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Railroad Possibilities

The Hidden Resources
That Await the
Advent of a Railroad

There is no lack of prospects for railroads in Eastern Oregon, or what is known as the interior portion of the state says the Portland Journal. It is now more of a question as to which railroad will be built first to reap the benefits from one of the richest fields in the United States.

A scope of country, consisting of Crook, Harney, Malheur, Lake and Klamath Counties, larger than many Eastern States and richer and more resourceful and a greater producer, is without a railroad, save that the O. R. & N. system does touch the northern boundary line of Malheur County.

ISOLATED COUNTRY.

Within this territory, which is approximately 300 miles square, there are four thriving young cities, said to be the largest in the world at so great a distance from railroads or water navigation. Prineville, the county seat of Crook County; Burns, the county seat of Harney County; Lakeview, the county seat of Lake County, and Klamath Falls, the county seat of Klamath County. Each of these towns average from 800 to 1,200 population within the narrow corporate limits, and each of them is surrounded by a vast country rich in resources and thickly populated. One of the largest of these, and the one farthest away from a railroad, is Burns, which is 175 miles from Ontario, its shipping point on the O. R. & N. Railroad. Prineville, the county seat of Crook County, is 60 miles from Shaniko, the terminus of the Columbia Southern. Lakeview is now about 110 miles from Terrio, the terminus of the Nevada, California & Oregon Railroad, in Lassen County, California. Klamath Falls is at present about 60 miles from the nearest point of Railroad, which is Ashland, Ore., but a new road is rapidly being built from a small station in California on the Southern Pacific to that place.

Besides these five counties, four of which are not even touched by a railroad or within many miles of one, Wasco, Gilliam, Wheeler, Grant and Wallowa need more railroads and the products and resources of the country would justify the building of roads into these prosperous counties.

SELFISHNESS CHARGED.

There are many reasons assigned for the delay in building roads into these sections. It is claimed that the isolated condition of the country makes travel difficult into the interior, and for this reason the railroad magnates have never visited the section and know not what is in store for them there. It is also claimed that they know in a measure what is there from the great shipping receipts at the stations along their lines bordering on this country, but that they feel safe in holding the trade anyway, and for this reason delay building roads into the country, as well as conspire together in preventing others from building into that rich field.

It is claimed that the O. R. & N. on the north, and the Southern Pacific on the east have thrown every

obstacle in their power in the way of other roads building into this section, while they refuse to build themselves, that the Columbia Southern had to make all kinds of concessions to the higher power to get as far as Shaniko, and that now it is blocked until the spirit moves the power behind the throne. It is also claimed that the Nevada, California & Oregon road fairly sneaked in by stealth from Reno, Nevada, and that the Southern Pacific has been doing all kinds of bartering since it started, and has even gone so far as to prepare to build an opposition road, beginning at a point on its main line in California, a survey having been made and filed to that effect.

This alleged jealousy and "dog in the manger" act of the old established roads may be untrue. It may be that they would or would not like to see roads built through this country, but there is one thing certain, and that is, that roads will be built there, and the time is not far distant, and it is safe to presume that the enterprising old roads will not be left out in the building.

BUT THEY WILL BE BUILT.

If the present schedules are carried out it will not be so very long until railroads will be plentiful in every section of that country for all immediate purposes, and that these will be increased as they are needed and the increase of business justifies their building. For this reason it is considered that this is the opportune time for those portions of the outside world that expect to avail themselves of the trade with that rich section to begin to bestir themselves.

CONTEMPLATED ROUTES.

Many surveys have been made and profiles filed to hold rights-of-way, and while there are routes from north to south and east to west that are feasible, and over which roads could be constructed at a nominal cost, yet these are few, so far as crossing the entire country is concerned, and those who get in on the ground floor and hold it will be the great winners.

NORTH TO SOUTH.

The road from Reno, Nev., according to the plans, will be continued to Lakeview at once, where it will follow an old survey made years ago from a point on the Southern Pacific Railroad in California, to the O. R. & N. line at Ontario, in this state. This survey occupies the only feasible route from north to south via Lakeview. In fact, nature seems to have prepared the way. Lakeview is situated at the head of Goose Lake, which is 40 miles long, 20 miles of which is in Oregon and 20 miles in California. After the Nevada, California & Oregon Railroad reaches the south end of this lake it only has to follow its shores through the mountains and rimrocks that surround it to Lakeview, where the cost of building will be nominal. A railroad could reach the town in no other way from the south. From this point on to Burns, 150 miles away, and thence to Ontario, the proposed route, or Nyssa, in this state, a rival route, nature has made ample provision for one route, and only one—a major portion of the way.

NATURE HAS PREPARED A WAY.

After leaving Lakeview the survey follows Horse Creek, which flows into the head of Goose Lake near Lakeview, up an easy grade into its headwaters in a level plateau, and thence strikes the headwaters of the Chewaucan River and follows this down to its mouth at Abert Lake, and thence follows Abert Lake, a distance of 20 miles, where nature has prepared the way through a mountain range that could not be crossed at any other point except by expensive tunneling. Here a deep canyon is formed through the mountain range, just the right width for a wagon or railroad, and is now used by stockmen in passing from one section of the country to the other.

From this point it is practically easy sailing to Burns, from which place the survey leads to the headwaters of the Malheur River, and thence down this to Vale, the county seat of Malheur County, and then the grade is easy to Ontario or Nyssa, both on the O. R. & N. road, which route may be selected.

NEW PRODUCTS.

Barring a few points on this survey, it runs through one of the richest sections of the State. Goose Lake Valley, which is one of the richest in California or Oregon, covers a large area and its products covers a large variety. Besides the hundreds of thousands of pounds of wool, the thousands of head of cattle, sheep and horses; grain, vegetables and fruits are grown here to an enormous quantity. Stock of all kinds are raised all along the line, and at many points, grain, hay, fruits and vegetables are raised. At all points along the line all of these may be raised when facilities for shipping are given, and the government plans for irrigation are completed. Without the aid of the government, the products are such as to excel those in many of the so-called rich valleys along the present lines of the old railroads.

FROM EAST TO WEST.

Another survey has been made across the country, which runs from east to west. This is called the Corvallis & Eastern line. This is also a feasible line and would be a paying one. This line would be a direct one from the Southern Pacific line at Albany, and would have an easy grade to Prineville, thence to Burns, and along the survey of the road from Lakeview to the headwaters of Malheur River and on to Vale and Ontario or Nyssa.

ANOTHER SOUTHERN ROUTE.

The contemplated route of the Columbia Southern could not be a better one. It is now within 60 miles of Prineville, and every inch of this country is a producer to this point. From thence it may continue south, and via Silver Lake, Summer Lake, Paisley and on to Lakeview, where it may meet the line from Nevada; or it may take the Des Chutes route and cross over into the Klamath country and meet the road that is being built to that place by the Southern Pacific.

NOT EXCLUSIVELY ON PAPER.

None of these proposed lines is exclusively on paper. The surveys have been made, and the start has

been made with actual railroad building at one or the other ends of the lines mentioned. That they will not stop at the points already reached is certain for a better field lies before them than has yet been penetrated. To tell of the resources of this wonderful section sounds like romancing, or attempting to boom it, and the railroad magnates who pass along its borders and glance at the old time maps of the section, imagine it a barren waste instead of a fertile region congested with resources and products.

GREAT PRODUCTIONS.

The products of Crook, Harney, Malheur, Lake and Klamath are simply wonderful. Every one is noted for its range and productions of stock of all varieties. Besides this, every valley in these counties will produce everything that grows, and large quantities are already being produced. Then, besides these products, the mountains are covered with great forests of the finest timber, outside of the coast country, in the world. The mountains are also filled with rich minerals waiting to be developed—and many mines are now being developed and paying well in spite of the lack of transportation facilities.

HIDDEN RESOURCES.

Oil and gas are being discovered at many points. Many resources not yet published are found in this country. In Lake County, there are salt mines where hundreds of tons of salt are being taken out annually. In the southern portion of Malheur County borax mines are being worked with a fortune as profits, that are scarcely known to this portion of the State. At present the products are being hauled by wagon to Winnemucca, Nev., which town is reaping the benefit of our product. In fact this portion of the "Inland Empire" is a world within itself that ought to be connected with Portland.

WANT TO COME TO PORTLAND.

The people throughout this vast section are very patriotic. They would like to give their trade to Portland. But the present transportation facilities deny them this right. They cannot do it except at a sacrifice. Lakeview, by reason of her isolation has become practically a California town. She does not like to be classed as such, although she buys her goods from San Francisco, and her people go to that place as their main city. She has offered Portland her trade upon equal terms and a few Portland business men have done business there at a loss. The excessive freight rates have stood between them and equal competition with San Francisco merchants. If this barrier could be removed, Portland business men would ship tons upon tons of supplies into that section of country annually.

It is the same with Klamath, though not to so discouraging a degree, and in a measure Portland is hampered in securing a large bulk of the Crook, Harney and Malheur County trade for want of railroad facilities. The cry from those people to Portland to aid in building railroads into their country should not be slighted.

KLAMATH FALLS FIRE.

The Post Office and Hammond's Store are a Total Loss—Some Lakeview Mail Destroyed

When the western stage arrived from Klamath Falls Tuesday minus any mail, an inquiry brought out the fact that the Klamath Falls post office and Hammonds' store had been burned early Monday morning. The contents of both buildings were a total loss, including all the mail from Lakeview going west, and letters that had been dropped in the office Sunday evening. The mail bound for Lakeview from the railroad was saved, as it had just arrived a short time before, but in the confusion was not put on the stage for Lakeview.

A letter from Klamath Falls under date of March 2d, says: "The post office building and contents were destroyed by fire last night, and the mail arrived from Lakeview last evening was burned. The post office and Hammonds' store are a total loss, the latter being Wells Fargo & Co's, express office. Van Valkenberg's jewelry store and a barber shop were also damaged. Only the efficiency of our water works system prevented a big conflagration."

The fire started under Hammond's store. The origin is not known, but is thought to be incendiary. Some of the mail was evidently saved, as some cards for Lakeview were noticed to be pretty badly scorched.

New Electric Light System.

A great deal of interest was manifested and no little excitement created last Sunday morning when a crew of men under the direction of J. A. Anthony the New Pine Creek electrician, began the erection of poles and the stringing of wires in the principal thoroughfare of Lakeview. Sunday was a beautiful sunshiny day, and people were out in large groups watching the proceeding and discussing the outcome of operating two electric lighting systems in Lakeview. The poles were set, the wires strung and connected to the wires running from Mr. Anthony's plant at New Pine Creek, 15 miles south of Lakeview. By 8 o'clock that evening the wires had been run in and attached to the old drops in the Lakeview Mercantile Co's store and the current turned on. The new light attracted considerable attention, as they gave a very brilliant and steady light. Since then the lights have been extended to the store of Reynolds & Wingfield. Mr. Anthony says he expects to run all night and charge a reasonable rate. The city authorities claim Mr. Anthony run in on Sunday to avoid any trouble with the city laws, and had it been on a week day he could have been prevented from doing so by injunction.

Whether Mr. Anthony has a legal right to operate his electric system in Lakeview, The Examiner does not know and will await the action of the parties interested before venturing to make any comment. There are those who favor a competing system and those who do not, so the matter stands.

Jesse Fisher is the new night cook at Harvey's restaurant. Mark Musgrave having resigned his position and has gone out to the Rehart ranch.