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A Grand Land Opening At Lakeview in 1909

The Portland Journal says a boom of the real Oklahoma sort—something that never before happened in Oregon—is scheduled to occur next year in the Lakeview region as a result of a unique land and lot sale that is now in progress in connection with the sale and colonization of the old military road grant.

A total of 11,992 tracts and the same number of Lakeview lots are being sold out of approximately 300,000 acres of the grant, and the managers of the sale say the opening day will see at least 6,000 men and women on the ground at Lakeview to participate in the division of the lands they hold contracts for.

The plan of the sale and opening of the lands to settlement is one of the most unique in the history of land openings, but it is not an experiment, as successful trials have been made in a large way during the last few years—since the postal authorities stopped straight lotteries in the division of large bodies of lands. The new plan is a drawing, with auction feature ingrafted upon it that takes it out of the lottery class but leaves it in a situation where the owners of the land divide it practically without bidding, the opening being conducted by three trustees whom the contract holders elect at the time of the opening.

The Oregon Valley Land company, which now owns and is selling the grant lands in southern Oregon, held a similar land opening last August in the San Luis valley, Colorado, where 7,000 farms and the same number of lots were distributed. Technically it was an auction, as every contract holder bid in a farm and lot. But he only bid the amount of his contract price. There were only 22 exceptions in the 7,000 farms auctioned. The exceptions were cases where the tracts contained large and valuable improvements, or where there was some special reason for bidding a premium. The premiums so bid were placed in a fund by the trustees and divided around equally

as a cash dividend among all the contract holders.

A good many Portland men and others are taking advantage of the opportunities to thus annex a small view country and add to their personal possessions. There is a fairly good general knowledge in Western Oregon of the fact that the old wagon road builders went miles out of their way to run the road through the best agricultural valleys and grazing sections of southern Lake and Harney counties, as the road company took its pay in lands along each side of the highway. Had they laid out the road by a direct route straight across Oregon they would have followed closely the survey of the new main line of the Oregon Eastern from the Malheur river to Eugene.

But instead, they turned south, many leagues off the direct route, and wended their way through the seven valleys that are now known as the White Horse, Wild Horse and Catlow in lower Harney, and through Warner, Goose Lake, Drews and Sprague river valleys in Lake county, then almost due north through the Klamath Indian reservation to the point where they crossed the Cascades to reach Eugene.

The Oregon Valley Land company's Pacific coast headquarters in the Chamber of Commerce building it is said that the sale is now going at the rate of 1,000 farms a month. It is learned that among the buyers are all classes of men, and that while the bulk are working men, a good many professional and business men are showing their faith in Oregon raw lands by making the small investment required to possess a few of the farm contracts. The list includes L. Gerlinger, president Salem, Falls City & Western railway; C. S. Jackson, Judge Webster, W. W. Cotton, L. Thompson, Guy W. Tabot, John M. Scott, Cecil Buer, S. G. Reed, Victor A. Thorne, F. C. Jackson, Dr. R. E. Lee Steiner, W. C. Stinger, A. C. C. Berry and others. The list of purchasers who intend to colonize and actually settle on the grant is a long one. A large colony of East Portland Germans will go.

Long Range Weather Prophecies

From the San Francisco Chronicle: Editor "Chronicle": Since reading the long range forecast in a recent issue of the "Chronicle", together with the comment made in the following issue, it is apparent that one part of the forecast can easily be misunderstood, which I wish to make plain to the public. Properly speaking there were four forecasts made by myself.

First, a very dry fall, probably extending into the early winter months.

Second, the dry weather to be followed by succession of heavy storms lasting for forty days or six weeks.

And I might add that the heaviest storms of the winter would be at the latter end of such period.

Third, the rains from this period would be intermittent, extending in to the spring months later than usual.

Fourth, for the season more than the normal rainfall will take place upon the Pacific Coast.

Since one of my friends asked me what I meant by the forty days of rain and the comment of the "Chronicle", I desired to proper to send you this communication, whether you cared to publish this communication or not. S. V. REHART, Lakeview, Ore., Oct. 29, 1908.

Reported Here That the Narrow-Gauge Will be Built at Once to Lakeview

It is commonly reported here that the narrow gauge railroad is to be extended at once to Lakeview. We have not been able to verify the report, but it certainly is the proper thing for that line to do. If it will do this, the people here will be willing to forgive its many sins of commission in the past.

It would seem that, inasmuch as the road has men and tools and material on the ground, it would be easier and cheaper to extend now than to do so later. Tons of rails are avail-

able alongside of the Tenasip line, lying idle and useless, that doubtless could be got at low cost, and there is nothing to hinder grading all winter. The route from Alturas to Lakeview can practically be laid on top of the ground and surfaced afterwards.

In view of the fact of the thousands coming next year and the thousands of dollars this section has paid this company heretofore, Lakeview is certainly entitled to this extension at once. It will give this narrow gauge the key to the whole railroad situation if it makes this move now, as delays for it will be dangerous in more ways than one.

SOME SUCCESSFUL ORCHARDING

Buy Land at \$125 an Acre Plants to Fruit and Sells for \$1,400 an Acre

J. J. Hull, a successful orchardist of Wenatchee Wash., has bought a 120 acre tract on the south side of the Rogue river, adjoining the city park, Grants Pass, and will put it into fruit. Mr. Hull bought a tract of land at Wenatchee for which he paid \$125 an acre and after planting it to fruit and cultivating it carefully for four years sold it for \$1,400 an acre. The Examiner will be able to relate experiences of this sort in a few years and now is the time to buy while our fruit lands are cheap.

J. T. Allen, of Chico, Calif., came up Saturday to look at a really good country, where everything pleases and nothing is vile.

HILL IS HOT AFTER KING HARRIMAN

Hill Will Fight for Every Inch of Ground on the Pacific Coast

San Francisco, Nov. 12.—Financiers here say Harriman and Hill are preparing to lock horns in a battle for control of transportation in the west and on the Pacific coast. They declare the battle now beginning in the northeast will be fought all along the coast and into San Francisco.

It is pointed out that the activity of Hill in the Portland, Spokane & Seattle railroad, and its various electric feeders to his road in the northwest is to forestall any development by Harriman that may take away from the Hill roads valuable traffic in that section of the country.

B. D. Blakesley and wife, of Fallon, Nevada, were guests of Hotel Lakeview last week.

Thanksgiving Pumpkin Pie

YOU may talk about your foreign cooks and all the things they make. The thousand dainty dishes that they stew and boil and bake; You may prate about their wondrous skill in culinary arts. How deftly they can manufacture puddings, pies and tarts: Go praise the French and German chefs and the Italians, too. For making salads, sauces, soups and fancy dishes new, For a toothsome morsel upon which I can rely Just give to me a solid wedge of Yankee pumpkin pie!

Let those of fashionable tastes turn up the nose in pride And think it quite plebeian to be simply satisfied: Let them eat their pate de foie gras, their truffes and such stuff With foreign names, suspicious looks and odors rank enough!



JUST GIVE TO ME A SOLID WEDGE OF YANKEE PUMPKIN PIE

Let them eat those airy pastry puffs they think so very nice Because they've got outlandish names and cost a mighty price, But, say, to curb your appetite and your stomach satisfy There's nothing like a great big chunk of Yankee pumpkin pie!

Roast beef may have more nutriment, more holy building worth; Veal, mutton, lamb, be nourishing and stretching of your girth; Your chicken, duck or turkey may suit palates very fine, But these can take a back seat when I'm passing down the line. Fish, flesh and fowl may serve to stay the appetites of some, But you must treat me better when I to your table come. Leave out the high toned viands, let each dainty dish go by, If I can get my face fast in a piece of pumpkin pie!

—John S. Grey in New York Tribune.



ALLAN COREY OF THE YALE TEAM.

Allan Corey, son of the millionaire steel man who married Mabelle Gilman, the actress, is one of the prominent linemen on the Yale football team. Corey is a fast player and one of the sturdiest men on the team. He made an excellent showing in the practice games.

A Crook county man was holding the bridle of a horse when the animal turned its head suddenly, striking the man's forearm so forcibly with its nose that both bones of his forearm were broken.

The Bonanza Bulletin reports that as soon as election news reached that place that Lewis Garber started 12 car loads of beef cattle and 213 hogs to Dorris and Montague yesterday. Oscar Stewart was in charge.

Irrigation at Silver Lake North End to Boom

The last Silver Lake Leader says: E. E. Forshay, a civil engineer living at Boise, Idaho, has been here the past week looking over this section, and the result of his visit is, that he has appropriated the waters and flood waters of Silver Lake, and Thorn Lake for irrigation purposes. Mr. Forshay is the western representative of L. C. Miller, of Miller and Vale, of McOrniek block, Salt Lake City, and Samuel D. Boone of Halls, Idaho both of whom are now largely interested in irrigation enterprises throughout the west and who handle immense sums of money of eastern capitalists who are looking for such investments. Mr. Forshay informs us that they now have water enough appropriated to irrigate 185,000 acres of land, and before he is through with his trip, that enough water will be appropriated to bring the total up to 400,000 acres. Mr. Forshay informed us that he confidently expected that the gentleman he was looking up this matter for and with whom he is associated would begin work in the very near future. Not only the water is to be had, but that he had given the soil a thorough and exhaustive examination, together with climatic con-

ditions, and he finds it of a character that will when cultivated be highly productive of all cereals as well as vegetables. Mr. Forshay was rather astonished that such magnificent and prolific soil as well as the abundance of water to be so easily gotten had escaped the eyes of capitalists so long and thought he and his associates were more than fortunate to drop into such an easy project. Mr. Forshay is yet in this country prospecting and looking over Christmas Lake country further, and will make a thorough and perfect examination of the entire country before returning home to report. He expects to be back in a couple of months with a surveying crew in the field, and as soon as the survey is completed active construction work on the irrigation project will begin.

The company that Mr. Forshay represents has many millions of dollars behind them, and we have the assurance that if a railroad has not been constructed by the time their project is completed, they will build one themselves, as there is more than an abundance to support a road in this rich and fertile section that is to be made to blossom as a rose, and to yield rich harvest to the tillers of the soil.

Beautiful Golden Goose Lake Valley

If there is any more beautiful sight anywhere these bright crisp mornings than this broad fertile valley, surrounded by the glistering white capped mountains with the deep blue of the Golden Goose Lake shimmering in the distance, then we have failed to find it heretofore in our extensive travels on this American continent. And every stranger who comes is also charmed with its beauty.

If this valley is beautiful in its untilled and natural state, how much more enticing and satisfying will be the view when its whole surface is subdivided into 10 acre tracts and is dotted with homes, with orchards and gardens. But such a dream is soon to be realized, and with the coming of the railroads, the rich and valuable orchard products of the Golden Goose Lake valley will go out to the four quarters of the earth, and will establish a reputation as to goodness and quality that will make a record second

to none in Oregon, now acknowledged to be the best fruit country on earth.

And while we are talking on this topic, let us remind you that now is the time to get a foothold here for a little money that in a few short years will be worth thousands of dollars! Just think of the opportunity now open to acquire 10 acres of this beautiful valley for only \$20 an acre, with one half irrigated free, and a town lot of this beautiful young city thrown in! Knowing these things and feeling the grand future ahead for this town and valley it is a wonder there is a single contract on hand. Soon they will all be gone, and then will come requests of hundreds for lost opportunities as the roll of future slowly unfolds itself and they see those who had nerve, energy and ambition to grasp the things that present offers, and which will make homes, where contentment, and prosperity will reign!

Big Irrigation Scheme Just Over the Line in Nevada

RENO (Nov. 1, November 19, — Charles A. Brown, director of the Pennsylvania Railroad, of Philadelphia; A. E. Murphy, of Burns, Ore.; J. M. McLeod and W. E. Johnson, of Seattle, were in this city yesterday competing arrangements for the irrigation of 25,000 acres of land in Long Valley, located in the extreme north eastern corner of Nevada. The party left last night for the area to be developed.

The enterprise involve an outlay of more than \$500,000. The preliminary work has been completed and water rights have been procured. Massacre, Middle and West Lakes

are on this land, and Massacre Lake is to be converted into a great reservoir, which will get its water supply from a wide territory through several small streams. The land to be irrigated lies about twenty five miles east of Cedarville, Cal., and is separated from Surprise Valley by a range of low mountains along the California-Nevada State Line. At present there is no near railroad connection for the territory, but there are indications that railroad extensions now planned may reach the district. The lands to be irrigated may, it is said, be leased to homesteaders, for a number of years before being sold.

DRY FARMERS TO MEET AT CHEYENNE

Only One-Ninth of Government Land Left Can be Irrigated

Plans are now being made for the third Trans-Missouri Dry Farming Congress, which will be held in Cheyenne, Wyo., February 23, 24, and 25, next and will be a convention of international importance. While this is in a sense a new organization its importance as an economic movement is easily estimated from the fact that when the irrigation water has all been impounded statistics show that water can be placed upon but one ninth of the available and well located agricultural land. Even the most skeptical critics of the effort to populate the unirrigated lands are now beginning to admit that in the face of their constant claims that failure would surely follow attempts at so called "dry farming," the crops from unirrigated farms—both experimental and operative—have "made good" the claims of the "dry farmers."

CALIFORNIANS PLEASED WITH LAKEVIEW LANDS

Delton Behrens, of Orange Calif., and Julius Kurtzloff, of same place, were here looking over the property of the Oregon Valley Land Co. in which they hold contracts. They were more than satisfied and returned home to spread the good word about Lakeview and Lake County.

WANT HIGHER DUTY ON FOREIGN WOOL

Rise in Cost of Wool Production Makes Additional Duty Imperative

SALT LAKE CITY, Nov. 19.—A still higher duty on imported wool is the demand expressed in a resolution adopted by a mass meeting of the wool growers at the Salt Lake commercial club rooms to day. President Edward H. Callister of the Utah wool grower's association presided. There was no opposition to the resolution. It recites that "the cost of production of wool in the west has materially increased since the passage of the Dingley tariff bill on wool and that our representatives in Congress labor for a raise in the wool schedule. A committee was appointed to draft a statement for submission to the House Committee on Ways and Means.

RAILROAD TO BEND WITHIN 15 MONTHS

Bend Bulletin: The most interesting bit of news in the railroad line to be heard for some time is the statement made this week by general manager O'Brien of the Harriman Lines of the Northwest to the effect that he would have a long stretch of road in operation during the next few months. Mr. O'Brien said: "We will have the road built for a distance of 115 miles within 15 months." That will give Bend and the Bend country a railroad over which to market the crop of 1910.