

Lake County Examiner

VOL. XXX

LAKEVIEW, LAKE COUNTY, OREGON, JUNE 17, 1909.

NO. 28

EXTEND A HEARTY WELCOME TO THE RAILROAD WHEN IT COMES

Don't Stand in Its Way, But Give it Every Encouragement Possible

In another column will be found news of a highly encouraging nature as to the early coming of a railroad to Lakeview.

It is an outcome that The Examiner has looked for in view of the changed conditions brought about by the coming of the railroad to Klamath Falls. The N. C. O. saw that the traffic of Lakeview and the Lake County was bound to pass away from that line and would finally be greatly reduced, if not entirely obliterated, unless something was done and that quickly, looking to the changing of the line to a standard gauge, and its extension at least so far as Lakeview.

The men at the head of the line also observed that there was a great rich and fertile country extending north of Lakeview to the Columbia river, with a sparse population but one as a unit in its effort to obtain better transportation facilities, because they know it to be rich in latent resources of many kinds that can be developed rapidly for the benefit of themselves and of any railroad that may enter its confines; that it is really a section that is an emprise in area and resource, but which has long been neglected by the railroad world.

These considerations have caused the N. C. O. management to make a move and if we mistake not the temper of these eastern Oregon people, we feel sure that if the N. C. O. does as its management has now given out to the world, our people will stand by them, and should all do so, no matter how many other railroads may come here later.

And another thing: When the railroad men come here, do not put a prohibitive and fictitious value on property they may desire. Be liberal with them. Give them your good will, and there is no doubt but that they will reciprocate. Railroad men are not human. And with them as with other individuals, sugar will carry more influence than vinegar or wormwood and gall. Don't make the mistake, because we have a new court house that we have an eternal clutch on the future of Lakeview, without the necessity for concessions, for there is no such thing in this utilitarian age, as other towns have found to their remorse and sorrow.

In dealing with the railroad people, don't let it get out of your noddle for one minute that there are other quarter sections and many of them that can be made to make as good a townsite as this one, and that one good town in Goose Lake valley would be better than two or more.

WHY MUTTON SHEEP ARE LOW

Buyers Assert Under the Changed Conditions Can't Pay More

Some of the sheepmen are complaining about the price offered for their mutton sheep, of not to exceed \$3 per head.

The buyers in turn state that they cannot pay more, as conditions are changed, from what they were when old prices ruled. In times previous to establishing the National Forests, the mutton buyers could take the sheep wherever found, and allow them to graze with sheep for rest on their way to market. Now they are not allowed to rest, but must keep their flocks moving constantly for upwards of 200 miles until they reach the shipping point. Then before shipment it is necessary to buy feed or rent stubble fields or other pasture, at a cost of from 30c to \$1 an acre to feed them and get them in condition. Many sheep are lost in the drive, while the market fluctuates some times with loss of all profits to the buyer.

The buyers say that under old conditions they could afford to pay 25c or more per head, but are unable to do so now.

If this is so the sheepmen cannot expect much relief until the railroad comes, which of course would give them better prices.

Oil Lands Restored

Washington June 10.—Oil lands in Malheur county, withdrawn a year ago at Senator Bourne's instance, have been restored to settlement notwithstanding the application made by Malheur people for continued withholding that further explorations for oil might be made. Secretary Ballinger decided that the original withdrawal was contrary to law and no

Lake County Can Grow Fine Onions

The Portland Journal says: Myrtle Creek people are eating onions raised in the Bermuda Islands, 1000 miles out in the Atlantic Ocean east of Savannah, Ga., says the Mail. "It does seem that if the onion growers of the Bermudas can grow onions and ship them 4000 miles by land and water and sell them at a profit, there ought to be some one in this section who could make money out of the business, and raise enough at least to supply the local demand. It is outrageous to have to buy as common a thing as an onion of England." When our new and now assured railroads materialize Mr. Journal, Lake County will send you onions that will eclipse the Bermuda variety, and then some!

WILL ESTABLISH A CHICKEN RANCH

Lakeview Will Have a Firstclass Establishment Soon

Those of us who paid 75 cents a dozen for eggs the past winter, or went without will be glad to learn that an enterprise is now on foot looking toward the establishment of a poultry farm in this section on a commercial scale.

The persons interested are G. C. Gott, of Lakeview, C. W. Foot, of New Haven, Conn., and W. N. Mills, of Salt Lake City, Utah.

These gentlemen are all experienced in the line and are going into the venture in an understandingly way that must insure success.

They will raise all of the most approved varieties of poultry, both for the table, and for their egg producing capabilities. They will start in with a 2500-egg incubator, which capacity can be enlarged at any time. In addition to the incubator they will have a full complement of brooders, houses, and areas fenced off for a limited number of fowl to each, all on the most approved and up-to-date lines. It is expected that the plant will be in operation sometime during February or March.

They will start in with chickens, but later will also raise ducks, geese and turkeys.

In many localities in California poultry raising has developed into a great industry, especially in the valleys north of San Francisco. In Sebastopol during April, \$16,000 was paid poultry men for eggs alone, while the yearly amount paid in that town alone for eggs is \$200,000, and it is believed that in the course of four or five more years that town will bring the trade up to at least \$500,000. This is exclusive of fowls sold for market.

Another thing that smacks well for success in that line in Lakeview is that the poultry business and fruit raising go hand in hand, and that as our fruit interests develop, the poultry industry will do likewise.

Another good feature about the poultry business is that it brings in cash every day in the year and when we consider the enormous quantities of eggs that are annually imported into this state it seems that the business cannot possibly be overdone.

FRUIT WILL BE VERY PLENTIFUL

All Varieties All Over the County Reported Good

A. M. Smith, of New Pine Creek, county fruit inspector, has just returned from a trip to Paisley and Summer Lake. He says that crops are fairly good up to that way, but that the fruit crop will not be up to the usual standard as to quantity.

On the other hand the fruit crop, and indeed crops of all kinds promises exceptionally well in this valley and especially so in the New Pine Creek section. At the latter place the apple crop is much too heavy, and should be thinned out in order to obtain the best quality of fruit.

He says that on his travels he noticed the largest crop of wild plums he ever saw before in the county. That variety of fruit is exceptionally fine in quality and there are several kinds here that seem to be indigenous and unknown to horticulturists.

He says we will have fruit in variety and abundance, which will be pleasing to the newcomers who will arrive here between now and fall.

A valuable horse fell into a hot spring at Klamath Falls and was so badly scalded he had to be shot. In view of the many accidents occurring at these numerous hot springs it would be a good idea to compel owners to fence them.

THE KNOCKER WAS ONCE VERY BUSY UP AT NORTH YAKIMA

Land there, Once Worthless, Now Commands \$1,000 or More Per Acre

Does history repeat itself. Well, we guess, yes! For instance take the North Yakima country, which in its virgin state did not compare with the Goose Lake valley. Yet look at the development of that section and the price paid for fruit lands!

Take for instance a sale of land at North Yakima made last week, where in E. J. Hackett and H. J. Snively sold 440 acres of Academy Heights land near there for \$61,000 to L. Stevenson and Fridoff Nelson, Alaska capitalists, who will divide it into 10-acre tracts and place it on the market. The deal was one of the most important made in some time. Mr. Snively had held his portion of the land but 30 days and made a profit of \$2000. Hackett received \$40,000 for his share, for which he paid but \$1120 a few years ago to the Northern Pacific railroad.

In view of these facts you can bank on the proposition that the time is coming and that not far distant, when lands in this valley will command big prices, and then you will hear some chaps say: "What, \$500 for an acre? What a darn fool I was! I could have bought that one for \$5 an acre, but I thought it wasn't good for anything!"

Once there were knockers in North Yakima. We know that from personal experience, and we listened to them! If we hadn't done so we would have had dollars where we haven't doughnuts now!

The fact of the matter is, however, that there are knockers everywhere. The papers are full of righteous indignation over their doings. Fortunately they do no harm to any community among thinking people.

But, just the same it is a mighty foul foul that fouls its own nest!

WARNER VALLEY IS COMING AHEAD

Crops of All Kinds in a Very Flourishing Condition

R. K. Larsen, of San Francisco, came out here a couple of months since to look over the country. He had a friend, Martin Anderson, in the Warner Valley, which led him to visit that section.

He was at first impressed with the wheat growing possibilities of that section and picked up a tract of 250 acres on the shore of Flagstaff lake, with a view of irrigating with the water from the lake by means of some sort of pumping plant.

At first he flouted the idea of that section being capable of fruit production. But his stay there and viewing the coming on of a magnificent crop of cherries and other fruit has caused him to change his mind and now he is one of the most enthusiastic champions of such culture that can be found anywhere.

It was not his intention at first to locate here permanently as he is a contractor and builder in the city, and has extensive interests there. But his visit here has caused him to change his mind, and he soon will become a valuable citizen of Lake County.

Mr. Larsen is also connected with one of the most widely circulated Danish papers in America and through the medium of its columns will spread the glad news of opportunities in Lake County that will result in locating many people of a very desirable class.

He says that any country that can produce grain, fruit, vegetables and alfalfa, such as he saw out on Flagstaff lake, is bound in time to become the home of prosperous people and he proposes sharing in the gift of Nature's bounty soon to be poured out on that favored section.

WESTERN PACIFIC CROWDING WORK

Reno Gazette, 11: Twenty-five cars of steel rails for use on the Western Pacific tracks arrived at Winnemucca yesterday and will be laid immediately in the vicinity of and to the west of Winnemucca. Material for the Western Pacific road is arriving at Winnemucca at the rate of three to five cars per day, and the Gould people are rushing their construction work with all possible speed.

The Plumas National Bulletin says the Western Pacific is working men night and day on the difficult parts of the road.

Lakeview to Have a Real Railroad at Last

The Reno Gazette, of the 10th inst., has the following article regarding a railroad move which means much for Lakeview and Lake County:

The Nevada-California Oregon Railway company now has in contemplation the expenditure of more than \$5,000,000 on the improvement of the road which will include the extension of the line from Alturas, Cal., to The Dalles, on the Columbia river in Oregon, as a standard gauge line and the standard gauging of the entire system from Alturas to this city. According to T. F. Dunaway, general manager of the road, the directors have been working on this scheme for some months past and hope to begin actual construction within the next six months. The extension of the line from Alturas to Lakeview, Or., will probably commence within the next three months and before the work is well under way the improvement of the entire system will be commenced.

This means increased prosperity to Reno and means that Reno will become a large railroad center than the people ever dreamed of. It means that Reno shippers will have access to the fertile agricultural district, rich timber belts and great mineral resources of northern California and central and eastern Oregon and that the construction of the N. C. O. as a standard gauge line from Reno clear through to The Dalles Or., in which more than \$5,000,000 will be expended, will result in nearly half of that vast amount of money being turned into Reno to increase the prosperity and possibilities of this growing inland city.

T. F. Dunaway, general manager of the road, was seen this morning by a Gazette representative and in speaking of the proposed work of the N. C. O. railroad said:

Have the Money
"For some months past the directors of the N. C. O. have contemplated this work and now it can be stated almost definitely that the scheme will be carried out. We have the money and intend to do the work which I can state will result in more good to Reno than any other one thing. W. H. Dunaway went over the line and into the northern district for the company sometime ago and now all the plans for the broad gauging and extension of the lines are about completed.

"It is our purpose to commence the extension of the line into Lakeview from Alturas within the next few months and that portion of the road will be built as a standard gauge. That is, standard gauge rails and ties will be used and the roadbed will be built for standard gauge rolling stock. When that work is completed we will begin building an extension to The Dalles, a distance of

PROHIBITION AT FALLS OF KLAMATH

Old Topers See Snakes Everywhere and Give Away Their Jugs

The Bend Bulletin tells this good one on our neighboring town, noted for its snakes and dry proclivities as follows:

R. M. Carnahan writes us that the most remarkable thing about Klamath Falls is its snakes.

It seems that a visitor who had imported a jug of choice "Cyrus Noble" from Portland, imbibed rather too freely, and went out for a walk about town. Immediately he came face to face with a couple of husky snakes, and much worried, called to a native.

"Do you see snakes on the sidewalk?" he asked anxiously.

"Of course not," answered the native, who scented a joke.

"Then for goodness sake take my whiskey."

BRYAN IS TO RUN FOR THE SENATE

Omaha, June 10.—William Jennings Bryan, through Richard L. Mellicoff, editor of the Commover, today announced himself as a candidate for the United States Senate to succeed Senator Burkett, whose term expires March, 1911. Bryan will run for office under the direct primary law, which is modeled after the Oregon act. Members of the Nebraska legislature are elected in November, 1910.

Right of Way Unsettled
Washington, June 8.—Secretary Ballinger will await a letter from the land office at The Dalles regarding the Oregon Trunk Railway company before deciding the Harriman-Deschutes right of way matter.

The N. C. O. to Broad-Gauge Its Line and Extend to Columbia River

278 miles, as a standard gauge road, Reno Will Get Benefit

"We will begin the construction of the road as a standard or broad gauge from the north for the reason that we can get the standard gauge engines and cars in from that direction and could not get them in through Reno without delaying traffic over the line. Once the work is started in the north, however, it will be run-bed through to completion. I can state that it will cost the company more than \$5,000,000 to do this work, and that all the supplies that Reno can furnish us with will be purchased. One thing is certain, Reno will get most of the money spent for labor and when the road is finished Reno will be in a position to compete with San Francisco, Sacramento, Seattle and Portland for the trade of the eastern and central portions of Oregon and northern California.

Outlet to Sea
"The road is at present 184 miles in length from Reno to Alturas, and it is 58 miles from Alturas to Lakeview. Then from Lakeview to The Dalles is 278 miles, which will make the road 530 miles in length when the work is completed.

"Anyone looking at the map will see that when this work is finished there will be a direct line from Reno to the Columbia river to connect with the Oregon Railway & Navigation Co. and that Reno will have an outlet to the Pacific ocean by means of the Columbia river. You can draw your own conclusion, in regard to what this means to the city of Reno."

Harriman Not In
"Then it is not true," said the Gazette man, "that the N. C. O. has been optioned to the Southern Pacific?" Mr. Dunaway laughed and replied:

"No, it is not true. No one has had an option on the N. C. O. and no one has purchased the line. I am willing to forfeit \$10,000 to any person that can prove otherwise. The Harriman system has not even attempted to secure an option on the N. C. O. or to purchase the line. Furthermore, I can state that no company or syndicate of any kind can secure an option on the N. C. O. If there is any railroad company that desires to purchase the N. C. O.,

Old Lady With a Broom Wants to Stop a Flood!

The Susanville Advocate wants something done to catch, for that burg, some of the crowds coming to Lakeview. Why, honey, those people are all booked for this town, and you might as well try to stop the water from going over Niagara Falls, or tie a string across the S. P. track to stop a train as to make any attempt to stop them. All of them wear badges "Meet Me in Lakeview in 1909," and they are going to do it in spite of all the knockers this side of Helena, Montana! Don't forget that.

LAND-GRABBING UP AT PAISLEY

Some Portland Chaps Retarding Development Of the County

The Silver Lake Leader has this to say of the fine country now tied up near Paisley in the interest of Portland money-grabbers:

Ed Mays, of Portland, who is interested in the Portland irrigation project, which was organized for the purpose of reclaiming the large body of most excellent land which is located south of Summer Lake and north of Paisley, by building reservoirs and diverting the waters of the Chewaucan river, came up from Paisley Tuesday morning, and proceeded north on the outgoing stage, saying he must reach Shaniko in sixty hours. We were unable to learn anything about the plans of the company, but judging from Mr. Mays' haste there must be some movement contemplated in the near future. This project has been hanging fire for several years and we hope the company has finally decided to get busy, for so long as they hold on to the land and do nothing, just so long are they retarding the settlement and development of a large area of the richest land in central Oregon. "Shoot, Luke, or give up the gun."

The Work of Construction is Now Under Way

that company may be able to do so if it puts up enough money. Otherwise there will be no sale.

"You can state definitely that the Southern Pacific has never attempted to buy the N. C. O. and that no company can secure an option on the road."

Significant Trip Made.

A party consisting of E. C. Harris, of Reno; F. C. Boster and A. Gugler, of Carlisle, Pa.; F. H. Davis, cashier of a bank of Omaha and F. B. Strabridge, representing eastern capitalists last week went to Lakeview from Reno accompanied by W. A. Dunaway and while there investigated the resources of the country and inquired of the citizens of Lakeview in regard to the support the country might give the N. C. O. if the line was extended to Lakeview. The Lakeview Examiner seems of the opinion that they represented the Southern Pacific but this does not seem to be the case.

It is known that some months ago E. C. Harris secured an option on the N. C. O. subject to an option held by other parties and that he went east to raise capital to float the proposition of extending the line and broad gauging it. It is believed that his trip to Lakeview with W. A. Dunaway and the eastern capitalists had something to do with this and that these men are probably interested in the present proposed project of broad gauging the line and extending it.

Fred Harris, son of E. C. Harris, was asked for a statement this afternoon but refused to discuss the matter stating that they did not want anything said at this time.

Mr. Dunaway states that the men simply went into the northern country to make arrangements to purchase the George H. Bailey ranch at Likely and that they had nothing whatever to do with the N. C. O.

COLORADO AND LAKE COUNTY FRUIT

Comparison Drawn and It is Not to Our Disadvantage

Geo. L. Olinger, Paonia, Colorado, is a new comer who is delighted with Lakeview, and vicinity. He is here on a tour of investigation, coming via La Grande, The Dalles and other points, and from Shaniko to Lakeview by stage, a long and tedious ride.

Mr. Olinger was one of the pioneers of Paonia, and says that in many respects this valley resembles that, except that Goose Lake valley is richer, and has a better sale for fruit and crops of all kinds. The altitude of Paonia is about 5500 feet or about 1000 feet higher than that of this section, yet there fruit is grown on a large scale and at a great profit for the grower is the one pursuit of the people. He says at first frost bothered them to some extent, but that with the clearing away of the sage-brush, the plowing and cultivation of the land, seems to have ameliorated the climate, so that now frost of a damaging nature does not occur. Judging from experience thus gained he believes with the coming of the railroad, and subsequent development that this valley will be elevated to the front rank in fruit production.

Such testimony from an experienced man operating under like conditions is very encouraging to all interested in the development and settlement of Lake County.

San Francisco Hustles

A big solid-tired Packard auto, belonging to the Murphy, Grant & Co. dry goods house, of San Francisco, arrived in town Friday, and created quite a sensation. It was heavily loaded, yet it made the run from Plush, a distance of nearly 50 miles in four hours, which considering the mountain roads would be pretty good time for a touring car. The outfit showed conclusively that San Francisco dealers are up-to-date, and are going to hold this trade, in spite of their slow going competition up on the Willamette.