TAKEVIEW, LAKE COUNTY, OREGON, JUNE 3, 1909.

RAILROADS MAKE Harriman Build-THE TOMN AND COUNTRY GROW

Milwaukee Line Has Located 30,000 People In Two Months In Washington

It is a fact beyond any possibility of dispute, that in this day and age, the most important factor in the development of any section is a railroad. And further, the more railroads a community or section has the greater and more rapid the dvelop-

In verification of this self-evident truth it is not necessary to go any farther for an illustration than to consider the difference between Seat-tle and Portland, and Washington and Oregon. The former state and

its towns, Seattle, Tacoma, and Spo-For instance it is said that more than thirty thousand sew settlers came to the state of Washington during the two months of February and March and that the larger part of this number settled along the new Chiciago. Milwaukee & St. Paul railroad. These figures well illustrate the fact that settlement follows the railroad in the West. To fully appreciate the significance of the coming of this new railroad to the West, we must remember that it benefits several other states furry as much and perhaps more than it does the State of Wash-ington. In fact Washington claims but about twenty of the one hundred and fifty sations and towns that have and fifty sations and towns that have already sprung up along the sixteen hundred miles of the Milwaukeee's new track from Mobridge, South Dakots to Tacoma, Washington. These towns it will be seen average about 10 miles apart, each having tributary about one hundred square miles. A very few of the towns along keep are going about ty leans and kane are going ahead by leaps and bounds, while the do nothing nerve less policy is setting Oregon far to the rear; at least so far as railroad expansion and attendant rapid in-

crease of population is concerned, is at a standstill. Obiviously, the rew railroad work done in Washington is the sole cause of its rapid development. It has no better resources than Oregon. The was a strate when the former was a state when the former was a struggling territory. Now look at the difference in a decade: O'ego's with 050,000 and Washington with 1500,00, and still on the up grade. O'ego's is dominated and hindered in development by Harriman. On the other hand Washington is the mecca for Harriman, Hughitt, Hill and Earling, all striving for the traffic of that state, which is not one latter was a state when the former traffic of that state, which is not one

whit better than Oregon. this railroad previously existed, but the greater number of these were created during the past two years by one fact alone—the promise of a new railroad. At least a fourth of the towns have been conceived, planned, and developed during the past twelve months. It is announced, too, that this main branch line with its one hundred and fifty stations is only the beginning of what the railroad hones of miles farther, even from the Snake hundred and flity stations is only the beginning of what the railroad hopes to do for the section waich it traverses. The Milwaukee promises to build many branch feeder lines into business and investment opportunities to other thousands of new people, It has often been said that there are two classes of railroad builders in the West, the developers and exploiters. It is needless to say that the Milwanthe developers. It has deliberately adopted the Hill policy. It should not be presumed that the Milwaukee and Hill roads have adopted this policy of development as contrasted to exploitation, from the humanitarian feeling. Though railroads may be the greatest civilizing forces in the West, as they are, and mean more the West, as they are, and mean more to the comfort and economic well-being of the community than any being of the community than any other conceivable factor, as they do, yet to these builders they are and necessarily must be, cold, business schemes. It merely means then that these railroad corporations have found that it is the best business policy to build up the traffic as they go, and develop it ahead of them. Their branch lines are constructed with the idea of developing the country, bringing in the people, ereating traffic. As a last word, it may be said that the Hill and Milwaukee policies will continue to waukee policies will continue to waukee policies will continue to waukee policies will continue to make the first place, it seemed strange to us that any company would expend the sum uf \$60,000 or \$70,000 just for the purpose of constructing an automobile line from here to Goose Lake. The road does not commence right and end right for such a venture. If any company wanted to construct an automobile road in this country at such an expense, it would build the road and then to combine the forces on the heavier work on the western section. The latter portion has been passengers could come by this way waukee policies will continue to develop the State of Washington, and the prospective investor and home-seeker may expect the future offer

of many opportunities, as the rail-roadless areas of the state are one by one recovered. In view of the foregoing, think of the injustice the very deviliabless of it that can compel the bottling up and retarding the growth and development

But thank Heaven there are influences now at work that will break also passed establishing grade to these chains and set free the great resources of this great land for the great resources of this great land for the great and for the great land for the land for the great land for the land f

ing a New Line In East Nevada

CARSON, Nev., May 28 The Scuthern Pacific Company filed in the Federal Land Office today a man the Federal Land Office today a map of a projected branch line that is to run from Twin Falls, Idaho, to a point in the main line near Cobre, Nev., and will open up a section in Southern Idaho and Northern Nevada that is rich in mineral, auricultural and lumber resources. The route is nor the Salman stars. up the Salmon river from Minidoka Idaho, to the headwaters of that stream in Elko county, Nev. Construction has already begun.

SMELTER HELPS

Arizona

teretaing illustration of the way in tion here so far as concerns railroad which smelting has altered conditions extension was their only object. so as to make them favor argiculture. says the Mining and Scientific Press.

temperature, the average diurnal variation being from a maximum of 92.6 to a minimum of 28.4, a change from day to night of 64.2 degrees Fabrenseverity. On the advent of the smelt-er, however, a pall of smoke was apread over the valley, serving as a reflector retaining the heat absorbed by the earth during the day, and re-ducing the range of variation to less

has grown to large proportions. It is a unique situation, for the farmer must accept whatever comes, sulphu-ric any dried, arsenic, and the rest; an injunction shutting off the smoke would literally freeze him out. The agriculture follows the market created by the mineral industry. The Jumbo Chief Mining claims, at created by the mineral industry. Goldberg. Oregon, are now out of crops depends absolutely upon the litigation, the suit being settled out of work has been done on the Jumbo Chief Mining claims, at rich gold camps of Nevada such as Goldberg. The Jumbo Chief Mining claims, at rich gold camps of Nevada such as Chief Mining claims, at rich case is also interesting showing how continuous operation of a smelting

of miles farther, even from the Snake to Coos Bay lie on either side of that line of stakes hundreds of millions of build many branch feeder lines into the undeveloped sections. This action will likewise afford homesites and business and investment opportunities or 80 bushes of barley, or 60 to 100 bushels of oats to the acre. But what would be the use when it would cost at the very lowest, \$1.50 per hundred pounds to freight it out to the railroad? Well, Well. These are the railroad? Well, Well. These are metters in their true light, so far morely facts kown to all, only they do not come home to you readers like they do to one on the ground, and I can only moralize and ask: How long is this crime against this vast section.

The right of way for fairroad purposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claimed and recorded through the Pit River Canposes has already been claime

WORK ON THE

not much could be accomplished.
However, it is now hoped to have the road to the county line put in good shape soon so that the freighting can be done for the business men of Lake-view for fall and winter stocks.

Bartles here at this price and then passengers could come by this way and save time and money.

It is believed by many of our citizens that the work now in progress north of Alturss, is that of the N. C. O. There is some ground for this view for fall and winter stocks.

CITY COUNCIL MEETS.

retarding the growth and development of the very best part of the West simply because that man Harrimian has the power to do so.

But thank Heaven there are influenced by the power to do so.

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But thank Heaven there are influenced by the power to do so. good of those now here and those who of fire hose was placed and bids for will be glad to make Eastern Oregon their future home! hose cart were received. The lowest bid was by Woodcock & Barnes.

Looking Over the Situation With a View of Extending the N. C. O. Railway to this City

They were rather non-commital as to the purpose of their visit, but the inquiries they made and the trend of their conversation showed plainly

A party of men supposedly in the did not charge rates so high that the pany, which it appears has absorbed to N. C. O. Line from Rano to

Remarkable Results are

| County to look over possibilities for railroad business. The party comprised F. C. Boster. and A. Gugler, of Carlisle, Pa.; F. themselves. If the N. C. O. concludes the banks of Omaha, and E. C. Harris, banks of Omaha, and E. C. Harris, F. B. Strarbridge and W. A. Dunitat the people here will give them a son of the manager of the narrow-goage. Klamath Falls to connect the two towns by means of an electric line. This is a fact.

Meanwhile the work of building a Dougas, Arrozna, affords a most in- that investigation as to the real -itus- first -class wagon road from Lake-retsing illustration of the way in tion here so far as concerns railroad view to Klamath Falls is going abead extension was their only object.

Mr. Duniway desired particularly to know whether or not the business have been made via Klamath Falls. Prior to the commencement of men of Late County would patronize and as soon as the road is to shape. amelting there, farming had been impossible because of the wide range in the N. C. O. if extended to Lake the bulk of freight and passenger to the bulk of frei

the light. Under such conditions all life was limited to those desert orders which in the course of ages had developed a resistace to such climatic specific. On the advertise of the course of the co COUNTY CAMP, WILL BOOM

The rich soil and abundant water of the valley invited agriculture, which Litigation Now Settled--Development work Pushed--**Get Rich Ore**

of court, and the claims are now incorporated as a stock company with John J. Reilley at the head. Work has been resumed after sixteen months of idleness on account of law-months of idleness on ac

Addison Bennett, of the Dalles Optimist is in Harney County writing of claims at a large figure and with the experience in the promution of mining companies in Nevada and is here with the view of making this locality now after sixteen months of litiga- his permanent home.

suit and arrangements have been pert who has accomplished good made to sink on this property to a work in Goldfield, Rawhide and other

trict and was so well satisfied with the of his company. He has had much

ALTURAS PEOPLE SEEING THINGS

see matters in their true light, so far

The work on the so called "Auto- line mobile road 'between here and Goose TALLAMATH ROAD talked with different parties who have viewed the work which has been going on there and we find that all of our people do not fall into the idea that this is an automobile road.

In the first place, it seemed strange

O. There is some ground for this belief when it is known that young Dunnaway was here about the time the crews started to work and that it

The Alturas Republican begins to right of way in to Goose Lake Valley.

The right of way for railroat pur-

Owing to the fact that the right of Lake, is still in progress. We have talked with different parties who have viewed the work which has been have viewed the work which has been work of this road which of course

Likes This Country

W. B. Gunnoe, of Paisley, was in town over Sunday. The gentleman lived for 10 years at LaGrande, Ore-gon, and is familiar with all of the northeastern part of the state which has made such rapid and wonderful progress the past decade, and says that in no particular is that section superior to Lake County. He predicts that the next five years will bring wonderful changes to this section. He is very enthusiastic over the agricultural resources of the country about Paisley that only needs a rail road to bring in thousands of home-

RED BLUFF, May 24.—William Rolft of Medford, Or., purchased on Friday ten head of mules from Harry Andrews and Jos. Tait. The animals were three and four years old and were shipped Saturday. They are for the Burrill Orchard Company of Medford and the price paid was \$175 per head.

Notth End of the County Filling Rapidly

The north end of the county is certainly settling up fast. The Silver Lake Leader of the 28th alt contains the following gratifying indication of this fact:

We are indebted to U. S. Commissioner West for the following list of persons who files on homesteads dur ing the past week Lewis W. Barret, Henry T. McCallam, Walter E. Mc-Calum Chas. S. Barret, Grover A. Bell and Chas. L. Jackson, whose postoffice address is Fremont. Fred E. Wood, Fred T. Daniels, John V. Galze, John W. Eggleston, Thos. W. Adriculturistr day, going north, and left the next day, going north, evidently for a spin around Lake County to look over possibilities for railroad business.

Operation.

The fact of the matter is that the Bernis Commins, Fort Rock, Michael Suchanan, and left the next day, going north, on way different from those of any Chris Tungervik, Julius A. Pond, other community. They are working Ploy O. Gooch, Gibbon O. Dollof, for their own had lake working ploy O. Gooch, Gibbon O. Dollof, Floy O. Gooch, Gibbon O. Dollof, Henry D. Lang, Arthur H. Johnson, Walter G. Orr and Frank A. Watkins, Lake. Loyed E. Cooley, Washugal, Wn. Lewis A. Chatd, Henry Hansen and Richard W. Hubbard. Portland. Peret Peterson, John J. Linpuest, I. Earl Small, Silver Lake. Minnie S Barr, Astoria, Alice M. Beeler, Gas-ton. Unia S. Minkler, Myan J. Wing, Cliff. Geo. H. Ditwiller, Snmmer Lake.

Picture Rock Being Secured at a Depth of 275 feet

On last Thursday morning Goldberg Butte Mining Company, on vein at depth of 275 feet and the val-ues are shown to be increasing with depth.

The management is pushing the work

with two shifts of men as they have teen doing for the past six or seven

The present indications show that the company was amply repaid for the development on this property.

The Examiner has a sample of ore, visible gold, from this property, that will assay up in the thousands of dol-lars to the ton! Thousands! There are several stringers of this rich ore, all dipping toward the bauging wall, which promises a hig rich ore body at depth.

If you have not secured any stock in this mire, now is the time to get

POSSIBILITIES OF EASTERN OREGON

Evidence of Government Showing need Of Railroads

It has been decided that a report be compiled covering all districts of the state along the same lines as embodied in the report of the state con-servation committee. Each county and district will be covered in the reand district will be covered in the report. Tonnage possibilities, inducements that can be offered, existing surveys, feasible passes and routes, cost of construction and all data will be covered in the report.

The Portland Journal says that after having collected all the data possible by this correspondence and in other ways for this report an engineer will be sent out on a six months tour of the state to carefully

months tour of the state to carefully investigate conditions prevailing for incorporation in the report. It was also decided to cooperate with the backers of the Idaho-Coos Bay rail road plan.

William Handley, -C. E. S. Wood, J. N. Neal and other well known men met with the commission last week and will join in an effort to raise sufficient funds to defray the expenses of the commission in making its in-

Be a Baseball Tournament On the Fourth

Arrangements are completed for holding a Base Ball Tournament in Lakveiew, beginning July 2nd and continuing indefinitely. A purse of \$1,250 has been raised, which is distributed as follows: \$700 first prize: tributed as follows: \$700 first prize: \$250, second prize; \$250 third prize. \$750, second prize; \$250 third prize. Free to all comers. Further particulars next week.

IRRIGATION NOW **CESS EVERY** WHERE

Government Facts and Figures Showing What Has Generally Been Accomplished

The man, or the men, who talk against any country that is capable of being irrigated, no matter how desolate its nature, before the fructifying water is brought thereon, in this day and age of acknowledged success in irrigation the world over, only makes pitiful exhibition of his own imbecility, or, worse still, of unpardouable

Facts are bard to get over, and the United States government does not issue statements at variance with the truth. Therefore when a record of the production from farms irrigated by the projects of the United States Reclamation Service is announced by the government, it can be depended upon that those facts set down are beyond the pale of question. In irrigation as in everything else the best success comes to those who use their brains to the best advantage. The government has learned by investigation that in most instances the land is being farmed by men ignorant of irrigation farming and often by men who know but little of any kind of agriculture, so that necessarily the Goldberg Butte Mining Company, on production figures are not as great as their work in the lower tunnel cut the may be expected when both men and vein at depth of 275 feet and the val-machinery become more experienced. However, some of the figures published in the Reciamation Record show excellent results. For instance on a 108-acre farm in the Klamath Project, California-Oregon, planted in alfalfa, barley, oats hay and pasture there was an estimated yield of \$3002 not counting the stock and poultry. Estimating the cost of production at \$10 per acre this leaves a net retura of \$17.80 per acre or \$1922. In Mon-tana on the Huntley Project, the average yield of sugar teets has been about 15 tons per acre, and these beets have been worth \$5 per ton on board cars at the nearby railroad station. In the same country, yields of 30 bushels of wheat per acre and 60 bushels of oats have been secured. On the North Platte Project, Nebraska-Wyoming, one farmer reports 578 bushels of potatoes on 1% acres, and 70 bushels of oats per acre. In New Mexico, the Carlsbad Project, 23 tons of alfalfa were grown on 5 acres, with 22 acre feet of water per acre. In South Dakota, the Belle-Fourche Project, one man reports the following production per acre: 75 bushels of cats, 45 bushels of corn and 200 bushels of potatoes per acre on 4 acres Another farmer in the same country raised 360 bushels of pota-toes per acre. The average yield on about 3000 acres in this project are given as follows:

Oats, 2080 acres, average yield, 42 bushels per acre average gross, 600 acres, 20 bushels per acre \$118; native Investigation of the railroad possibilities of Oregon is to be conducted by the state highway commission of which C. F. Swigert has Deen elected president and Drake C. O'Reilly secretary.

This is the commission appointed by Governor Chamberlain to investigate the feasibility of the construction of railroads by the state or by agents of the state, in districts not given adequate transportation facilities by existing railroad companies.

It has been decided that a report

siderable capital is needed for the successful posecution of the work, and that as time goes on the yields will be increased.

PORTLAND MAN IS MADE REGISTER

Arthur W. Orton Appointed to Local Office

Washington, May 28.—President Taft sent to the Senate today the nomination of Arthur W. Orton, of Portland, Or., to be register of the land office at Lakeview, Or. Mr. Orton is a son-in-law of Post-

Mr. Orton is a son-in-law of Post-master John C. Young. Last June he was elected as a Statement No. 1 member of the State Legislature from vestigations and preparing its reports. this county, being a member of the house. He served in both the regular and the special sessions, and was the author of the bank guaranty bill, which was killed in the house. Since the adjournment of the Legislature, Mr. Orton has been in the employ of the Pacific Telephone & Telegraph Compar y.