

Lake County Examiner

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ALTURAS PAPER HAS PRAISE FOR WORK OF THE O. V. L. CO.

Sees What Benefits Lakeview Will Also Help the Entire Tributary Country

The Alturas, Calif., New Era, of the 19th inst., has this to say of the efforts of the Oregon Valley Land Co., to settle up this country:

The fact that Alturas is to be connected with Lakeview by an automobile line is now assured. The promoters of this scheme were in Alturas, and it has not been given out as to the arrangements, but it is assured that the work will be commenced on this line within the next week, and that line will be in operation by the first of August. A regular rail road grade will be made between this place and Goose Lake, and large automobiles will connect with the boat on the lake. A road is on the way, and its erection will commence immediately. The construction of the boat will cost in the neighborhood of \$15,000.

The rights of way have all been secured in the most desirable route, and the road will be kept in prime condition and will be traveled by nothing but automobiles. We are informed that a very large force of men and teams will be put in camp on Pitt River this week. The tents and equipment being already here.

This is the scheme of the Oregon Valley Land Company, and the object of the line is to transport the large number of people that are coming here in August to be present at the Oregon Valley Land drawing. This company has gigantic schemes working in Lake and Madoc counties, in which they will bring thousands of people to this part of the country, and settle them on good land. They have thousands of acres of the finest land that lays out of doors and will soon have families on every ten acres or more. They are now at work on irrigation schemes that will put all of this land under water. They are putting in saw mills to cut their own timber. The machinery for their saw mill, rock crusher and road equipment have already gone through Alturas, and this company is now managing one of the largest propositions that this country has ever seen.

These are the things that develop a country and it has remained for the Oregon Valley Land Co., to come here and develop our country and reap the benefits, to which they are justly entitled.

We have also heard it said, and firmly believe, that by the time this drawing comes off, the N. C. O. will have passed into other hands, and that rates will be made for passengers that will make it possible, without paying the present exorbitant prices.

It is safe to say that the Oregon Valley Land Company know what they are doing, and that they would not go to the expense they are now incurring in this boat and auto line if they were not sure of better railroad prices. From what we are now able to learn, we hail with delight the advent of the Oregon Valley Land Co. and we wish them all the success they are sure to meet with.

GOOD FARMERS LOCATING HERE

Seager Bros. this week closed up a deal for the J. W. Anderson place on the West Side with Hubner & Roth, late of Chicago, who will establish a stage station, and will also establish an orchard and fruit nursery. They also sold the M. G. Anderson place to Clarence W. Anderson, late of Butte, Montana. The purchasers of these places will at once put in grain and potatoes, and probably will get enough out of their first crop to pay for their farms, and have a bank account besides. They have discovered from old timers that such things will grow here, but the O-Ts, as we said complain: "Grow, of course potatoes will grow, but, who in h—l wants to dig in the ground for them?" They had rather let some one else produce them.

A recent arrival in Lakeview is Teleford Mienner, of San Francisco, who purchased a 30 acre tract of the Lakeview Development Co., two miles from town. He is an experienced gardener, and intends planting his entire tract to garden truck and potatoes. Like many of the other new settlers who have located here Mr. Mienner is a thinker and a doer. He does not look at the country as it is now, but looks ahead to its possibilities, and therefore bought land and will at once take steps to make it productive. It is to such men with whom the future welfare of this country rests.

A license to wed was issued last week to Wm. Taylor and Miss Francis Dunn, both of Paisley, Oregon.

Klamath and Lakeview United from Shipping Standpoint

Ant the coming of the railroad to Klamath Falls, the Coos Bay Harbor remarks: Klamath Falls is to have a rail road and a "Railroad Day" will be celebrated Monday, June 14th. Prominent men from many sections will be present. There are lots of the communities in Oregon that would be delighted to hold similar celebrations. In this connection the Lakeview Board of Trade is working with Klamath Falls toward the construction of roads which will give Lakeview its share of benefit from the new railroad.

WANT RINEHART AS LOCAL REGISTER

Republican and Democrat Unite on Watson's Successor

Lakeview Or., May 20. Indications are that E. E. Rinehart will be successor to J. N. Watson, who has resigned as register of the Lakeview Land Office. Mr. Rinehart is one of the substantial citizens of this county. Four years ago he served as county sheriff for one term, and has since been engaged in the sawmill business. He is well qualified to fill the position and has the endorsement of the Democrats as well as of the Republican party, of which he has always been a member. Mr. Rinehart has resided in Lake county for many years, and his appointment will be generally satisfactory. Register Watson has been in poor health for several months. He is now serving his second term as register. It is not likely that he will leave Lakeview.

BIG BOOM ON UP IN THIS COUNTRY

Reno Begins to See What Is Going On Here

Reno Gazette, 19: The trade into Northern Nevada, Northern California and Southern Oregon is increasing rapidly and it has now become necessary for the N. C. O. to begin running more trains. Every train in to the northern country is crowded and from all reports concerning that portion of the country, there is a boom on there at present that promises to eclipse any boom that has occurred in the west for many months. Men are engaged in mining as well as in the opening up of large tracts of agricultural land.

All men arriving from the northern country are very enthusiastic over that district and declare that long before the Western Pacific is running trains, there will be several good sized towns in existence. They also declared that when the Western Pacific goes through that portion of Nevada now being opened up, there will be a boom that will startle the whole country.

BASE BALL GAME IS WELL PLAYED

The Alturas Boys Carry off the Laurels

The game played Sunday between the Alturas and Lakeview nines was a very exciting one. The honors were with our visitors, the tally standing 7 to 0.

We never saw a more gentlemanly contest. There was no ill will manifested on either side, and the decisions of the umpire were without exception accepted without question.

The Alturas visitors were gentlemen, and they promised to come up to the tournament the fourth of July, and whether they win or lose will be cordially welcomed.

The following is a roster of the party: W. L. McGrath, John C. Callahan, A. E. Tussey, M. L. Kerr, James Partin, Chester Godfrey, Barge Warner, James Padego, Lester Arden, F. N. Smith, G. F. Bigley, W. C. Dorris, and J. Collins.

Through a misunderstanding The Examiner in its last issue gave the Alturas base ball enthusiasts a rather severe jolt, and we hereby make the amend honorable.

"For they are jolly good fellows, which we all must allow."

While returning from Alturas last Tuesday after conveying the base ball team home, Clarence Rinehart broke the front axle of his auto. The machine was left at the foot of Sugar Hill and Clarence came on to town in the Hankins auto. He went down yesterday with a new axle and returned in the evening with the car

PORTLAND IS A SLEEPY OLD TOWN

Calmly Snoozing While Her Neighbors are Securing Her Natural Birthright

The Portland Journal is no fool. It does not require a sledge-hammer to drive an idea into its head, which is so palpably the lamentable condition of its esteemed contemporary.

The Journal very clearly observes the path, into which the apathy of Portland has been blindly pursuing the even tenor of its way, utterly oblivious of the fact that that path is beset with rivals, who seek to maintain trade with Eastern Oregon. It believes and affirms vigorously, that state pride should make a strenuous effort to obtain the trade east of the mountains, but which, instead, is going and will continue to go to California and Nevada rivals in the business world. The Journal recognizes these untoward conditions for Portland's future welfare, and voices its self in vigorous English, while its esteemed contemporary is uttering platitudes about the awful primary law, statement No. 1 and other things, all detrimental to the grafting politicians, but which are of greatest benefit to the common people!

The people of Eastern Oregon naturally look to Portland for relief from the intolerable conditions to which this part of the state has been subjected by the Harriman bunch. But, our voice, calling out the deafness, has fallen upon deaf ears! Instead of a vigorous campaign that would arouse the business men of that Sleepy Hollow town, by what is supposed to be the chief mouthpiece of the Pacific Northwest, are fed upon political humbug dating back to the auriferous age! When the people at last became aroused to a realizing sense of the condition of Oregon, so far as concerns the railroad question, and took steps to remedy the evil, then this great organ of reaction, blind as the toads recently rudely released in Colorado from their rocky embrace of a million or more years,

sets up a yowl that reaches from Dan to Bersheba, that it was a monstrous idea, socialistic, and childish, to think of a state built or state owned, or state operated railroad; that poor Mr. Harriman must not be spurred to action; that he must not be hurried to answer, poor, patient fellow, and when he gets—good and ready he will give Eastern Oregon needed railroads! So he will, but not for the benefit of Portland, you poor old innocent!

The Journal, however, sees the real and ultimate trend of affairs and says, pointedly and firmly, that unless Portland awakens from its lethargy, and makes an effort itself to reach this Great Inland Empire that our future enormous trade which should be made subservient to the welfare and upbuilding of Portland will be taken from her and handed as a free gift to San Francisco. It well and truly says: "Harriman is now planning to carry all the traffic of southern Idaho, Eastern Oregon and much of Montana direct to San Francisco by way of Klamath Falls or that other branch of the Sacramento river," which latter means the head waters of the Pitt river at Lakeview!

The Journal, with the feeling almost born of despair, further says:

"Oregon and Portland may hope and wait for Mr. Harriman. If they only wait long enough and sit supine enough they will see their birthright slip away. They will see the great output of products from the irrigated and unirrigated zones of the vast inland empire diverted to San Francisco, and Oregon made in transportation a vassal province of California. How do Portland and Oregon like the prospect?"

Meanwhile "the greatest paper of the Pacific Coast," and its twilight progeny, sits supinely, helpless, voiceless, while a city is being despoiled of its birthright or a modern buccaneer Nero also fiddled while Rome was burning!

THE BOARD OF TRADE MAKES MOVE FOR NEW HIGH SCHOOL

The Board of Trade had a very satisfactory meeting Saturday evening.

Several letters from men who desire to undertake to provide this section with electric railroad transportation were read, but no action thereon was taken.

The question of providing better schools, and for raising the district to the dignity of the second class were discussed, and it was unanimously agreed that something should be done in providing a high school building at once. With that end in view several committees were appointed, which are to report at the next regular meeting of the Board on the evening of June 4th.

Everyone present confessed the need and importance of schools that

should keep pace with the growth of our little city, and such sentiment and purpose must result in giving us better school facilities.

Miss Corlson the bright young editor of the Linsborg, (Kansas) News in commenting upon the statement of the Atchison Globe man that men liked to smoke and litter up the house without let or hindrance, and get tired of making a goddess of their wives, naively asks: "Does a man ever treat a woman like a goddess? And does a real woman want to sit on a pedestal when a rocker or er—some other place is so much more comfortable?"

A 13 year old boy with dogs, treed a big cinnamon bear and killed him with a rifle.

SMALL FARMS A PROVEN SUCCESS

The Examiner has had repeated and numerous enquiry as to whether or not, the small 10, 20, 30, or 40 acre tracts are large enough to sustain a man and his family. In reply we can only say: given a productive soil such as we have here, coupled with irrigation, both assured, that success will depend altogether on the man.

Conditions here surely are certainly as good as they are in Illinois, as we have no distinctive storms to contend with, and with the right aid of sunshine, productive soil and water as much or little and when you want it, the advantage would seem to be in favor of the Golden Goose Lake Valley.

We make specific mention of Illinois, because it is stated in the newspapers, as an illustration of the value of intensive farming, that C. W. Pottinger, head farmer at Dunning, where 4,000 paper, insane, and consumptive patients of Cook county are cared for, grew \$19,733 worth of vegetables and pork upon his 100 acre farm last year, and his business methods have a lesson for every farmer. Sixty three patients, most of them insane, live with him, and thirty-two work in the fields. His entire expenses were \$5,665, leaving a balance to the farm's credit of \$13,068.

There were forty-six different products all figured at moderate prices, \$1 a bushel for wax beans, 50 cents for tomatoes, 70 cents for onions, \$2 for strawberries, 60 cents for potatoes

\$10 a ton for winter beets and 6 1/2 cents a pound for dressed pork. This farm supplies Dunning with vegetables, potatoes only being bought. In 1907 the crops amounted to \$18,799.

So much care is given to double cropping that one year Mr. Pottinger got 130 acres and another year 149 acres of crops from 100 acres of land. All potatoes are followed by other crops the same season. A great companion crop for potatoes is the Fordhook squash; they are planted in the potato field in rows 12 feet apart by simply hoeing out two hills of potatoes for a hill of squashes. The latter do not interfere with the cultivation and after the potatoes have made their growth, the squash vines spread out to cover the ground. The Fordhook will keep all winter. Spinach lettuce, wax beans and other crops also follow potatoes. Likewise pickle ground grows a crop of Kolrabbi, early beans, snapch or radishes before the cucumbers are planted. And there are many other combinations.

The Examiner is not alone in thinking that railroad transportation of the future of this section will trend toward the Golden Gate, rather than over the mountains to Portland. For instance the Portland Oregonian of the 4th inst., says: Work has been commenced on the line to run from Klamath to Alturas, on the Nevada, California and Oregon. This will also be a feeder for the Frisco line of the Southern Pacific.

The Knocker is an Undesirable Citizen in any Country

The Harney County Times-Herald, with righteous indignation takes this shot at a class of people found every where, and we regret to say there are one or two of the gentry in Lake county: "Now and then a settler here is of a class that continuously 'register a kick.' If the sun shines and the roads are dusty the country is going to dry up; if it storms it is too stormy; then if it is warm they say it is too warm for this time of year; they say they see nothing but wild sage brush and with nothing of any great value growing on it, and where there are good growing spots they say it is a favored spot and such peculiarities are known to the old settlers only; that should such crops be raised on all our vast domain it would not be open to settlement, and all 'jolly rot' of this kind. To such men we say 'zit,' 'skidoo,' 'take the next stage and move out; you are 'undesirable citizens' here and should go elsewhere.

THE HOG CROP BIG IN VALUE

American Farmers Realize Half a Billion from their Porkers

The hog crop of the country, counting only the hogs sold to packing houses and not those slaughtered and sold to local meat merchants or for home consumption, nearly equals the cotton crop of the country, amounting for the year ending February 28 last to \$47,750,000. To reach the actual cost of the meat product there must be added all the incidental expenses, such as slaughtering, packing, etc. The hogs are mainly slaughtered and packed in the West, the houses there paying out \$558,000,000 of the total paid to the hog raisers of the country. The total number slaughtered and packed reached about 35,000,000 in weight the total product of the last year was about 950,000,000 pounds, or about 116 pounds per capita of the population. As most of the pork product is used in this country, it would seem that we are a pork-eating people. When the pork raisers of the country can draw from the packers about \$430,000,000 a year our farmers are not doing so badly after all. If all the figures can be obtained, it is possible the value of the pork raised each year would reach well up toward \$550,000,000 or within a trifle of the value of the cotton crop.

RENO MERCHANTS GETTING ALIVE

The N. C. O. Is Drawing Business From Them

Reno, Nev., May 17.—The merchants of Reno claim that they will no longer stand for the unfair, excessive and discriminatory freight rates charged by the N. C. O. railroad, and have appealed to the Nevada Railroad Commission, through the Reno Commercial Club for relief.

The railroad commissions will not appeal to the Interstate Commerce Commission or begin action against the N. C. O., but will endeavor to secure better rates for the Reno shippers by an agreement secured by peaceable negotiations. Negotiations are already being carried on with T. F. Dunaway, the local representative of the company.

The merchants claim that the merchants of Portland and Sacramento are invading the territory in the Lakeview country and this trade rightfully belongs to the merchants of Reno. They believe that they will be able to secure this trade after new rates have been granted by the N. C. O.

MISS PEARL HALL NOW IN MEXICO

The Mexican Herald, published in the City of Mexico, gives the following mention of Miss Pearl Hall, a lady well known in Lakeview from long association with the schools of this city. Her many friends here will be glad to learn of her success in the Mexican metropolis. The Herald says:

During all or part of the vacation of the American school, Miss Pearl Hall, a well-known teacher here will conduct classes at the school building on Calle Industria 35, the board of managers having given her permission to use the school building but having no responsibility with the work. Arrangements for the entrance of pupils should be made directly with Miss Hall, who will be at the school from 9 to 10 o'clock this morning, tomorrow and Friday.

The first session of the school opened Monday May 3.

EASTERN OREGON BOTTLED UP BY HARRIMAN NOW

But Will He be Able to Maintain His Present Hold on this Big Rich Empire?

The government in its merger suit at Portland to show that Harriman had combined rival roads into one contrary to law, also elicited a lot of testimony to the effect that he had also bottled up eastern Oregon in restraint of lawful trade. In commenting upon the question the Oregonian said: If a "water pass is essential, Harriman has a monopoly on eastern and Central Oregon, in the opinion of Colonel C. E. S. Wood. But two water grade outlets exist for an area of table land comprising 30,000,000 acres of arable land, of which 20,000,000 are in Oregon, according to his evidence.

Colonel Wood described the district as having once been the head of an in-land sea, which was finally drained down the Malheur River to the west and down the Crooked and Deschutes rivers to the North. The railroad routes afforded by both streams are controlled by Harriman. Colonel Wood said that there was an available route out of the district up the Klamath or Pitt to the Southern Pacific connection at Klamath Falls.

"There are millions of acres of land in Eastern Oregon that could be made bountifully tributary to man," he said. "They lack nothing but transportation. I was through that country in an Indian campaign in 1878, going north into what was then Washington territory, and farther north than Spokane. At that time the only railroads in this country were the small line to Corvallis and a part of the Northern Pacific, which has been built north from Klamath so that they could hold their land grant. "At that time Eastern Washington and Eastern Oregon looked much the same and I never supposed it would be anything but Indian country until the end of time. Eastern Oregon is still practically undeveloped, while the Palouse country in Washington is a solid wheat field.

"Land in Washington that was once thought to be valueless, has been turned into good farming lands and the whole country is developed. The railroads did it. The railroad made the Yakima Valley one of the show places of the west. Development always follows the railroads and Oregon is just as capable of development as Washington. The railroad is the pioneer—the fore runner."

Colonel Wood said further, that in his opinion, railroads could be built into Eastern Oregon by routes other than the Malheur or Deschutes rivers, but at a much greater expense and by the overcoming of big engineering difficulties.

CROOK COUNTY SICK OF HARRIMAN

Figuring on Building an Electric Railroad

The people of Crook county have lost faith in Harriman and are now taking steps to build an electric line from the Dalles on the Columbia river to Madras, Prineville, Redmond and other points. They are beginning to feel that God helps those who help themselves. But as a matter of fact steam roads can not compete in any way with electric lines, and once Eastern Oregon is thus gridironed with an outlet on the Columbia river the people here can snap their fingers in the face of Harriman, or any other railroad magnate. Horace Greely, when the question of specie payments was being agitated said: "The way to resume is to resume." And the way to get railroads is to build them yourselves. That is all there is to it, and the man or men who will give Eastern Oregon electric roads will not only make a fortune but will also open up one of the finest and richest most productive sections of the entire west.

It appears from the itemized statement of the expenditures of the Republican national committee that more money was spent for advertising and printing than for campaign speakers. This seems to demonstrate the proposition that more value is put on what the people read than on what they hear. It is deserved appreciation of the mighty power of printer's ink in one form or another, and shows that experience based on the entire length and breadth of the land demonstrates that those who seek the widest publicity must rely altogether upon the newspapers. The columns of the Examiner begin to show this truth, but there are others who can come in, to their advantage.