

Matters on the move in Lakeview and Lake County PRESIDENT OF OREGON TRUNK LINE IN LAKEVIEW LAND MEN AT WORK

Highly Pleased With this Town and Country and Predicts a Big Future For Them

SAYS ROOM FOR SEVERAL ROADS

Intimates that Lakeview Will Become a Big Division Point

One of the surprises the people of Lakeview had this week was the arrival of a railroad president in town, in the person of W. F. Nelson, of the Oregon Trunk Line, of Portland. Mr. Nelson is not at all connected with the Harriman interests. On the contrary, according to the consensus of opinion, Mr. Nelson is closely identified with the Hill interests, with the avowed purpose of making this Great Inland Empire tributary to the Hill system. All moves made by this interest point to that end. The first move made in that direction was the building of the North Bank road down the Columbia, paralleling the Harriman road, O. R. & N. on the south bank. Portland, of course, was the objective point, but it paved the way for a trunk line east of the mountains, on a grade, that is practically a water grade from the Columbia river to San Francisco, one of the essentials made imperative by Mr. Hill in all his construction work. A significant pointer as to the purposes of Mr. Hill in this matter is had in the fact that he recently acquired a lot of water front property in San Francisco and the Prineville papers state that all deeds given down the Des Chutes valley for right of way is made in the name of J. J. Hill.

The visit of Mr. Nelson to this section and along one of the proposed lines of the new road was made with a view of seeing first hand the route proposed to cover with his line its resources, and to precede the engineers now at work surveying the line from the north. He has four surveying parties at work and the line is now located to Madras, 50 miles south of the Columbia river. The crews are now hunting the easiest grade over the mountains from that point trying to get down in the neighborhood of Bend. After that point is reached, the line will probably follow the old river bed, which will throw the road in the vicinity of Silver Lake, in this county. The only herd grade in the line from the Columbia river, up the Des Chutes river valley, and on to Lakeview will be that portion of the line between Silver Lake and Summer Lake, which can be overcome by construction of a horse shoe. The road from Silver Lake will pass on through Summer Lake and down the Chewaucan river, coming out of Summer Lake through the little marsh into the head of Crooked Creek. In making this route, there is practically no grade, it being less than one per cent over the divide at the head of Crooked creek, where it will drop down less than 300 feet into the Goose Lake valley, through Lakeview, and on down the Pit river valley, which is really the head waters of the Sacramento river, and on to San Francisco, the route affording a water level all the way from there to the Golden Gate.

The Oregon Trunk Line across Central Oregon on a north and south line, starting up the Des Chutes river and on down the Pit river, with a light grade of 3-10ths of 1 per cent over only one mountain pass of less than 5,000 feet elevation, with no snow sheds, and practically 250 miles in which to make the rise in elevation on either side, makes the line one of the cheapest in construction and with

le a cost of operation than any similar line in America. The Southern Pacific, on the other hand, has four lifts in crossing, each higher than this one.

It is the intention, in addition to building the main trunk line, to also build lateral lines on each side, as feeders. On the West side is an immense tract of timber, and on the east side of the line is an agricultural section. Mr. Nelson was very highly pleased with the country through which he passed, and says that no one railroad with a single track can handle the traffic that will come out of a region so rich in all sorts of products as the one in question, both as to natural ones and those of the ranch, farm and orchard. The territory in question is large enough for several roads, all of which will come in time.

The gentleman was more than pleased with the Goose Lake valley, and acknowledged that Lakeview was the natural and central point for a big general division point on the line between Spokane and San Francisco. He said that the very fact of putting so much rich land under water would build up a big city here, and thereby would make it the logical point for such a division town. He could not speak for his associates, but so far as he is concerned he thinks it the logical place for such a division. While here he went out with Messrs. Shirk and McKendree to look over the Military Road Grant and other lands. He was so taken up with the quality and beauty of the lands that he insisted Mr. Martin should sell him a section of the land. But the former could not do that, as it is all to be segregated for the benefit of the contract holders of the Oregon Valley Land Company. However, he seems determined to acquire a section of the land of this valley, and left an order with the company to purchase such a tract as soon as it could be obtained, provided he could buy same right. This desire, coming from a man who has traveled all over Oregon and Washington, and who is thoroughly posted as to the products and advantages of each section of the two commonwealths, speaks volumes in favor of the Golden Goose Lake Valley.

Mr. Nelson left Tuesday morning for the south, it being understood that it is his purpose to explore for himself the Pit river valley, and if after investigation he finds it as promising a proposition as claimed by other railroad engineers, he will make arrangements at once to begin construction work at each end of the line.

He will also look into the possibilities of the N. C. O., with a view of using that line temporarily for a southern outlet, and if satisfied will begin at once to extend that line to Lakeview, now about only 57 miles distant over level and inexpensive routes to construction all the way. Mr. Nelson was very much impressed with the country from Silver Lake south, and says that Lake county is an empire in itself. He was profoundly impressed with the magnitude of the resources, now held in check awaiting the advent of the railroad. The forests, mineral deposits, orchards, agricultural products of range, ranch and farm, all in their infancy, but pointing to immense possibilities of the future, all satisfied him that there was urgent need for a railroad, and that the one first to reach the region would be the one most favored, no matter how many might come later to dispute its rights in the hearts of the people.

There is no question but that Mr. Nelson and his associates are very much in earnest in this matter of railroad building in Central Oregon. They have already established the line from Des Chutes at the mouth of

PIT RIVER PASS BEST

H. V. Gates Tells of Railroad Survey He Made from Boise City to San Francisco For Jay Gould in 1889

REDDING, Cal., Oct. 7.—Pit River water will furnish the power that will move the trains carrying timber products of Eastern Shasta county to the markets of the East," said H. V. Gates in this city yesterday morning. By direction of Jay Gould, president of the Union Pacific and the Oregon Short Line, I spent \$200,000 in 1884 in surveying for a railroad from Boise City, Idaho, down Pit River to San Francisco, and I know that Pit River is the natural, easy route for a transcontinental railroad."

Gates is familiar with the Pit River route, and speaks from first knowledge. He is in Redding to secure a patent on a tunnel site in the "big bend" of the Pit for 250,000 horse power electric project. "The highest railroad authority in the country, after examining the profiles of the route surveyed by me in 1884, pronounced the Pit River pass the best in the state for a railroad to cross the Sierras. That authority is Granville M. Dodge, Chief Engineer of the Union Pacific, when it was built from Omaha to the West."

The Pit River route is easier than Beck with pass. The Western Pacific road of one per cent grade, but the road crosses the mountains at an elevation of 5000 feet. The Pit River survey passes the crossing below the snow line.

The survey was examined and approved by such railroad men as S. H. Clarke, long president of the Union Pacific; James J. Hill, until recently president of the Great Northern, and President Mellin, of the New York, New Haven and Hartford, who was for many years president of the Northern Pacific. Even Chief Engineer Bowler, of the Western Pacific, admits that the Pit River pass is the easiest route over the Sierras.

"Why has a railroad never been built down the Pit River, then?" was asked of Mr. Gates.

"Because Jay Gould died," was

the prompt reply. It was by his direction that I surveyed in 1889, a route from Boise City, Idaho to San Francisco, starting at Ontario, Oregon, on the Oregon Short Line. I worked with a crew of 200 men surveyors and others through Southern Oregon into California and down the Pit. The survey was the work of months and months. When it was completed I was summoned to John Gould at Idaho, Idaho (read out S. H. Clarke was with Gould. We spent two days ingoing over the survey and profiles. As I was going to the train to leave President Clarke, who was close to Gould in confidence, said that Gould was enthusiastic over the Pit River route and was sure to order the road built.

"I went to Portland, was to wait orders there, I confidently expected to receive orders in a few weeks to commence building the railroad. I was shocked, however, in less than a month, to learn that Jay Gould was dead. He died very suddenly."

"Had Jay Gould lived I firmly believe that there would be a railroad down Pit River today—a part of a transcontinental line."

"Where would that road strike the Sacramento River?" was asked.

"At Redding, Anderson or at Red Bluff, as you might choose. I remember the route perfectly. In the vicinity of Copper City it is easy to raise from Pit River and strike across the country in any direction to reach Sacramento River and the valley proper."

It was when Gates was Chief Engineer of the Jay Gould survey party that he saw possibility of the immense power project in the "big bend" of the Pit, which now brings him to Redding on business before the United States Land office.

Ten thousand dollars has been spent in engineering work alone in connection with this project of developing 250,000 horsepower of electric energy. This project is coming to the front faster than most people of Shasta county realize.

see 27 tons equals 5400 pounds, and at 15 cents per pound the orchard returns \$810, or \$405 per acre. Profitable and profitable for the owner.

MONTHLY REPORT OF PUPILS ON CARDS

Monthly report cards will be given out in the school Monday. Parents should examine the reports carefully as they will reveal the attendance, punctuality and progress the children have made during the last month of school. Should you at any time discover anything of an unsatisfactory character, through means of these reports or otherwise, it is earnestly desired that you will call upon and consult the teacher at once. By pursuing this course, misunderstandings will be avoided, and the parties most interested in the welfare of the pupil will mutually assist each other.

Superintendent of Schools Makes Some Recommendations

Prof. R. B. Jackson, county school Superintendent, was transacting official business here last Saturday. He issued Temporary Permits to teach until the regular Feb. examinations, to Albert Cook, Walden De Long, Katie Barry, Anna Goodman, and Katie Willits.

Schools are now in session in nearly all the districts of the county, or will be in soon.

The office is now supplied with all supplies necessary for use of Districts. Any district needing supplies should write to the Superintendent for the same.

The compulsory law and the law relating to truants will be rigidly enforced. The State Association of Superintendents recommended the appointment of the County Sheriffs as trustee officers throughout the state.

Minneapolis Banker Here
W. H. Robertson, a banker from Minneapolis, was here last week looking over the field. He is very much pleased with every phase of our business and agricultural interests, and may return later with 30 or 40 families from Minneapolis and South Dakota who are awaiting his report. Mrs. Martin and son were arrivals from Muncie, Indiana last Friday.

Profit in Apples
From one Gravenstein tree, a Moro man picked eight boxes of \$3 apples, and his peers did even better than that. The climate of Sherman county is all right and so is the soil, for all most anything that will grow anywhere in Oregon, by the application of sound reasoning and a little elbow grease says the Observer. These trees never have had the least bit of irrigation.

Have Engineers at Work Surveying the Military Grant, Reservoir Sites and Irrigation Canals

One of the most prominent factors in the future development of this section arrived here Sunday in the person of Mr. R. J. Martin, of Kansas City, who is president of the Oregon Valley Land Company.

The stimulus of his presence was at once felt in the inauguration of the work of improvement that means much to Lakeview and the surrounding country. Two engineers and their crews were sent out bright and early Monday morning to begin laying out plans for the immediate beginning of the work of construction of the big irrigation project which will take the water for that purpose from the Drews valley and the Cottonwood creeks. The company has secured the sites for reservoirs on both of these canyons. The work is being done on a scale sufficiently large to irrigate 75,000 acres, and more to the present owners of the land desire water on their holdings.

Men are now on the ground at the sites for both these reservoirs, at work in constructing the necessary buildings for shelter of men and beasts and also for those needed for blacksmith and other work. One of the engineer crews will survey the sites for the dams, while the other will lay out the main canals and the laterals. One of the crews will be in charge of Chief Engineer Rice of the company, and the other in charge of Engineer Faulkner. When the camp buildings are completed, men will be put to work laying the foundations for the dams. A telephone line has been ordered put in between the office in Lakeview and both of the dam sites, and communication will be had just as soon as the telephone company can put in the poles and string the wires. Every thing possible is being done to carry forward the work, so that all will be in readiness for the crowd coming to take possession

of the land next year. The contemplated improvements will cost upwards of half a million dollars.

The company is having the most wonderful success in disposing of the contracts. Over half of the entire number of upwards of 12,000 contracts are sold, which means over one million dollars, and the applications for contracts are coming into the main office at Kansas City, at the rate of \$25,000 a day.

The officials of the company attribute a great deal of their success in disposing of these contracts to the hearty support of the people of Lakeview, who have almost invariably spoken well of the lands to intending purchasers; and especially to The Examiner are they willing to accord no small share of their success, which, has spared no pains in giving out information of the most convincing sort, all of which has had its weight in intending people to think of making this favored land their future home.

The work in this vicinity will be in charge of Mr. K. W. Martin, of Kansas City, who is a brother of the president of the company. He had charge of the local work in a similar enterprise in Colorado, and while not a professional engineer has had considerable experience in the practical work of irrigation and is able to handle the matter here so as to insure a system that will make this valley one of the most certain and productive irrigated sections in America.

The people of Lakeview can surely bless their lucky stars that these gentlemen have taken matters in hand, and they can rest assured that from the result of their labors, there will grow up one of the largest and best towns in the inter-mountain region. All business people here will soon feel the effects of the increase in population, and in the forward procession the Examiner intends to keep well to the front.

Paid \$16,000 for a Ten-acre Apple Orchard

A Record Price for Oregon Apples That Will Yet be Duplicated in Lake County

A new record price was paid for Hood River orchard land last week, and the sale also probably establishes a new record price for agricultural land in Oregon. The sale was of a 10-acre tract set in 7-year-old Newtown Pippins and Spitzenburg trees, all bearing heavily, which was purchased by Frank E. Dean, late of Illinois, for \$16,000 an acre. The tract was a part of the 50 acre orchard of M. M. Hull, located on the east side of the valley on the line of the Mount Hood railway, which is considered the finest apple orchard in the state. The price

paid for this tract exceeds the highest price heretofore paid for similar land by \$300 an acre. It is estimated that the crop now on the trees will net the owner \$400 an acre, or 25 per cent of the purchase price.

It may be interesting to note here that of scuffers and knockers there were a plenty in that section once upon a time, as is the case here to a very limited extent. But the fellows with faith went on with their work and now, behold! the result.

And the time is soon coming when effort in fruit growing undoubtedly will bring the same results right here in Lake county.

Government Land Scarce --- None Left Outside of Oregon

The time has passed when a man might move westward and take up virgin soil at his pleasure, and, in general, it may be said that the son of the farmer of today must look for his sole heritage in the land his father holds, says the Portland (Oregon) Telegram.

It is also a fact that the greatest and best portion remaining of Uncle Sam's once glorious domain, lies in the Great Inland Empire, comprising the counties of Lake, Harney and Malheur. But the eyes of the entire country are now cast this way, and it is only a question of one or two years before it will be all taken, and where then will the land-hungry go for farms and homes?

areas, except by irrigation and drainage, but we may by intelligent selection of crops, by scientific cultivation and by careful treatment of land, make it produce three or four times as much as it does at present. And this is the direction in which our development should proceed, for we must find room within the next 30 years for a doubled population in a territory already fully occupied according to our undisciplined ideas. The American farmer of the future must be a man of broad mind and technical knowledge. He must apply to his operations the same thoughtfulness, precision and foresight that characterizes the business conduct of the manufacturer and the merchant.

EXPERIENCED CREAMERY MAN WANTS TO PUT PLANT IN HERE

A gentleman from Alturas was here Friday, looking over the field for the establishment of a creamery. He was very favorably impressed with the prospects and doubtless will conclude to locate here.

One of the draw-backs he found was no available building for the purpose, and no obtainable dwelling for his family. He has a modern plant of the necessary machinery, and all he needs to start in here is the building and dwelling.

It would seem as though there should be some effort made here to secure and maintain enterprises of this sort that go toward making Lakeview a city.

The creamery over at Bonanza is a money maker for both the towns-people and the farmers, and so on an enterprise would be a source of profit here as well.

Every town or section in which a creamery is located is a prosperous one, and the monthly distribution of creamery checks among farmers and business men makes money plentiful.

Need More Houses For Rental Purposes

Many Families Seek Lakeview for School Advantages. Dearth of Suitable Houses

There is a crying need for more houses in Lakeview and it is a certainty that many dwellings could be rented at good profits on the amount invested. Newcomers are having an extremely difficult time to find homes here, simply because there are no houses to be rented. City property is still cheap, good lots can be had at reasonable prices and real estate values are much cheaper than they will ever be again. Lumber and labor are both at low ebb and the time for building is extremely advantageous to the man with a little capital. More houses are needed here because more people are coming to this little city. They are coming that their children might avail themselves of the splendid advantages offered here—strong public and

high schools. As these schools grow in efficiency and their standard of scholarship increases more parents will come to Lakeview to educate their children. More houses are needed now, and there surely will be a greater demand for homes.

Hundreds of homeseekers will arrive in this county from the east during the next few months, all eager to cast their lot in this healthy and progressive community. Lakeview should make room for a thousand more wide awake men and women. We need them in our business. Must have them—and the proper way to keep them—while we are exploiting our unequalled opportunities of this great valley, is to have houses that they may rent, right now is the opportunity time for doing some boosting along this line.