

POULTRY

Poultry raising offers large and sure returns to the man who takes it up systematically. There is an abundance of green food the year round and grain food is inexpensive. The weather never gets cold enough to stop hens from laying or to freeze the eggs. Chickens are healthy and prolific. One never sees a case of the cholera, roup or gapes so prevalent in the East. Many families keep a few dozen hens of the old dunghill breed, which without care or attention pay a large part of the grocery bill; but poultry raising as a business has been taken up by but few people in the county.

A poultryman in the vicinity of Corvallis who has

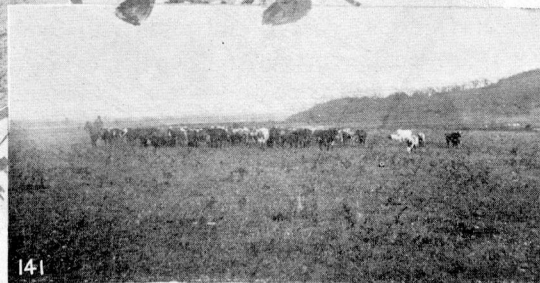
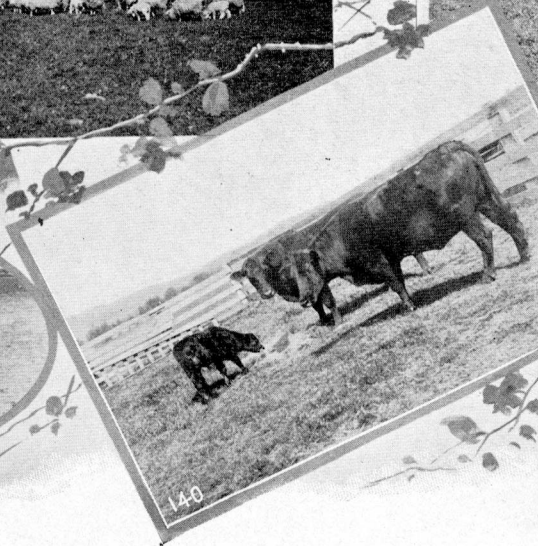
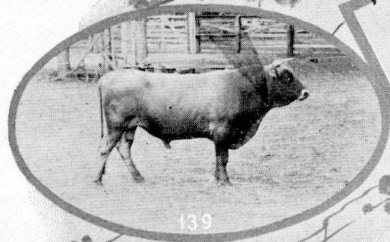
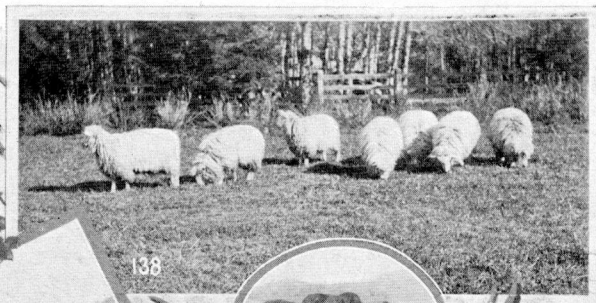
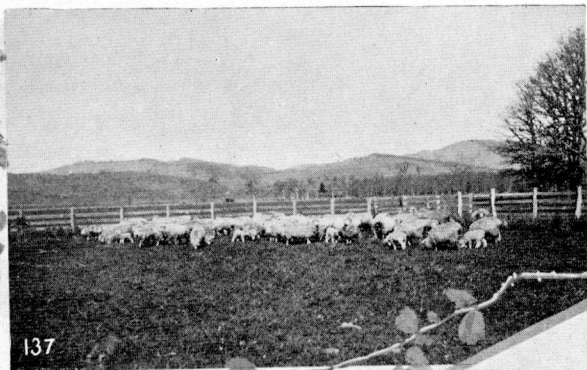
taken up this business in a scientific manner says: "This is the greatest country I have ever known for profitable chicken raising. My hens have during the last year laid on an average 175 eggs each. For my eggs I have



SMALL GROUP OF POULTRY

108. BARRED PLYMOUTH ROCKS, OWNED BY ALDEN S. HULBURT
109. WHITE COCHIN BANTAMS, OWNED BY MRS. A. A. HULBURT
110. WHITE PLYMOUTH ROCK, OWNED BY A. A. HULBURT

received an average of 20 cents per dozen, or \$2.90 per hen. My feed cost me 50 cents for each fowl thus leaving a net profit of \$2.40 for each layer. I have 33 hens which have produced \$2.00 worth of eggs each in the last seven months. A neighbor of mine is now turning off his April



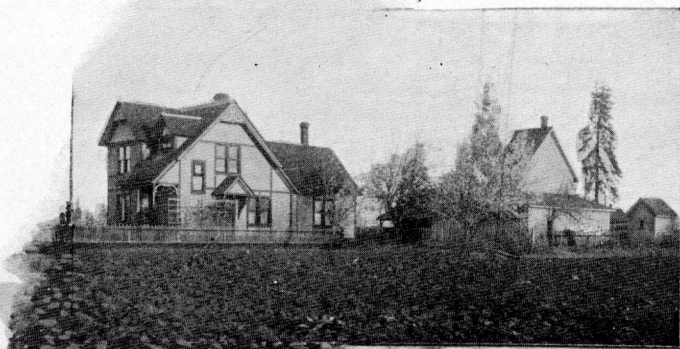
137. COTSWOLD EWES AND LAMBS, GRADED
 138. PRIZE COTSWOLD OWNED BY J. E. WYATT
 139. REGISTERED DURHAM BULL FROM OSBURN HERD

140. ABERDEEN-ANGUS COWS AND CALF FROM THE
 HERD OF E. F. WILES
 141. BUNCH OF CATTLE ON FOSTER FARM
 141 1/2. HEIFER FROM THE HERD OF W. L. PRICE

broilers at \$6.00 per dozen. If there is anything which offers better returns on the money invested than a good hen, I have not discovered it."

The following appeared in the *Corvallis Gazette* of April 5th, 1901. "Last Saturday 2,330 dozen of eggs passed from the farms of the county into the hands of Corvallis merchants. Every dozen of these eggs brought 15 cents and as a result the farmers received for Saturday's marketing of eggs \$349.50."

When it is recalled that poultry raising is nowhere systematically pursued, and that the above egg product was obtained from



COUNTRY HOME OF
MRS. M. W. BARCLAY

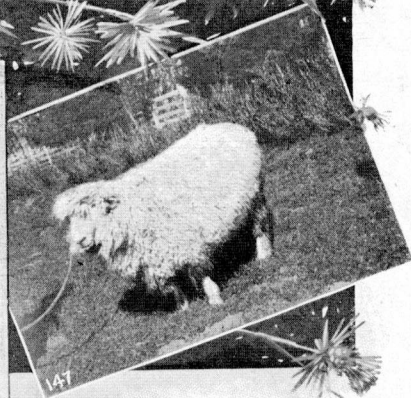
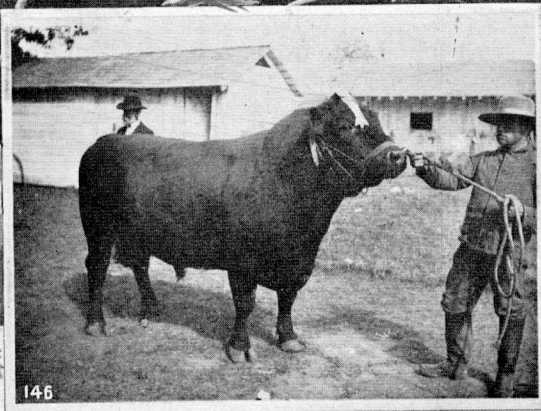
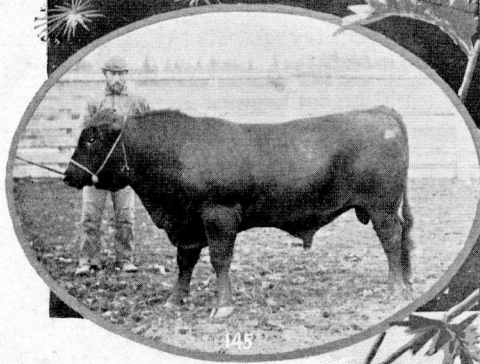
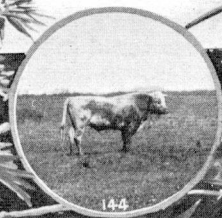
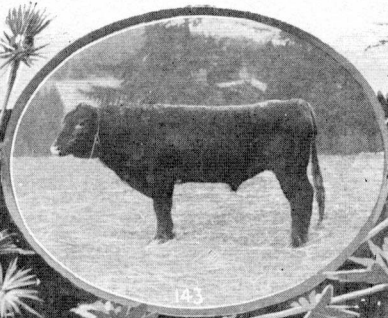
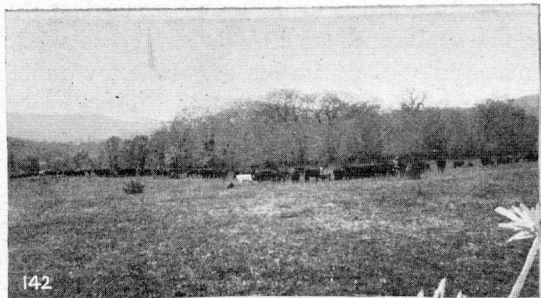
chickens let run haphazard and in many cases largely left to shift for themselves, some idea is gained of what the unpretentious hen will do under the most favorable circumstances. Market conditions are good. Eggs bring 18 to 20 cents; chickens \$3 to \$5 per dozen.

Geese, ducks and turkeys do equally as well as chickens and sell at the proper seasons for 12 to 18 cents per pound gross.

The local demand for poultry and eggs has never been supplied. Last year there was shipped into the state \$350,000 worth of eggs alone. There is no more reason why Oregon should buy poultry products than wheat. With our mild climate, cheap grain and abundant green food Benton County should be famous for her poultry and eggs. She will be when her people take up poultry in earnest.

MANUFACTURE

Benton County does not have the manufacturing industries her resources justify. There are six flouring mills with a combined daily capacity of six hundred and fifty barrels, eight or ten sawmills, which supply the local market and ship several million feet of lumber yearly to other markets, one sash and door factory with a good trade, one ice factory and one hardwood manufacturing plant which turned out last year 40,000 pieces consisting of plow



142. SALTING CATTLE ON THE JOHN SMITH RANCH
 143. RED POLLED BULL FROM THE HERD OF W. L. PRICE
 144. REGISTERED DURHAM BULL OF J. W. FOSTER

145. REGISTERED ABERDEEN-ANGUS BULL, "HOWARD DARBY."
 146. REGISTERED ABERDEEN-ANGUS BULL OF M. PORTER, "BLACK NIGHT OF ESTILL."
 147. IMPORTED COTSWOLD BUCK OWNED BY J. E. WYATT

beams, wagon bolsters, houns, poles and reaches, telegraph brackets, etc., besides shipping to San Francisco, Portland and other points 300 car loads of hardwood lumber for manufacturing purposes.

The county offers excellent opportunities for various manufacturing enterprises. We ought to have canneries to preserve the hundreds of tons of certain fruit which perish for lack of markets for green fruits, and for other hundreds of tons of vegetables such as peas, beans, tomatoes, corn, etc., which grow to such perfection along our river bottoms. Again, here is the center of a large hardwood belt. This hardwood, consisting of oak, ash and maple, has a beautiful grain and takes an excellent polish for furniture, mantels and inside finishing. Much of it is also suitable for the manufacture of agricultural implements. Here is also abundant and cheap material for the manufacture of paper, leather, excelsior, starch, wooden ware, woolen goods, etc.

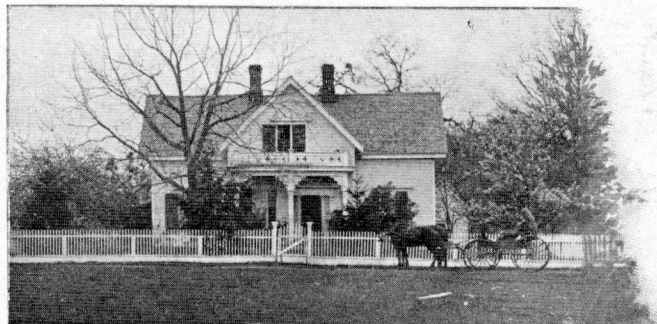
TIMBER

An important question as to any country is that of its timber supply. To answer such an inquiry is to state the nature and cost of buildings, fences and fuel, to picture the landscape and to tell much of the country's climate and water supply.

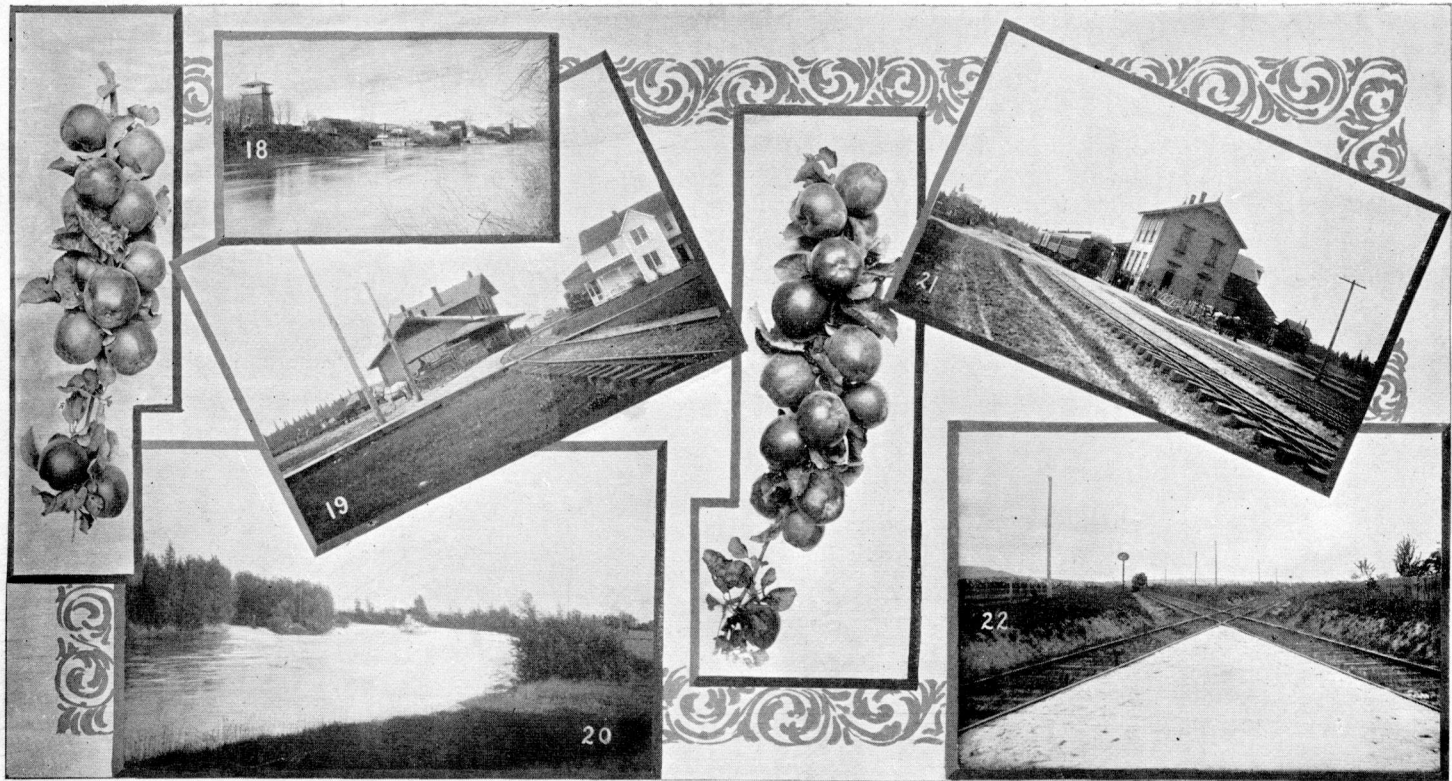
Benton has upon her hills and mountain sides an

abundance of timber for all building purposes, for fences and fuel, besides millions of feet for export in the form of lumber. We have pine, fir, spruce, hemlock, cedar, oak, ash, maple and cotton wood. Rough lumber costs from \$5 to \$7, finishing lumber from \$12 to \$20 per thousand. Wood costs from \$2.50 to \$3.50 in town; in the country nothing save the cutting.

Corvallis forms the center for the trade in oak, ash, maple and cotton wood. Oregon fir is famous the world round as building lumber, bridge timbers, ties, ship spars, etc. A fir tree 25 feet in circumference and 300 feet tall, containing enough lumber to build a comfortable house or fence a small farm, causes an Eastern man to open his



FARM HOME OF
J. W. FOSTER



18. O. R. & N. CO.'S STEAMERS AND DOCKS
 19. CORVALLIS AND EASTERN DEPOT
 20. THE WILLAMETTE, ABOVE CORVALLIS

CORVALLIS TRANSPORTATION FACILITIES

21. SOUTHERN PACIFIC DEPOT
 22. CROSSING OF S. P. & C. E. TRACKS

eyes in amazement at the size of things in Benton County.

The hill lands and mountain sides clothed the year round in evergreens, are especially pleasant and restful to the eye of one accustomed to the dreary aspect of treeless plains and plateaus. Besides this the dense forests covering and protecting the mountain sides nourish perennial springs of cold sparkling water which find their way into the valleys to refresh and beautify the land.

TRANSPORTATION

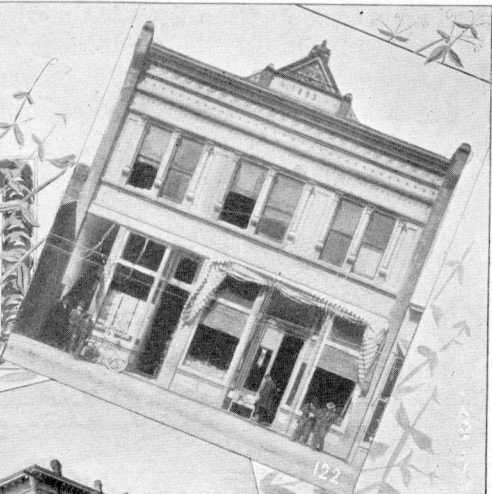
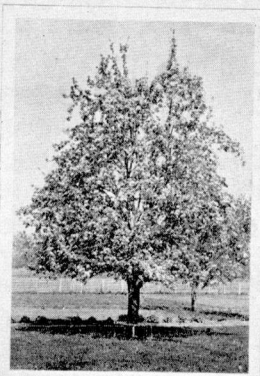
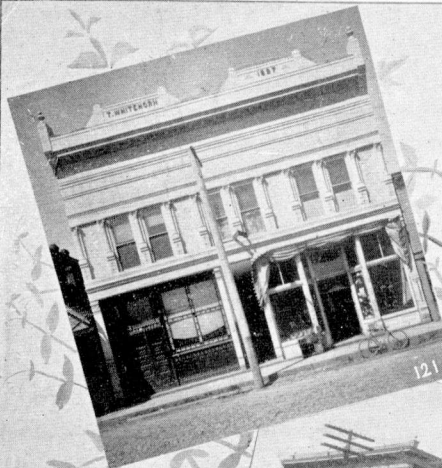
In the early days of pioneer life the intrepid French explorers named the spot where now stands the county seat of Benton County, Corvallis, heart of the valley, and from its accuracy, and suggestiveness the name has remained.

Corvallis is the heart of the valley not only geographically, but also as to lines of transportation. The West Side Division of the Southern Pacific railroad, operated by the Southern Pacific Company, starting from Portland, runs through a large part of the county from north to south and terminates at Corvallis. The Corvallis and Eastern railroad, having its western terminus at Yaquina Harbor, a seaport seventy miles west of Corvallis, runs through the middle of the county from west to east, crosses the West

Side Division of the Southern Pacific at Corvallis, connects with the East Side Division of the same road at Albany, twelve miles east of Corvallis, and has its terminus in the heart of the Cascade mountains, 80 miles east of that point. In addition to these lines of railroad the Oregon Railway and Navigation Company operates a line of boats on the Willamette River between Corvallis and Portland, thus affording water line competition to regulate freight rates.

Daily service over these three lines brings the people of Benton County into intimate touch with all parts of the valley, the sea coast, Portland, San Francisco and the East.

Four hours ride takes one down the West Side through Independence, Dallas and Forest Grove to Portland. Half an hours ride takes one over the C. & E. to Albany and a few hours more carries him down the East Side through Salem and Oregon City to Portland, or off through Southern Oregon to California. One can take the C. & E. at Corvallis at 2 o'clock in the afternoon and in a few hours arrive at the beach for a breath of salt air or a plunge in the surf. If one be partial to the sylvan deities rather than the stern old god of the trident, the same distance over the same road eastward will carry him across the valley and into the heart of the Cascade mountains, where crystal streams dash through rock-bound chasms and towering firs



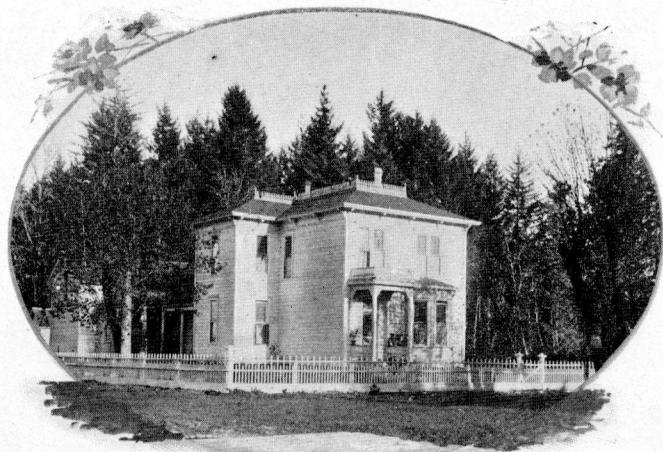
121. WHITEHORN BUILDING
122. ZIEROLF BUILDING

123. FIRST NATIONAL BANK
124. BURNET BUILDING

are overtopped only by towering peaks, some of which rear their heads high up into the regions of eternal snow.

MARKETS

The principal market and distributing point for the Willamette Valley is Portland, 95 miles north of Corvallis. Portland is a modern city of 100,000 inhabitants. It is situated on the Willamette River at the head of ship navigation and has an excellent fresh water harbor into which come the ships of every nation. It has lines of steamships



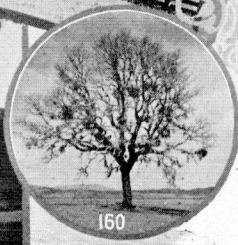
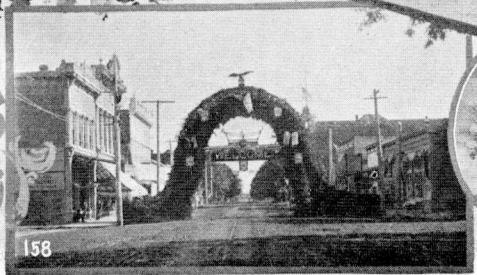
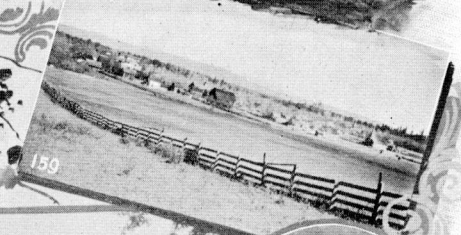
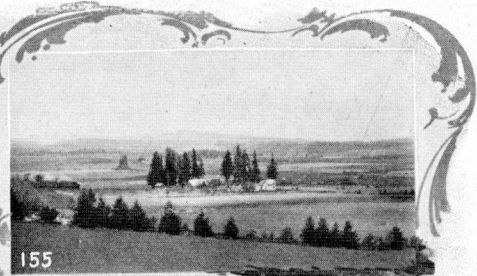
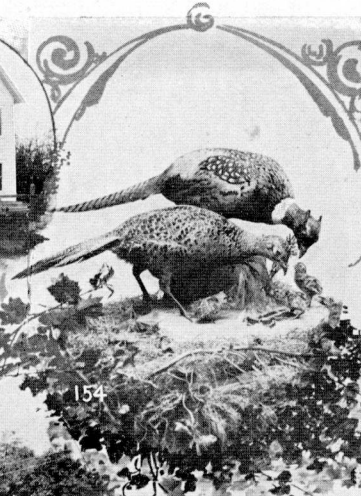
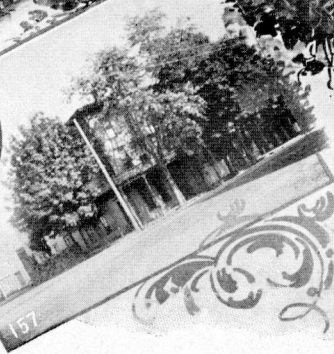
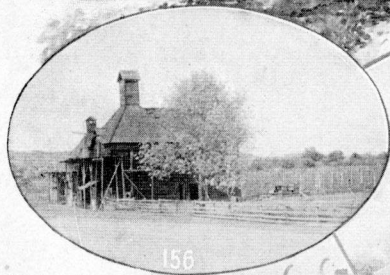
HOME OF JOHN RICKARD

to all Alaskan points, also to San Francisco, Honolulu, Yokohama, Hong Kong and Manila. It is a terminal point for the Southern Pacific and Northern Pacific railways, and through the O. R. & N. becomes a Pacific Coast terminal for the Oregon Short Line and Union Pacific, the Rio Grande Western, Denver and Rio Grande, Colorado Midland, Rock Island, Burlington, Missouri Pacific and Great Northern railroads. Through its ocean service it has large and growing trade with Alaska, Mexico, Central and South America, the Sandwich Islands, Philippine Islands, China and Japan. It does a large and lucrative business with Europe and the Atlantic sea board which will be quadrupled when the Nicaragua Canal is completed.

With Portland alone there would be no difficulty as to markets, but we are also in touch with San Francisco and Seattle.

Yaquina, the western terminus of the C. & E. railroad, affords an ample harbor. The government has expended \$600,000 in jetty work at the mouth of this harbor, and there is now 25 feet of water on the bar at high tide. A little more improvement, which will come in time, will make Yaquina an excellent harbor for large ocean vessels.

The C. & E. has completed the survey for a road through the centre of Oregon to a trans-continental connection at Boise City, Idaho. From the mouth of the



152. HUNTING IN THE COAST RANGE
 153. WILLAMETTE GRANGE HALL
 154. MONGOLIAN PHEASANTS, THE IDEAL GAME BIRD

155. VIEW ON BEAVER CREEK
 156. HOP KILN AND YARD
 157. OCCIDENTAL HOTEL

158. CORVALLIS IN HOLIDAY ATTIRE
 159. BIRDSEYE VIEW OF MONROE
 160. OAK TREE AND MISTLETOE

Columbia River to San Francisco is a distance of 600 miles. The same stretch of coast anywhere along the Atlantic has from four to a dozen harbors. Along the Pacific there are but two or three possible. Analogy and a rapidly growing trade, with its accompanying demand for increased shipping facilities, argue that in the near future Yaquina harbor will be a Pacific Coast terminal for a trans-continental railroad and a fine harbor for the largest ocean craft. Benton county lies at the very entrance to this gateway to the world.

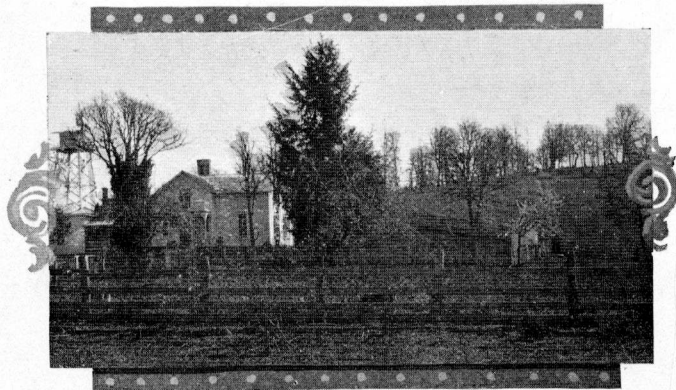
Our new possessions in the Pacific are making new demands for our products. China is just awakening to a sense of her needs and striving in some measure to meet them. Japan, in the vigor of her newly awakened national consciousness is stretching out both hands for the products of American brawn and ingenuity. Asiatic Russia is asking for large supplies of lumber, iron, steel, agricultural implements, etc., with which to subdue a new

empire. With seaports at our door opening into the Pacific a cheap roadway to all of these lands, the question is not one of markets and transportation, but a question of productive fields, orchards, dairies, mills and factories, countless busy hands and working brains to meet the demand of markets now open and supply traffic for lines of transportation already established.

CITIES AND TOWNS

Many persons in the East have pictured Oregon as a wild, rude country, where homes are miles apart and exposed to the attack of Indian and wild beast, and where such centers of trade and population as there are are straggling hamlets reached only by devious bridle paths. This

picture is false, the impression wrong. Homes are not widely separated and Indians and wild beasts took their departure together long ago. The majestic brave who adorns our front cover was reproduced from a dim, fading image found by our artist in memory's museum of antiquities.



THE BUTTES—COUNTRY HOME OF J. C. IRVIN