

MILLIONS FROM OREGON PEOPLE Harriman Reaps a Rich Harvest Here and Does Nothing.

It is sweet news that Oregon and Portland people get from Wall street says the Portland Journal. The disclosure is made by the Wall Street Journal. It is the history of neglect of Oregon and railroad building in Washington by E. H. Harriman. The paper says Mr. Harriman has spent \$22,000,000 for terminal facilities at Seattle. It says he will spend \$20,000,000 more in the same project, and that the time for action is at hand. It says he will spend \$12,000,000 more building the line from Portland to Seattle, a distance of 230 miles. The whole of the expenditure in Washington by this man who builds nothing in Oregon because he has the state bottled up is \$57,000,000. Of the sum nearly \$30,000,000 was collected by Mr. Harriman in exorbitant freight rates from the people of Oregon along the O. R. & N. in nine years. An additional \$6,000,000 was collected in the same way by the Southern Pacific lines last year. Here is \$33,000,000 taken from Oregon people to build up Washington state, and there is little doubt but the whole sum of \$57,000,000 to be spent in Washington will be wrung from Oregon shippers.

Promotes Washington. He bottles up this state and devotes his energies to keep other railroad builders out of it. We are collecting money to be used in advertising and populating Oregon and Harriman is collecting money to build up Washington and to keep other railroads out of Oregon. We are the lumps that he sheers, innocents that he plucks and pests that he ignores and spurns. He promises but never performs. Holding us in the palm of his hand he demands of us that we shall guarantee him 4 per cent before he opens up new territory. Oregon has no enemy so arch, no destructive agency as far reaching as E. H. Harriman. He is the man whose adverse influence in Washington has made it possible for the Wall Street Journal to say: "It is probably safe to say that no state in union is progressing as fast as the state of Washington, and it is almost the unanimous opinion amongst railroad men in the west that this particular country has more prospects for big advancement and big traffic development in the next decade than any other state in the union." How do Oregon people like the picture?

And what is to be the effect? The Wall Street Journal answers. It says "It is probably safe to say that no state in all the Union is progressing as fast as the state of Washington, and it is almost the unanimous opinion amongst railroad men in the west, whether or not they have lines in the state of Washington that this particular country has more prospects for big advancement and big traffic development in the next decade than any other state in the union." Why not, with all these millions of Oregon money spent by Harriman in building railroad lines and stimulating development of Washington? The Wall Street Journal says further: "And what is true of Washington holds equally true of Seattle, which is going ahead at a rapid rate. For, in the opinion of students of the economic situation in the west, Seattle is destined to become another, if not a greater San Francisco." Why should not Seattle become great, when Mr. Harriman wrings the substance from the people of Portland and Oregon and pours it to the tune of \$57,000,000 in the Puget sound city? In the problem of development every thing must wait on transportation. It is useless to grow products if they cannot be carried to market. Transportation is literally the key to growth. It is the heart and arterial system of commercial and industrial life. Transportation denied means commercial and industrial growth withheld. By the test Washington is speeding ahead and Oregon is held back. The reason for it, the cause of it and the manipulator of it is E. H. Harriman. He plucks Oregon and

NORTHERN LAKE FILLING UP FAST

Head Bulletin - S. M. Findley, a farmer in the new Fort Rock settlement in northern Lake county was in head on business. The last of the week. He confirms the report that a large number of home seekers are taking up land in his locality and says that hundreds of newly built houses and tents may be seen from the summit of the Fort Rock prominence, from which the surrounding level and fertile plateau takes its name. To the south and east of the rock the houses and tents and newly plowed fields dot the land as far as the eye can see. Mr. Findley says he recently refused \$4000 for his \$160 acre tract, nearly all of which he has under cultivation. It is generally believed that the Fort Rock country will in time be one of the greatest wheat producing sections in the state and the fact that excellent water for domestic purposes is easily accessible by means of wells is resulting in the land being rapidly taken by home steads.

Frank Rogers was in town Tuesday. He says that the sheep men are now driving their sheep towards their summer ranges, and that feed is good, water plentiful and that the prospects are especially promising for the flocks this year.

WELL PLEASED A Prominent Nebraskan Comments this Country

Last week Mr. H. A. Knight, of Holdrege, Nebraska, one of the most prominent and influential farmers of the Middle West, paid Lakeview and vicinity a visit. He was so well pleased with what he saw here that he has addressed a letter to the Board of Trade, so that others looking towards this country for a future home may see his opinion as to the merits of the country. Mr. Knight is President of the Western Grain Growers Association comprising the states of Nebraska, Kansas and Oklahoma, is prominent in other similar organizations, and any opinion he may express as to anything in his line naturally carries great weight. The following is the letter:

Lakeview, Oregon, April 21, 1909. Mr. M. H. Rice, Secretary Board of Trade, City. My Dear Mr. Rice:—Complying as nearly as possible with your request to tell you what I think of your country, I will say that after thoroughly investigating your valley adjoining Lakeview, I find it very productive soil of rich volcanic ash, and lying well for irrigating purposes. Your irrigation scheme, as outlined, upon completion of the dam will be ample to put water over the entire valley. A great portion of this sub-irrigates. You have a beautiful little city right in the heart of a fertile farming country within a few miles of Goose Lake, which in addition to your hot springs, will be an enviable location for a sanitarium and resort for tourists. I find that your orchards produce fine fruits and your soil will be valuable for sugar beets, alfalfa and all sorts of grain, the last of which will make your country an ideal one from a dairy and stock industrial viewpoint. Water is pure spring water piped from the hills near by, which is very beautiful. You climate, I have found from a thorough investigation, is an ideal one. I find from the Government reports that in summer your highest temperature seldom exceeds one hundred degrees and that even

HIGH SCHOOL IS WHITE-WASHED

Sunday was an ideal day for base ball and fair crowd attended the game at the Race track notwithstanding the fact that several picnic excursions were held the same day. The beginning promised a close game, but the High school boys lost their control when in close plays allowing the opposing team to score in three different innings. Following is the line up and score by innings: High School—0 0 0 0 0 0 0 0—0 Lakeview—0 2 1 0 3 0 0 0—6 High School Lakeview E. Cronemiller 1f Hutchens McCool 2b Carroll Dutton c Ford Snyder ss Judge Drenke p Reynolds Dykeman p Sprague McDonald of Storkmann Gauthier 3b Hurd G Cronemiller 1b Faulkner

A tent lodging place has been located to the West of Cheney's harness shop.

WORK BEGUN NEW ROADS

Wagon Road to Klamath, and Railroad to Foot of Goose Lake.

The Alturas papers, so we are informed, as they have not appeared in this office, affect the belief that the wagon road now being constructed from here to Klamath Falls, is a great big bluff to make the N. C. O. come to time. But they are very much mistaken. The road is being constructed with the sole purpose of enabling the business men of Lakeview to obtain the benefit of two great markets—those of Portland and San Francisco, something not possible heretofore, with a decided preference for the former.

Alturas does not, and never will, cut any figure in the matter, and especially so as the temporary terminus of the N. C. O. will soon be made at the foot of Goose Lake, where a town doubtless will spring up, that will take away all the ephemeral prestige Alturas expected as the temporary terminal of the narrow gauge. Railroad engineers are now in the field locating the N. C. O. Extension to Goose Lake, and with the new large steamer on the lake in operation, the hopes of Alturas as a trade and shipping center for this northern section goes plimpering.

So far as regards the construction

of the freight road to Klamath the work is now under way. County Commissioner Heryford left for the field of operations Monday morning with 12 teams, a big road machine, a lot of scrapers and a big force of men to push the work forward with all possible dispatch. The people of the north end of Lake county, those of Paisley and Silver Lake also are hard at work on a road to Klamath Falls, and it all means business, and will surely give relief from the charges that we heretofore have been compelled to pay the little dinky road that begins nowhere and ends at the same place.

Patience has, in our case been exhausted and ceased to be a virtue, and that is all there is to it.

The Examiner is sorry for Alturas, of course, but it is a matter that cannot be helped, as self protection is a right respected every where.

The business men of Lake county are united and in earnest in the endeavor to break away from the straitened in which they have been gripped, and squeezed so long, and it now looks as though a relief is near at hand.

HARNEY WINS Looks as Though Our Sheep Men Lose to that County

The Examiner has received the following letter from the Harney County Assessor regarding the 'tax' on sheep belonging to Lake county men. If his statement of law is correct it looks as though Lake county sheep will have to be taxed over 30 mills, the tax rate in Harney county, while had they driven them over the line into Lake county prior to March 1st, they would have to stand a tax of only 13 mills, the rate of taxation here. The letter says: Burns, Oregon, April 2th, 1909. Editor Lakeview Examiner, Lakeview, Oregon.

Dear Sir:—My attention has been called to an article published in your paper of recent date wherein you make the statement that Harney County was making an attempt to "hitch" the taxes of Lake County, and in reply to same permit me to say that this County is asking nothing but what it is justly due to. Sec. 2 of an act providing for the assessment of live stock for taxation thereon, the mode of division of such taxes between the several counties, of the state prescribed in the duties of owners of such live stock, and their agents and providing a penalty for the violation of the act, SAYS, The Co. in which such transient live stock may be at the hour of one o'clock a. m. of March first shall be known as the home county for such transient live stock for the ensuing year. By the word "year" as used in this act is meant the year commencing at the hour of one o'clock a. m. on March first. All such transient live stock shall be listed for assessment and assessed for taxation in the "home" county, for

such transient live stock for the year and not elsewhere and taxes shall be levied and collected in such home county. All such taxes so collected shall be divided between the home county and any other county etc. For years the sheepmen of Lake county have pastured their flocks in this County without paying this county a single cent and they or any one else have no just complaint if the above law is enforced which it will be to the strict letter. The Co. Court of this Co. wishes to deal fairly by the adjoining Co., and this Co. no doubt will refund to adjoining counties the proportion of the tax so collected. Yours truly, J. J. DONEGAN.

FUNK FOUND NO BETTER COUNTRY

R. K. Funk has returned from an extended trip to California, Arizona, New Mexico, Colorado, Kansas, Missouri, Illinois and Indiana. He says that he honestly did not find any section that suits him better than Goose Lake valley, and has come back here to stay till the end of his days. He notices many strange faces here, but says they are few to the crowds that will come here later in the season. Everywhere that he went he says the greatest interest is manifested in Lakeview and tributary country.

"Tuffy" Storkmann is now on the telephone line stringing wires for the Oregon Valley Land Company.

SEPTIC TANKS A SUCCESS IN KLAMATH

The Sewage Problem is Satisfactorily Settled There

Now that building of an extensive amount is to take place in Lakeview, which is soon to be largely augmented, the question of sanitation will become an important one especially as there is yet no sewerage system here, and no steps are yet taken for such provision.

Our neighbor on the West, Klamath Falls, according to the Herald, firing of the prospects of a sewer system within the near future, many of the property owners in that city have abandoned the idea of sewer connection and have constructed on their property a septic tank. This is one of the most modern and sanitary methods for the disposal of sewage that has ever been employed. To many it seem impracticable and of doubtful worth, especially where it is an innovation, as it is here. But during the past few months many of the doubters have been converted and as a result have placed orders for these tanks. The work is done by O. A. Harris, who has already acquired the title of the "septic tank man," for it has been through his efforts that practically all of these tanks have been installed. Mr. Harris says: "I know what can be done with the septic tank. They are absolutely sanitary, the water flowing from them being over 90 per cent pure, and entirely free from odors. It is the Twentieth Century method of disposing of sewage. I will install them under the absolute guarantee that

they will work perfectly or I will refund the money they cost."

The truth of what Mr. Harris says is borne out by an investigation of the tanks installed in this city, and it will pay those who contemplate such convenience to interview Mr. Harris and visit some of the homes wherein he has done this class of work.

The contractors and plumbers of Lakeview should investigate this matter and thereby be prepared to treat this matter on an intelligent basis.

The N. C. O. at last has partially awakened to the fact that a long suffering people up here need some attention, and have ordered trains to make the run from Reno to Alturas the same day, putting the Madeline hostelry out of business. The new schedule makes trains leave Reno at 9 a. m. arriving at Alturas at 10:30 p. m. The stage then takes the mail so that the people of Lakeview now get mail in about 22 hours from Reno.

The train going south leaves Alturas at 5:30 a. m., and arrives at Reno at 6:15 p. m. This arrangement necessitates a stop over night at Alturas, for southbound mail and passengers. But it is probably the best we can expect for some time.

The new arrangement is certainly an improvement over the old one which consumed three or more days in making the run from here to Reno.

Potatoes are scarce all over the Pacific coast, and prices are bound to rise.

OUR PROSPECTS ARE SPLENDID

The Reno Journal Interviews A Kansas City Land Man

The Reno Journal, of the 21th inst. has this to say of one of the more prominent personages of the Oregon Valley Land Co., and of their enterprise here and also in other sections of the country, which is "mighty interesting" reading, as Horace Greeley would remark, for those interested here and elsewhere:

B. C. Shimp, treasurer of the Oregon Valley Land Company, one of the concerns of a syndicate of Kansas City capitalists, who comprise the greatest combination of land speculators probably in the United States, arrived in Reno yesterday.

Knowing that the presence in Reno of one of these extensive dealers in millions of acres of virgin land in all parts of the United States had some particular significance, a Journal representative called upon the man who handles the financial end of their operations, and was cordially received, although not all of the questions asked were answered. Particularly true was this in reference to certain plans yet unannounced and persistently denied, of the Southern Pacific and N. C. and O. railroads to the northwest of this city.

"Tell me about some of your latest extensive land deals," the Journal man asked, after learning that many prominent investors of Los Angeles had just taken from his company \$350,000 worth of its lands in the Northwest, and such well known bankers as Mr. Sutton of the First National Bank of Colorado Springs, known to many Renoites, held a large acreage of the same tract. "Which ones do you want to know about," replied Mr. Shimp.

"I have recently purchased outright a large tract in Texas, comprising 500,000 acres, one in Florida, below the frost line, of several thousand acres, another of more than 500,000 acres, extending from Idaho to Eugene, Oregon, and so on."

"What about your operations north of us, in the Oregon country for which Reno will in all probability be the outlet and distributing point," the visitor asked. "Yes, that is so; Reno I figure will be in direct connection with the development of our lands up there and be the natural outlet," continued Mr. Shimp.

"That way up there, through the N. C. and O. road the natural gateway to the Northwest coast, Portland and thereabouts; it is the only way to get around the mountains, and Reno should in the near future see great results from this fact."

"Our tract up there is what is known as the old government military road grant, established by act of Congress in 1864 and laid aside upon the grounds advanced in 1861 by certain manipulators of lands for an assumed anticipated need on the part

of the government to transport troops into that country to subdue the Indians. This grant comprises more than 500,000 acres, being about 250 miles in length with a width of six and 12 miles, alternating with every other section.

"We secured this last year, it representing \$1,500,000 and we have sold more than half it through our agencies already. We never spend one cent in advertising. The tract is 60 miles from the N. C. O. railroad, at Alturas. We never dispose of any of our tracts until we put them in shape for settlement. Fully 3500 people from all over the United States will come through Reno this fall, on their way over the N. C. and O. road to this tract. I am looking for large quantities of sugar beet and other seed to arrive from the East any day for use up there. Your city should certainly profit by this development of that fertile country."

"I have just come from San Francisco where I have arranged for the construction of a steam boat for the lake. We shall have an automobile to convey the colonists from Alturas, the nearest point, 18 miles to this end of the lake, then this steamer will take them 35 miles across to the other side, to Lakeview."

"Three surveys have already been made through these lands. One from Vale, Oregon, to Lakeview, and one to Anderson, Cal., this road is now being constructed. One from Canyon City, Ore., south to Lakeview, which will connect with the other road and third survey extends from Klamath Falls to Lakeview."

"This country is destined to be a great agricultural territory, and that is what you need here in Reno. This is my first visit here, to stop off, and I am impressed with your city and location. It should be a great distributing point for an immense region of agriculture, and that is what counts, notwithstanding the wondrous benefits of your minerals."

It is estimated that the syndicate represented by Mr. Shimp has handled upwards of \$5,000,000 worth of government or State lands, involving several million acres.

In commenting on the above the Reno Journal in an editorial says:

Reno is to be the outlet and distributing point for the productions of another large section of agricultural lands in the Northwest. The treasurer of one of the most extensive syndicates of land dealers in the United States is in the city and in an interview given The Journal yesterday, declares that Reno must necessarily reap untold benefits from the speedy development of these vast areas. The old government military road grant is being colonized by 5000 people from Eastern states. It contains 500,000 acres, extending 250 miles from Idaho to Oregon and connected with Reno directly by the N. C. and O. railroad.

KLAMATH FAVORS AN ELECTRIC ROAD

Papers Over There Predict It Will Be a Reality Next Year

The Klamath papers all take kindly to the project of an electric line between Lakeview and Klamath Falls. In discussing the matter the Bonanza Bulletin says:

A call for an electric railway between Klamath Falls and Lakeview is made by the Lake County Examiner. It is reasonably certain that the building of such a line will not be long delayed. Electric roads are now building in California whose initial traffic and whose ultimate business are small as compared to the volume of business the Klamath Falls Lakeview line would do. Men with capital are not going to over look this

opportunity for profitable investment much longer, for no field of investment is more attractive than electric roads. Unlimited water power can be obtained and besides the through business between the two county seats and of large and rapidly developing counties there would be an immense local traffic. The road would necessarily pass through Bonanza which is the center of 40,000 acres of fine land under Clear Lake Irrigation system now building, besides at least 60,000 acres of good land above the canal lines. It is not at all improbable that work on that electric road will begin next year. There is now sufficient business for it.

BLOODED STOCK

Lake County Breeders Preparing to Improve Horses

Southern Oregon has long been noted for the fine quality of its horses, many of which have gone into the American and British Armies, and through hard knocks, proved their superiority, so that there is a demand for them greater than the supply, which has incited local breeders to make preparations for enlarging the business, and also to improve the quality of the stock.

In keeping with this new policy the Examiner is glad to state that the past week a company comprising G. C. Harris, J. Partin, M. Sula, C. W. Withers, M. M. Carrier, W. K. McCormick, and the Woodward Bros., prominent ranchers and breeders, of

Summer Lake, have purchased of McLoughlin Bros., St. Paul, Minn., America's leading horse importers, through their agent Emerson Mays, the \$4000 stallion "La Fische." They also purchased of the same firm through their representative M. C. Biggerdoff, the French Coach stallion, Fadi, at price of \$4000.

It will be gratifying to all horse-lovers to know that so far this year eight fine imported stallions have been purchased from the firm of McLoughlin Bros., by Lake and Klamath county breeders.

In view of the above facts, it looks as though this section will in the future take a front rank in the blooded horse industry.