

Lake County Examiner

FRED J. HOWMAN.

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Regular standing ads \$1.00 an inch single column space, per month. All standing ads changed free twice a month. Cost of composition charged for all extra changes. All special positions extra. All short term ads extra. Readers, local columns, 10c per line each in edition. Want ads, 5c a line each insertion. Card of thanks \$1.00. Resolutions of condolence, 15c and upwards. Transient Advertising and Job Printing, cash in advance. All bills must be paid the first of each month. No deviation from these terms.

THIS PAPER is kept on file at E. C. DAKIN'S Advertising Agency 124 Bond Street, San Francisco, Cal., where contracts for advertising can be made for it.

WANT TO RETAIN OUR TRADE

The merchants of Sacramento and San Francisco, and of Sacramento especially, are beginning to get alive to the fact that there is a possibility the trade of Klamath Falls and Lakeview may go to Portland.

Such undoubtedly will be the case, if the temper of our business men remains as it is at present, and if the business men of Sacramento and San Francisco make no effort to retain their present command of the situation.

But, there is a way for these two towns to hold the trade of this Great Inland Empire, now and for all time to come, and that is to establish rail communication to Lakeview without further delay.

It is too well known to need discussion that Lakeview stands at the gateway of this section, rich in latent resources of farm, pasture, orchard and mine. The contour of the country is such that there is a down-hill haul all the way from Lakeview to the Golden Gate. That means much. On the other hand there is a mountain barrier between here and Portland. That means more to the railroad man. Moreover Portland business men are not hustlers. Had they been of the stamp of those of Seattle, Eastern Oregon would today be radiated with railroad lines, all drawing the trade of this Great Inland Empire to her doors, in spite of Harriman, or a dozen of his stamp!

If Sacramento and San Francisco are really in earnest as to the trade of this section, which can be made to grow in volume greater than that of Eastern Washington where all railroad giants are battling for a foot hold and spending millions to secure a portion of the trade, all that California business men need do to clinch this trade is to build an electric railroad from Lakeview, about 100 miles in length over a water-grade level to a junction with the Western Pacific railway in the neighborhood of Amadee, and the thing is done!

Such a road can be easily and cheaply constructed and operated, with plenty of electrical energy available at small cost.

If, upon investigation, they should find dealing with the Southern Pacific more satisfactory an electric line from here to Klamath Falls, 75 miles in a direct line via Vistillis and Bonanza, the latter a rich farming and dairying center, would also secure the trade.

Either line, or both, for that matter, would from the start, command rapidly increasing local traffic and would be a paying venture to stock-holders besides maintaining trade relations that natural conditions warrant in way of the ease of gradients from this great Inland Empire to the coast.

The Examiner is of the opinion that aid can be obtained locally, and also along either of the proposed lines, to assist in such enterprises.

What do you say to this proposition, gentlemen? You better investigate.

A RULE AND RUIN POLICY

No one ever has had occasion to accuse the Chicago Record Herald, of treason to the Republican party. It has ever been a staunch supporter of all men and all policies of the party, but, like many of the rank and file of that party, it now balks at the present attitude of the leaders in the Senate to cram down the throats of the American people the nauseous and outrageous tariff legislation, known as the Payne revision bill.

A recent issue of that paper contains the following editorial which, not only lands vigorous and well merited body blows upon Aldrichism and Cannonism, but it forecasts disaster to the party, sure to follow such vicious and venal legislation, should they

endeavored in their evident purpose. It says:

"Senator Aldrich, as director of the Senate, has made his policy clear. 1. He is against any form of inheritance tax which may gain a foothold as a possible substitute for customs duties.

2. He is against reduced customs duties which would bring in higher revenue, relieving prohibitive duties to duties that give the country the income that it needs.

3. Rejecting both income and inheritance taxes on one side and increased customs revenues on the other, he is in favor rather of economizing public expenditures by cutting down the government services which have been established as the result of the important reform movements of the last few years.

4. He would rather have the government raise the rate of interest it pays for borrowed money from two to three per cent than have postal savings banks established on a two or two and a half per cent basis.

"Such a policy as this is a defiance of all the people of the United States except the few who had in Senator Aldrich their high priest and king.

"Such a policy as this is a direct challenge to the voters of the United States to overthrow Aldrichism and Cannonism completely by giving the Democratic party a tremendous victory at the Congressional elections a year from next November."

If revision is to come from friends "of protection" it will come from those who believe in a tariff for revenue only.

It is up to Aldrich and Cannon to choose, as their present course means defeat for the party while honest revision, will give it renewed life, and will gain the greater confidence of the American people.

PUBLIC OWNERSHIP COMING

The recent decision of the United States Supreme Court that railroads can own coal lands, or any other commodity in which they also act as public carriers, causes the Sacramento Bee to discuss a long and able editorial discussing the question, in the following ringing words:

These two coal road decisions, like numerous other Court decisions in railroad cases, go far to strengthen the growing popular conviction that the final solution of the transportation question is government ownership. The Federal Government is so tied up with constitutional restrictions, and so fettered by narrow rules of interpretation in the Federal Courts, that its inability to control railroads under private ownership is becoming more manifest. And the greater the efforts to do so, the stronger and more determined becomes the struggle of the railroads to control Congress and every other branch of the Government, in the order that the regulation may be baffled. Nevertheless the fight for the regulation must go on until The People become convinced by the power of the railroad corporations that resort must be had to public ownership.

A few more regulation laws, followed by a few more nullifying decisions, will go a long way to promote Government ownership.

A BOOSTING BOOSTER

The Dorris Booster lives up to its name. One of its latest wise remarks is as follows:

"Have you ever known a man who is doing a good business and is happy and prosperous who is a knocker? If you have please hand in his name for we would like to know it. We have made a good thorough study of the knocker and have examined all that we have come in contact with and in every case he has proved to be some one who, through his own fault, is not making a success of his business, and instead of studying out the real reason of his failure, he jumps at conclusions and blames the country.

TRY THIS REMEDY

"Buy a lot or two, build a nice little home, send for the folks and settle down. Write to your friends about it. Get enthusiastic when you speak of Dorris and Battle valley, plant shade trees in front of your property and help get a sprinkling

S. C. BURRIS, Architect, and Builder.

Estimates, Plans and Specifications Furnished.

Main Street, next to Abstrom's.

OREGON MAP SALE

Full colored Sectional Map of Oregon.

Price 60c while they last.

Shows all surveyed lands, by sections, and every important stream and divide. Townships and Range plainly marked.

Also shows all Land Grant Lands, and has the OREGON MILITARY ROAD Grant complete, by sections. Invaluable to anyone who now is or expects to be interested in lands in southern Oregon.

Entire output of this map owned by HUNTER LAND CO., 831 Chamber of Commerce, Portland, Oregon.

Absolutely Pure Grapes give the chief ingredient, the active principle, and healthfulness, to ROYAL BAKING POWDER. Absolutely Pure Insures wholesome and delicious food for every day in every home. No Phosphates No Alum.

cart for the town. Shady and well kept avenues go a long way toward making a town attractive.

"And while we are speaking of ways to knock and boost, why not try a little boosting by writing to that friend of yours who is looking for a new location and tell him about Dorris. Get him to come out and look around. If he can't come just now, send him to the dooster for six months or a year and thus keep him posted and let him know what we are doing here.

The above advice will apply to Lakeview, or any other town, for that matter, in which you make your living and call your home.

Maine's awakening to the terrible and yet unnecessary waste in forest fires has been related, yet the measures now being taken show intelligence and determination. The state is to be picnicked from Canada to the Coast with "danger" notices calling attention to the perils of forest fires, especially in dry spells, while at the same time the town officials are to be warned to prepare themselves for emergencies. An intelligent and energetic central supervision appears to emanate from the state fire commissioner, who might conceivably make himself worth his weight in gold in this line of work.

Spring goods will arrive in a few days at Lakeview Mercantile Co.

For a burn or scald apply Chamberlain's Salve. It will soothe the pain almost instantly and quickly heal the injured parts. For sale by Day and Hall.

Bonanza Young Men Want German Wives.

The Bonanza Bulletin says: Since the old maid's concentration, a number of anxious bachelors have been asking the editor just when the consignment of 400 German maidens from the sauer kraut kingdom are due to arrive in Oregon. Several of the boys around this vicinity and Langell valley who have good homesteads which need to be cleaned up say they are willing to marry a stout German girl who knows a little, can do a good deal of work, can speak English, and can fatten, cook and wash, and all this for not more than \$1000.

Whoopee Cough. In February our daughter had whooping cough. Mr. Lane, of Hartland, recommended Chamberlain's Cough Remedy and said it gave his customers the best of satisfaction. We found it as he said and can recommend it to any one having children troubled with whooping cough," says Mrs. A. Jones of Durand, Mich. For sale by Day and Hall.

ALBANY NURSERIES

Placed 2000 trees in Lake county last year. Best adapted to needs of this section. Free from all diseases. Enclosed by full inspection. 1909 E. R. PATCH, Lakeview.

Louis Shaw

Dealer in Real Estate. I have listed some of the best Ranches, Timber Lands and Town property in Northern California, a country that is bound to improve rapidly. Aurora, California.

A Homelike Cottage.

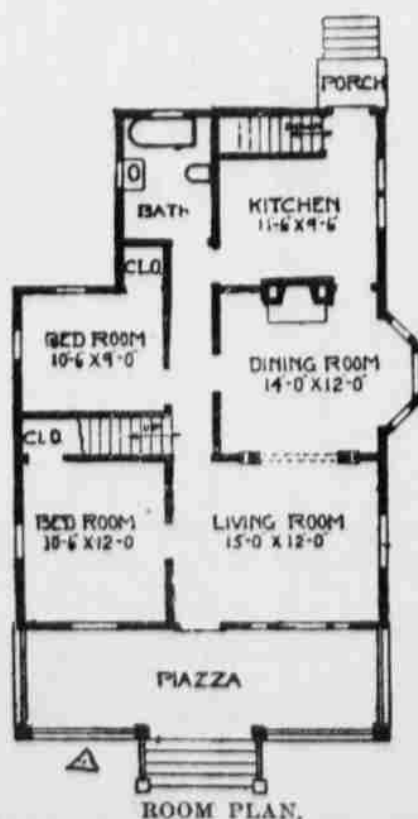
Arranged For One or Two Stories and Basement.

Estimated Cost, \$1,700.

Copyright, 1909, by Glenn L. Saxton, Minneapolis, Minn.



PERSPECTIVE VIEW-FROM A PHOTOGRAPH.



In this design I present something which is in great favor on the coast, and, though only the first floor is finished, there is ample room on the second floor for a couple of small rooms. Because of its simplicity it should also prove to be an economical house to build. The rooms are all of generous size. The size over all is 27 feet by 38 feet. The basement is seven feet high and the first floor nine feet. Either a large or small basement can be had, at the option of the builder. The exterior is sided, though either shingles or plaster would look well. Cost to build, exclusive of heating and plumbing, \$1,700.

GLENN L. SAXTON, Architect.

Northwest Notes

A possible new industry in the Rogue River valley may be the manufacture of cedar willow into basket and other willows are. The Rogue River Valley Fruit Grover says: "The cedar willow grows best on low wet ground and, that is flooded several times during the year, is all the better for this willow. On such soil it makes large yields of rods and experiments made by the department of agriculture has given yields that afford a profit per acre well up to that of Rogue River orchards. On the government testing ground last year there lots of an acre each yielded 6192 pounds 588 pounds and 764 pounds. The rods sold for 5 cents a pound making the return per acre on the three tracts \$309.00, \$351.40 and \$356.20. There's no expense for cultivation. Many bars and log grounds along Rogue River and its tributaries are perfectly adapted to this purpose.

To hundreds and thirty four inquiries from prospective settlers and investors from an advertising expenditure of \$20 is the result achieved by Albany Oregon. The advertising was placed through the Chapman Advertising Co. of Portland. The Chapman agency selected the publications and the advertisement was worded by Bury I. Damsert, the secretary of the Albany Commercial Club.

Cedarville Record, 5: While coming down the grade with a big load of freight last Wednesday, the wagons

driven by George Lowery, of Eagleville turned over, pinning him between the seat and a tree standing on the lower side of the road. The seat had to be cut away before he could be released, and on examination it was found that no bones were broken, but the both legs were some what seriously injured. It was a miracle that he was not crushed to death.

The Bonanza Bulletin says A. P. Cross and his associates in San Francisco are shipping to Klamath Falls a large and powerful passenger automobile to run between Klamath Falls and Lakeview and expect to add another soon. Until the through road arrangements are completed the car will probably run only between Bonanza and the county seat. It is one of the most expensive cars manufactured and is built for both speed and strength. The car will carry passengers only, luggage going in other vehicles.

The Klamath Herald of the 1st says a crew is working on the mountain road between Young Valley and Sprague river, while another force is at work on the Devil's Garden. One crew is on the Bonanza road and another on the Dairy road, which will give teamsters a choice of roads. It is expected that the road will be completed to the Klamath county line by last of May. The Lake county portion of the road will be completed at about the same time.

H. L. CHANDLER, Dealer in

Furniture of All Kinds.

UNDERTAKING

Mr. F. E. HARRIS, an experienced undertaker, has charge of my Undertaking Rooms. CALL AND SEE OUR STOCK

UNION SQUARE HOTEL.

Cor. Post and Stockton Sts., SAN FRANCISCO, CAL. European and American Plan

Overlooking beautiful UNION SQUARE PARK; only one block from the retail shopping center.

Rates \$1.00 Per day, without bath; \$2.00 per day and up with bath. Ideal service First-class in every respect.

R. H. GATLEY, MANAGER.

Red Livery Barn

M. O'SULLIVAN, Prop.

New Rigs and Fancy Teams to Let Special Accommodations For Freighters Corner Canyon and Main Sts., Lakeview, Ore.

A Shot with Every Tick of Watch



SIX SHOTS IN FOUR SECONDS Free Book tells of this Gun

This Hammerless Repeater is the most rapid pump gun made; it has every known improvement—easy take-down feature, heavy breech block, covered mechanism and top rib if desired.

Catalog shows our other shot guns, doubles, singles, etc.

PRICES, \$5 TO \$27

A postal brings our book—FREE. Address,

THE UNION FIRE ARMS CO., 451 Auburndale, TOLEDO, OHIO.

Furniture and Undertaking

A. E. FOLLETT.

New Pine Creek, - - Oregon

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