

# Lake County Examiner

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## KLAMATH RY TO EXTEND

**Portland Bemoans the Loss of Our Trade and Now Sees a Very Slim Chance of Getting it**

"The entire trade of the rich Klamath basin will be beyond the reach of Portland very early in the present summer," is the statement of a prominent transportation man who has just returned from California, says the Oregonian. Reports from San Francisco state that arrangements have already been made for the construction of an extension of the Klamath Lake Railroad from its present terminus at Pokegama to Keno, on the Klamath River. This extension will be 23 miles in length, and, when it is completed, Klamath Falls, the metropolis of the Klamath country, will be in such close connection with San Francisco that staging will be no longer necessary. At the present time, passengers from San Francisco can go by rail as far as Pokegama, thence 23 miles by stage to Keno, and from the latter point to Klamath Falls by steamers now operated by the Klamath Lake Navigation Company.

The distance from Keno to Klamath Falls by river and lake is 25 miles, although the stage route and proposed route for the railroad between the two points is but 12 miles. To avoid the staging over this extra 12 miles, most of the passenger travel and considerable freight is now handled by the boats. The steamboat line was established several months ago by a party of Portlanders headed by Captain Sherman Short, a well-known steamboatman of this city. It was their original intention to run mostly on the upper lake to connect with travel going north to Portland, but, with the completion of the Klamath Lake Railroad to Pokegama, the trade began setting to the south and San Francisco now has a good, fast hold, and is steadily strengthening that hold.

**LITTLE CHANCE FOR PORTLAND.**  
The point at which the Klamath Lake Road strikes the Southern Pacific's main line is a small station named Lairds, about two miles north of Ager, Cal. The distance from Lairds to San Francisco is 389 miles, while from Portland by Southern Pacific the distance is 383 miles. This point is thus so near half way that, were it not for a matter of grades, it would place Portland on an equal footing with San Francisco for the business of that rich country. Unfortunately for Portland, the Siskiyou mountains form a barrier that the traffic will not scale in order to reach a market, and Portland can never hope to get much business out of that country so long as it must be hauled out of Oregon into California and thence back into Oregon in order to reach the metropolis of the state in which the traffic originates.

Prior to the construction of the Klamath Lake Railroad, there was some hope that the extension of the Columbia Southern would be carried forward before the trade of that rich section was diverted to the south by superior railroad connections, but matters have now reached a stage where it will require some very strenuous efforts to win back what we have lost. The case is far from hopeless if the Columbia Southern is pushed far enough south. The

Columbia Southern, while in effect a feeder of the Harriman system, which also includes the Southern Pacific, is in a large measure independent of the Harriman control, and if pushed through to the extreme southern boundary of the state, will give Portland access to a rich country without being dependent on the Harriman line for it. With a splendid grade throughout almost the entire length of Central Oregon, this road could give the residents of that far-off portion of the state facilities equal or superior to any which they can secure from California. Lumber, livestock and wool at the present time from the bulk of the shipments from that country, and as practically all of these commodities are for shipment to the East, the Central Oregon route would offer a shorter line and correspondingly shorter time to reach the market than if it were shipped around by way of California.

**TWO ROADS BUILDING.**  
The Klamath Lake Railroad is not the only railroad line that is reaching up from the south for the trade of Southern and Central Oregon, for the Nevada, California & Oregon Road has progressed to a point but a few miles south of the Oregon line, and will probably reach Lakeview before the Columbia Southern reaches that far south. The latter road will be pushed to Bend, 100 miles south of Shaniko, as rapidly as possible, but will still be about 200 miles from the rich Klamath country. That the dwellers in the extreme southern part of the state have not yet given up the route through their own state to market is shown by the fact that in spite of the close proximity of the two roads reaching up from California, the great bulk of the freight last year still came north by the

long wagon journey from Lakeview to Shaniko, and quite a little business came from Klamath Falls, which was last season within less than a day's staging of a railroad.

The Oregonian has frequently referred to Lake county as a part of the Klamath basin, and it would be inferred from the above that this county was again included. Portland has all to gain and nothing to lose if she goes out after the rich trade of this section. In this county, from Paisley south, our trade has always been with San Francisco, and the indications point favorably to a continuance of it. The Oregonian errs when it says that the great bulk of the freight last year was hauled from Lakeview to Shaniko, 300 miles by team.

The people of Lake county would far rather see the Columbia Southern extended to Lakeview than any other road, for the reason that we are a part of Oregon, and would like to do our trading at the metropolis, or where politics and many other things compels our citizens to go several times during the year.

### To Patrons of Lakeview Schools.

It is requested that the parents who have children in the first grade and chart class do not allow their children to take their lunch to school unless they live too far away for the children to reach school on time. These classes are dismissed at 10:30 during the morning recess, and have ample time to go home and return in time for school at 1 o'clock.  
Miss Hall has sixty-two pupils and the little ones bringing their lunches interferes with part of her work with the second grade.  
Respectfully,  
MISS HALL, Teacher.  
WM. VALLANDIGHAM, Principal.



MISS CANNON, WHO WILL BE MISTRESS OF SPEAKER CANNON'S HOUSEHOLD IN WASHINGTON.

Miss Cannon, daughter of Hon. Joseph G. Cannon, has been mistress of her father's household since the death of Mrs. Cannon several years ago. She is a handsome and accomplished young woman and has had much experience in Washington society.

## TEN DAYS' HUNT ENDS

**Over 3,000 Rabbits are Killed by the West Side Organization--Big Dance Follows Event**

The big rabbit hunt organized by people on the West Side of Goose Lake in the vicinity of the Union School house, came to end last Thursday after ten days of slaughter. However, probably not more than three or four days were actually spent in killing the pests on account of the stormy weather that prevailed during the time.

When the final count was made there were found to be just 2900 scalps on the two sides. But had all those who participated in the hunt been on hand with their scalps the count would have been 3140 and the losing side would have won the day. Ira Bishop had 150 scalps to his credit but was not on hand at the count, causing his side to lose.

A big dance was given at Union School house last Friday night to celebrate the event and a general good time was the result. Some people from town were there, and several more started but returned after going out a few miles on account of the deep snow and stormy weather. There was a basket supper at midnight.

Following are the ones who participated, the side they were on and the number of rabbits killed:

John Morris, Captain.....	111
E. S. Morris.....	45
Ira Moshier.....	55
Lissa Bernard.....	9
W. R. Bernard.....	271
Ed. Young.....	24
Major Kingsley.....	25
Laura Bolton.....	7
W. A. Massingill.....	55
Thos. Young.....	53
Orsin Oliver.....	31
Jim Noble.....	65
Lil Morris.....	176
Andy Green.....	56
Fisher Bros.....	444
Chas. Little.....	21
<b>Total</b> .....	<b>1448</b>

### 1017 RABBITS KILLED.

The rabbit hunt Sunday by the Lakeview club was not quite so successful as anticipated on account of the stormy day. Some of the best hunters either did not hunt much or were not in a rabbit section. The number of rabbits killed was several hundred more than was killed on and previous occasion, but there were more hunters. Another hunt is talked of for next Sunday.

At every hunt new captains choose sides and it will be noticed that a few new names are added each time.

A. E. Cheney, Capt.....	71
W. R. Steele.....	24
Frank Reid.....	115
Jack Woodcock.....	49
L. N. Brautlaecht.....	79
Lee Beall.....	36
Fent Smith.....	42
Wm. Dykeman.....	42
T. E. Bernard.....	6
L. D. Robinson.....	14
L. Bailey.....	61
T. S. Handley.....	42
<b>Total</b> .....	<b>578</b>

Geo. Reid.....	73
A. W. Manning.....	15
I Charlton.....	101
A. H. Hammersly.....	16
Harry Heryford.....	6
Harry Bailey.....	34
Thos. Beall.....	38
Dr. E. H. Smith.....	33
Man Whorton.....	55
A. Y. Beach.....	18
Eldon Woodcock.....	22
Chas. Rehart.....	23
<b>Total</b> .....	<b>439</b>

### Good Place--No Kickers.

(Silver Lake Oregonian)  
The taxpayers of this section have received notice from Sheriff Dunlap that their taxes are due. The amount of taxes this year are higher than usual, but we have not heard any kicking. In fact, Silver Lake is free of kickers.

Colonel Henry E. Dosch has been appointed Director of Exhibits of the Lewis and Clark Fair. In exposition affairs he has had a wide experience, having had active charge of Oregon's exhibits to the World's Fairs at Chicago, Omaha, Buffalo, Charleston and later at Osaka, Japan. He has been a resident of the state for 40 years and has been prominent in business circles for many years. He is regarded as an authority on all matters pertaining to horticulture on which subject he is the author of several books. The 16 departments which will come under his supervision are education, art, liberal arts, manufactures, machinery, electricity, transportation, agriculture, horticulture, livestock, forestry, mines and metallurgy, fish and game, anthropology, social economy and physical culture.