

# Lake County Examiner

VOL. XXX

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NO. 12

## BOARD OF TRADE COMMITTEE REPORT

### Concise and Accurate Data of Volume of Business

Lakeview, Oregon, March 20, 1909.  
To the Board of Trade of Lakeview:  
Gentlemen:

Report of the Committee on Industrial Conditions and Transportation.

In compliance with a request of the Executive Committee we herewith submit our findings as regards incoming, outgoing freight, for Lake County, also an estimate on internal freight for Lakeview and immediate vicinity.

Incoming foreign freight:

Lakeview 2,545,000 lbs  
Paisley 250,000 lbs  
Silver Lake 100,000 lbs  
Plush 100,000 lbs  
Adel 100,000 lbs  
New Pine Creek 50,000 lbs

Total 3,270,000 lbs

At an average rate of 1¢ from Terminal per annum \$37,225

Outgoing foreign freight:

Wool 1,500,000 lbs  
Agriculture 18,300,000 lbs  
Livestock

At an average rate of wool 1¢, live stock 3¢, agriculture 7¢

Internal freight (estimated):

Wood (fuel) 4,200,000 lbs  
Lumber 4,000,000 lbs  
Garden produce 65,000 lbs

Total 8,265,000 lbs

The above shows actual existing freights on the basis of present population. No assumption as to future possibilities.

Subsidiary report of the Committee on Industrial Conditions and Transportation, covering annual passenger traffic via stage based on conditions as represented for the past two years which represents about 1/2 the actual passenger.

Incoming passengers:

From the South 1054  
From the North 125  
From the West 500  
From the East 50

Total 1729

Outgoing passengers:

From the South 430  
From the North 125  
From the East 50  
From the West 500

Total 1300

Grand total 3029

This total at \$5 a person, which represents an average of 10 cents per mile and would be cut 1/2 by rail \$15,145

Internal or local passengers to and from Lakeview:  
From the South 5000  
From the East 1000  
From the West 5000  
From the North 3000

Total 14,000

Assuming that the average miles traveled was 20 both ways at 3 cents a mile will give \$8,400 per annum this is on the present wagon basis of travel and we do not dare to estimate on the possibilities should our children be given proper school facilities and higher educational advantages, etc. The above is data more adapted to electric transportation in and around Lakeview.

Following is a list compiled to give some idea of the industrial conditions now in existence in Lakeview:

Banks 3, Nat'l & State, Cap. and Surplus, \$325,000.  
General stores 5  
Hardware stores 2  
Hotels 2  
Flour Mill 1  
Blacksmith 2  
Meat Shop 2  
Saloons 8  
Furniture store 1  
Shoe maker 1  
Brewery 1  
Moving picture 1  
Public library 1  
Undertaker 1  
Societies 4  
Churches 3  
Headquarters of Fremont National Forest Reserve  
U. S. Land Office  
U. S. Repository

WE WANT

Cremery, laundry, tailor, bowling alley, brickyard, Sash and door factory, music house, opera house, Y. M. C. A., High school.

And above all we have more lands than anything else and we want farmers more than anything else.

Upon careful estimate we find that the local merchants annually import:

General merchandise \$225,000  
Liquor, etc. 40,000  
Saddlery 10,000  
Candy 7,500  
Blacksmith Material 7,000  
Furniture 5,000  
Durnage 25,000  
Household goods, etc. 25,000

Total \$342,500

C. R. Seager, Chairman Committee on Industrial Conditions and Transportation.

The Alturas Stage Co. brought in 20 people last night from the east.

## AGRICULTURE COMMITTEE

### Make a Report on the Products of the County and Acreage Now Under Cultivation.

Lakeview, Oregon, March 19, 1909.  
Lakeview Board of Trade,  
Gentlemen:

Your Committee on Agriculture have made the following estimate of the cultivated lands within Lake County, together with the number manufactured annually hay lands including alfalfa, 200,000 acres, grain lands 5000 acres, fruit 200 acres and lumber production 4,000,000 feet.

The hay lands are distributed all over the county, and produce about one ton per acre, and of splendid quality, and can be made to produce much more per acre by seeding the same down to tame grasses.

The fruit lands are well distributed over the county, having been planted for home consumption, and consist of small orchards in all the principal valleys.

The following fruits are grown successfully for home consumption in the county named: Apples, plums, prunes, pears, cherries, peaches, and apricots.

Fruit has been grown in the county for 25 years and while there has been partial failures from frost, there has not been an entire failure during such period.

The flavor of the fruits cannot be excelled anywhere, and are noted for their keeping qualities.

Berries of the following varieties are successfully grown, and also have

a delicious flavor, straw berries, blackberries, raspberries, currants, etc.

Vegetables, of good quality and yield are produced almost all over the county, such as potatoes, parsnips, carrots, cabbage, beans, peas, onions, lettuce, etc., and in the favorable localities tomatoes, water-melons, musk melons, etc., are grown successfully.

The county is one of the best watered counties upon the Pacific Coast, and of splendid quality.

S. V. Rehart, Chairman Committee on Agriculture.

#### Big Money in Fruit

What is done elsewhere will be repeated in Lake County when the railroad comes. For instance: An apple orchard near Milton which has never been known to anyone outside of a few neighbors and of which but little care has been taken, last year netted the owner \$800 per acre. A vineyard in the same locality yields \$500 an acre every year. A peach orchard last year netted \$480 an acre, and a three-acre straw berry patch \$310 an acre.

The Pendleton wool clip is selling for 17 cents.

Lake County needs Farmers.

## BEET SUGAR

### To Test Sugar Beet Culture in Lake County

At a meeting of the Executive Committee of the Board of Trade it was decided to accept the proposition of the Dyer Mfg. Co., which the following letter explains:

Dyer Manufacturing Co., Cleveland, Ohio.

Gentlemen:—Mr. R. J. Martin, President of the Oregon Valley Land Company, came before the executive committee of our organization on Saturday night last, and asked us to take over the matter of securing twelve parties to plant out half an acre each of sugar beets stating that your company had proposed to send us the seed, also instructions regarding proper cultivation. On motion the Board of Trade decided to take this proposition in charge. Mr. Martin informs us that you are thoroughly reliable men of business and we wish to join hands with you to secure

this enterprise. We have men ready to do the work and only await your instructions.

We are off the railroad at present and it takes time for mail and express to reach us so it might be well for you, upon receipt of this letter to express us the seed, and write us full instructions how and when to plant. An early reply will be appreciated.

L. KEVIEW BOARD OF TRADE, M. B. RICE, Secretary.

Farmers need Lake County Land.

Returning to Lakeview.

The following was taken from the Fennimore (Wis.) Times: Philip Young and family, of Canada, stopped for a few days visit with Rudolf Koeke, while on their way to their former home at Lakeview, Ore., where they intend to buy a fruit farm.

## RAILROAD NEWS

### Portland Paper Says Lakeview Is to Be a Railway Center

The Portland Journal of the 25th ult., has this to say of the railroad situation affecting Lakeview:

Reports that are in circulation today incline railroad men to believe that E. H. Harriman not only proposes to purchase the narrow gauge Nevada, California & Oregon, which has a 184 mile line from Reno, Nevada, to Alturas and extend it on to Klamath Falls where connection can be made with the Central Oregon line, but that another branch of the line will be extended from Lakeview in a northeasterly direction to Huntington, Caldwell or Prairie City.

Reason for the belief is the evident fact that Mr. Harriman desires opening up Southeastern Oregon if practicable, and that an extension of the Alturas-Lakeview line, after it has been converted into a standard gauge road, would be the best solution.

With the formation of a way at Lakeview, perhaps, one arm to extend to Klamath Falls, or some feasible point on the projected Oregon Eastern thus allowing an almost straight run from Portland to Salt Lake City, by way of Reno, Nevada, the terminal of the Nevada-California-Oregon line, and the extension of the other arm to Huntington, Caldwell or Prairie City, the Harriman lines would have the southern and part of the central part of the state under rail completely.

Such a system would permit the running of the Spokane trains to San Francisco and California points in almost a direct line, cutting Portland off that route. Trains could be run from Spokane and northern points to Pendleton, thence down the O. R. & N. to Huntington or whatever the junction point might be, thence to Lakeview and south either by way of Klamath Falls or Reno, Nevada.

Straight runs will then be the rule. Portland trains would have an almost direct route to Salt Lake City, by way of the Oregon Southern and Ne-

vada-California-Oregon and Spokane and northern trains would have almost a direct run south.

The latest reported extension of the Nevada line with the formation of a way probably at Lakeview, would tap the entire southeastern Oregon country, which is rich in timber and minerals and ideally adapted for agriculture and cattle raising.

## S. P. IS BOOMING FOR LAKEVIEW

KLAMATH FALLS, Or., March 25.—Some months ago it was announced that the Southern Pacific would make a bid for some of the Spring travel for Lake County. Now comes the announcement that A. P. Cross, owner of the stage line between Klamath Falls and Lakeview, is to put two 12 passenger automobiles on the run between the two places, to be run in connection with the Southern Pacific which will sell through tickets to Lakeview. Lake County people have always complained about the poor service on the narrow gauge railroad to Alturas, and it is safe to say that Mr. Cross will have the assistance of many of the business men of Lakeview in diverting the travel to Klamath Falls.

It is expected that trains will begin operation to Klamath Falls by the first of May, about the time that the rush to Lake County will begin.

Goes to South Africa

Tracy Blair, son of John Blair of Lakeview, who has been superintendant of a smelting plant up at Ely, Idaho, has accepted a similar position in South Africa, at a big salary, and will soon leave for his new field. His many friends here will be pleased to learn of his good fortune.

## OUR MERCHANTS TO DEAL IN PORTLAND

### Make a Move for Better Road to Klamath Falls

The merchants of Lakeview have taken a decisive step to get freight in here cheaper and have placed extensive orders with Portland jobbers for goods to be shipped via Klamath Falls. The following communications have been taken up by the Committee of Transportation of the Board of Trade and every effort will be made to bring about the much needed change:

Lakeview, Oregon, March, 20th, 1909.

To the Lakeview Board of Trade: We as a committee appointed by the gathering of local shippers assembled this 19th day of March, 1909, beg to request you to take up and follow vigorously with the County Courts of Lake and Klamath likewise the Commercial Club of Klamath Falls the Portland Chamber of Commerce, the sentiment of this meeting which is:

1st. That the County Courts of Lake and Klamath repair and so construct at once the road from Klamath Falls to Lakeview, each to their respective county lines, to enable the shippers to reclaim the goods they are now having shipped via Klamath and to take active steps to construct a new and more direct route from Klamath Falls to Lakeview to warrant future shipments being so routed, as the present road will not be passable during the months of December, January, February, March, April and May. This we most heartily recommend and ask for immediate action thereon.

2nd. To advise the above mentioned County Courts to either with the Commercial Club of Portland and Klamath Falls, that upon assurance from them of aid and support in giving us a first class freight and passenger road from Klamath Falls to Lakeview we in turn will request and have all freights shipped by Klamath Falls as per the attached resolution.

HARRY BAILEY, Chairman of Committee.

At a mass meeting, of the merchants, and other representative business men of Lakeview, Oregon, held at the chambers of the Board of Trade, on March 19th, 1909, at which was present Mr. C. H. Willison, of Portland, Oregon, who spoke at some length upon the advantages of Portland as a purchasing market, when the following resolutions were unanimously adopted:

WHEREAS, The railroad, now under construction, to Klamath Falls, Oregon, will soon be completed, thereby making it practicable, for the first

time in the history of Oregon, for Lakeview, and also other towns in Lake County, to ship by freight, goods purchased in Portland; and

WHEREAS, The merchants of Portland have undertaken to render us valuable assistance in securing reasonable transportation rates; and also other transportation facilities; and

WHEREAS, The people of Klamath County have expressed a willingness to improve the public roads from Klamath Falls to the Lake County line be it, therefore

RESOLVED, That we, the merchants and other representative business men of Lakeview, Oregon, in mass meeting assembled, do hereby pledge ourselves, as soon as the public roads, from Klamath Falls to Lakeview, are suitably improved, to route all of our freight and passenger traffic via Klamath Falls, and also to give the preference, in the purchase of all goods and merchandise, to the merchants of Portland, which action, if earnestly and faithfully followed, will be conducive to the upbuilding of our own state.

B. DALY.

Special committee on Resolutions.

In view of the foregoing, after consideration a delegation, comprising A. Florence, W. A. Massingill, and F. P. Light, were chosen and clothed with authority to go to Klamath Falls and confer with the authorities and the business men there and ascertain what could be done to wards making better and shorter road between the two towns, in order that the freight and passenger traffic in and out of Lakeview, could be guaranteed better transportation facilities than is possible under existing conditions.

The Examiner will endeavor to give this matter fuller attention next issue.

Happy Hooligans Have a Party

The Happy Hooligans were guests of Kelton Gunther last Thursday evening. What was played until eleven o'clock when a delicious lunch was served. First prizes were won by Hazel and Ted McKee. Mae Green and Murray Heard received consolation prizes. Following are the names of those who were present: Mae Barnes, Hazel McKee, Louise Storkmann, Mae Green, Mellie Gibbons, Carl Umbach, Guy Cronemiller, James Judge, Murray Heard, Lynn Cronemiller, Ted McKee, Kelton Gunther, Walt Tutton.

Fred Egli, J. Boyington, were down Thursday from Silver Lake.

## LAKE STEAMER

### A Big Fine Boat Soon to Ply the Waters of Golden Goose Lake

It is now definitely settled that Lakeview is to have steamer service on Goose Lake in the very near future.

The gentleman interested, Mr. W. B. Shirley who has thoroughly investigated the project is an experienced steamboat man from Kansas City. He has given personal attention to the sounding of the lake, and also to the matter of dredging the creek to the foot of Slash street, so that both freight and passengers can be delivered within half a mile of the center of town.

Mr. Shirley has gone to San Francisco for the purpose of securing plans for the steamer, and also to purchase the necessary machinery for the same. It is his purpose to build a 200-ton steamer, with screw propeller, complete and up to date in every particular, for the safe and cheap handling of passengers and freight.

The Lake is 45 miles long, and 15 miles wide and is probably the largest body of water in the country that as yet has no steamer of any kind to disturb its virgin waters.

It will add greatly to the attractiveness of the shores as points for summer tourists and the many, many available and beautiful sites for summer homes and pleasure resorts will soon pass into the hands of those who can appreciate a home on the shore of this beautiful lake, alive with fish and water fowl.

The present needs such a steamer and the imagination pictures fleets of such boats plying these beautiful waters in the not too distant future.

## VETERAN WANTS A LAND WARRANT

Uncle "Billy" Cole, an old veteran of the Indian wars in Nevada County, Calif., 1851, is endeavoring to secure a land warrant from the government for services then rendered. Everyone here who knows the old gentleman, who goes about his duties, as janitor of the Court house with one arm and all four fingers of the other hand gone, will earnestly wish that he may succeed in his laudable endeavor.

The Klamath Indians are busy on Lost river catching a supply of suckers for winter use.

## OUR SHEEP MEN ARE IN TROUBLE

Tom Flynn, Michael and M. M. Barry and Ben Daly are in town and are full of trouble.

It seems that during the winter their sheep drifted over onto the range in Harney county and the assessor over there has assessed the sheep. The sheep properly belong to this county and range on the mountain land here nine months or more of the year. It does not look like a fair shake for Harney county to make the attempt to fitch taxes from Lake County in this manner, and the sheep owners purpose fighting double taxation of this sort.

U. S. Inspector Proudfoot leaves for the scene of disturbance this morning

and while his official duties do not admit of his taking part in the controversy, he merely goes out to enquire into the health of the flock.

The Alturas Plasterer says that the altitude of Lakeview as given by the S. P. engineers is 4720 feet. Well, we have seen "figures" as to our altitude all the way from 4500 to 4800 feet But, so long as this is a good county and crops of all kinds, including fruit, thrive here, we do not know as it makes much difference whether our heads are in the clouds or our feet in the Pacific.

## CATTLE LOW

### Wet Winter, High Freight and New Tariff the Causes

Lewis Gerber, of Lorella, the well known cattle shipper of Klamath County was in Lakeview Saturday.

He is disposed to take a gloomy view of the cattle business. The Klamath Herald says that during last week more than 1000 head of beef cattle have been driven from the feeding grounds of the Merrill section of Klamath County. The cattle belong mainly to J. C. Mitchell, of Oakland and to Lewis Gerber, of the Gerber Bros. of Sacramento. This is the last shipment of beef from this noted feeding ground for this season. More than 10,000 tons of alfalfa were purchased by the shippers from the farmers of the Merrill section and fed out since last October.

The past season has been a hard one on the shippers. Instead of the usual amount of snow during the winter months there was a rainfall of forty inches, making the feed grounds so wet that much of the hay, which had been advanced to fabulous prices was wasted. To make matters still worse

for the shippers, the Southern Pacific advanced its rates from all California points, incurring an expense that had not been considered.

While cattle brought a good price during the latter part of the shipping season, many of the buyers made no profit on the season's transactions, and a few are known to have lost heavily. In speaking of the season, Lewis Gerber says:

"It has been a bad year. The high price of hay, the incessant rains and the raise in freight rates on all live stock have made the season an unprofitable one for many of the shippers. Now, to cap the climax, the new tariff bill puts hides on the free list, which will result in having large shipments of inferior hides imported from the Pampas plains of South America, where cattle and sheep can be produced for about 25 per cent of what it costs in this country."

Alturas has began already to prepare for the glorious Fourth. What is Lakeview to do about our Natal Day?

## NEW REGULATIONS FOR HOMESTADERS

The following instructions from the General Land Office have been received by the Lakeview Register and Receiver:

Sirs: The act of June 17, 1902 (32 Stat., 388) provides that a homestead entryman upon lands to be irrigated by the Government under said act, whose entry was made subject thereto, shall reclaim at least one-half of the irrigable area of his entry for agricultural purposes.

You are directed to require a claimant under this act who attempts to show the reclamation provided for therein, to submit the testimony of himself, corroborated by two witnesses, showing that the land had been cleared of sagebrush or other incumbrance, leveled sufficient laterals constructed to provide for the irrigation of the required area, the land put in proper condition, watered and

cultivated, and at least one satisfactory crop raised thereon.

You will also notify the Project Engineer of any applications to make such proof.

Boy Hurt in a Runaway

A runaway occurred on Water St. last Saturday which caused much excitement and resulted in a broken arm. Fred Fisher had left his team standing near the Mercantile store with little Willie Green in the rig. The team became frightened and started to run. Just as they were stopped near the Planing mill the rig overturned, throwing Willie violently to the ground, breaking the bones of his right hand and arm.

Two Indians drank too much prune juice Tuesday and Marshall Tooning son put them in the cooler.