

Lake County Examiner

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LAKEVIEW, LAKE COUNTY, OREGON, THURSDAY, MARCH 30, 1905.

NO. 13.

Interior Needs Railroads.

We are in receipt of a letter from John F. Whistler, chief engineer of the Reclamation Service, Oregon district, stationed at Pendleton. Which is in part as follows:

Pendleton, Oregon, Mar. 23, 1905.

Mr. C. O. METZGER,

Lakeview, Oregon.

Dear Sir:— I have to acknowledge receipt of yours of the 18th inst. and copies of your paper, for which I thank you. I should be very glad indeed to have copies of all local papers in the arid portion of the state and assure you that they are always looked over with interest.

The first copies of your paper have already been received, and I am pleased to note the interest Lake County in general is taking in the Reclamation Service investigations. There are some very attractive features about certain projects in the interior of the state, but there are also unattractive features in every project, chief of which, in these interior projects, is the lack of transportation facilities. It has appeared to me that the line of work which will do the most good for the interior of the state in this matter is not to hurriedly construct some project without very definite data as to water supply available, but to conduct our investigations with the first end in view of showing what can be expected from these regions in the future, and so including railroad interests to enter the field, that to be followed by actual construction as appears practicable. To this end, I lose no opportunity to advertise and promote, as I am able, the irrigation possibilities in the interior.

Very respectfully,
JOHN F. WHISTLER,
Engineer.

Senator Fulton is Home.

United States Senator C. W. Fulton returned to Oregon last Saturday. The Senator is glad to get back to Oregon again. Mr. Fulton said the Malheur canal would be built by the government, and that \$300,000 had been appropriated.

Senator Fulton believes that the irrigation projects in Oregon are in good shape. He thinks the Klamath project will be taken up by the government, also the draining of the lakes will be accomplished. The Malheur scheme is looking better to the Senator, and he believes through the Willamette valley and Cascade Mountain Wagon Road Company's attorney, E. S. Wood and the threatened legislation against the company concessions are apt to be made by it which will permit of the Malheur scheme being carried out. This company is said to have stood in the way of irrigation of that section of country in which it owned about 20,000 acres of land.

Also the Harney and Umatilla county projects are in better shape; experts are on the ground making examinations.

Senator Fulton said that he and the President had not yet decided upon Oregon appointments to be made. He was not sure that the Roseburg land office was to be filled with new men, but supposed it would be, especially if indictments were secured against Bridges and Booth.

Elected Delegates.

The Odd Fellows elected the following delegates last Saturday night to attend the Grand Lodge at Portland: F. P. Light, J. W. Tucker and W. J. Moore.

LEAGUE WILL SEND OUT INVITATIONS.

The Lake county Development League met again last Friday night and accomplished much good. Speeches were made by W. H. Shirk, Daniel Boone, J. N. Watson, C. E. Snider, Lee Beall and W. B. Snider, which show that a great deal of interest is being taken in the League.

It was decided to write letters to several government officials and men in authority for information which will point out the safe and sure way to proceed with the work of irrigating Lake county.

W. B. Snider was elected treasurer.

The League is gaining membership all the time and more enthusiasm is manifest at each meeting. Besides the monthly dues of 25 cents, an additional sum of \$1 was charged as initiation fees. This was readily paid by most all present, and now the League has a little money on hands. Any one who wishes to help along the development of Lake county may do so by joining and donating such sum as they may feel like giving to a good cause.

The Secretary was instructed to send out letters to every taxpayer in the county. The object of the letter can best be understood by reading it. The letter is given in full below:

Lakeview Oregon, March 28th, 1905

Mr. _____

Dear Sir:—

I beg to state, that at a recent meeting of the LAKE COUNTY DEVELOPMENT LEAGUE, the Secretary was instructed to write you, and all other residents of Lake County who are likely to take any interest in the upbuilding of our county and the advancement of our mutual interests, and not only invite, but earnestly solicit you, to give the matter your best thought and influence; and when possible attend the League meetings held the First Saturday in each month, and give us the benefit of such suggestions as may impress you as being beneficial to the League.

The question may be asked, what does the League propose to do? What will its efforts result in, etc?

In the first place, the stigma shall no longer attach to us, that unlike any other residents of the State; we either cannot offer any arguments to recommend Lake County to the man of enterprise, the business man, or the home-seeker; or else our ideas are so vague, our sentiments so selfish that we care not, how it fares with others, so long as we are prosperous or, shall this seeming apathy be attributed to our stupidity or want of intelligence, when we know that the tens of thousands of acres now unoccupied, and produce nothing but sagebrush and jackrabbits, can be made the most productive farms and prosperous homes in the County, if we will only exercise a unity of sentiment and action that will appeal to our Representatives in Congress, and the Secretary of the Interior, and other Officials, that we can be in close touch with, if we only make them know that it is really the wish of all our people that the government will undertake the irrigation of our arid lands, and by this means make us rich in our possessions, happy in the increase of population, and the lessening of our taxation, as well as the quickening of our transportation facilities.

To tell all we want to do, and how it can be done, and the good results that will follow, would make this a voluminous letter, and for the present we will be content to say, give us water and plenty of it, for irrigation purposes and we shall see thousands of smiling happy homes on what we now call our sagebrush wastes or deserts.

This like all other enterprises, is necessarily attended with some expense, and to meet this, membership fees are fixed for the present at Twenty-five cents per month. So far, many of those who have been enrolled have generously donated one dollar or more the first month in addition to the twenty-five cent fee. Liberality of this kind will help greatly toward getting printed matter in circulation, and do many things that money will alone do.

Consequently, if you feel able to donate a trifle and send in your name to the Secretary for enrollment, it will be much appreciated by the League.

Very truly yours,

J. W. MAXWELL,

Secretary Lake County Development League.

Automobile for Chandler.

S. B. Chandler this week placed an order with the Ahlstrom Bros. for an automobile. When this new horseless carriage arrives Mr. Chandler may be seen most any time hitting the high places. Horses and telephones are too slow for Mr. Chandler.

New Development League.

The Willamette Valley Development League was organized at Salem last week with Col. E. Hofer of Salem as president, Walter Lyon of Independence as secretary, and Walter L. Tooze of Woodburn as treasurer. The purpose of the League is the development of the Willamette valley.

Three are Dead.

A man named Shook, employed by A. E. Cooper, a sawmill man near Drain shot and killed Cooper, then killed a friend of Cooper's, then turned the gun and blew out his own brains. The trouble arose over too close relationship between Shook and Cooper's wife.

New Transcontinental Railroad.

J. D. Negus of Salt Lake City and Cheyenne, the greatest single-handed railroad builder of the present day and generation, has come to San Francisco, unobtrusively and unannounced, to perfect plans for a new transcontinental railroad that will revolutionize railroading in the West. He has brought with him a little piece of string, which he wears in his watch pocket when he is not using it to demonstrate how straight a railroad can be built across the American continent if a person only knows how. Without asking for financial assistance from any of the big railroad or moneyed interests of the country, he purposes building a railroad from the Missouri river to California. At present he is a guest at the Palace Hotel.

Mr. Negus is a western man, and says his road will be distinctively a Western road, owing no allegiance to Eastern railroad interests, and to be operated for the advantage of the West and the Western people. Incidentally it will be the shortest line between San Francisco and the Missouri river, he says, and will be the easiest and most economical to operate by reason of its easy grades, which will exceed at no place 1 per cent.

"I have been working on this project for twenty-three years," said Mr. Negus at the Palace Hotel Saturday, "and have at last gotten things in such a shape that I can confidently say the road will be built. I have invested \$400,000 of my own money in the project, of which \$175,000 has been expended for surveys. The only way I see to get my money out is to build the road. So the road is going to be built.

"I am not asking for any American capital to carry out the enterprise. Of course, a great deal of capital will be required outside of my own resources, but I have this money promised. It will come largely from German capitalists, although some English capitalists are anxious to get in on the deal. I have organized companies in Wyoming, Nebraska and Utah for the purpose of constructing the road through those states, and a company will be organized in California for building this end of the line.

"This will be the shortest line to the Missouri river, and will have the advantage of the easiest grades. The builders of the Central Pacific made a great mistake when they located the present line through the Sierra. Nature made one natural passage through the Sierra, and that is the valley and canyon of the Pitt river, which is the outlet of Goose Lake up in Modoc county. The waters of Goose Lake empty into the Sacramento river and the bay of San Francisco. When you get to Goose Lake you are on the other side of the Sierra, and you have climbed to an altitude of a little over 4000 feet.

"Now, to the uninitiated it may seem a roundabout way to build a transcontinental line by way of Goose Lake, up in northeastern corner of California. But what difference does it make which initial direction the road takes so long as it is the shortest route? Now, let me illustrate."

He pulled a piece of string out of his vest pocket and laid it, badly crinkled, on the seat beside him.

"The average road has just about as many crooks and turns as that piece of string," he said.

Placing a finger on each end of the string he took up the slack with another finger and made the string a right angle with perfectly straight sides, thus demonstrating that a railroad built straight from San Francisco to Goose Lake and thence straight to the Missouri river would be no longer than a road that follows the serpentine course of the Central Pacific through the Sierra and through the valley of the Humboldt. This geometrical secret belongs to Negus by right of discovery, and he hopes by means of it to revolutionize railroading in the West.

Library Association Order Books.

A meeting of the directors of the Library Association had a meeting Monday night and ordered about 175 books. They were to meet again last evening and order another lot. Any one having suggestions to make regarding books will do the association a favor by consulting Mr. Blinhardt, the President.