

# Lake County Examiner

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## SENATOR BRISTOW VOICES THE UNIVERSAL SENTIMENT

Declares Modern Improvements Should Insure Cheaper, Not Higher, Meat Prices

CHICAGO, Jan. 28.—"Revolutions have been started by less than the American people are suffering now," says Senator Joseph L. Bristow of Kansas.

"Meat costs up to a quarter of the average household expenses, and it ought to be cheaper today instead of dearer than it was 25 years ago because of greater economy in its preparation and sale. When I was boy 25 per cent of the carcass went to waste. Now nothing goes to waste—not even the blood."

Senator Bristow's words crystallize the sentiment of protests in all parts of the country against the higher cost of living.

### EAST SLOW TO GIVE UP MEAT

Thus far the movement, which first took form in an actual boycott at Cleveland has met with most success in the West. The east has been slower to follow, influenced perhaps by a widespread feeling among small dealers and in the labor unions that a universal boycott, though effective as a protest, would actually play in to the hands of the packers who, with their control of cold storage houses and refrigerator lines, could carry their product through a prolonged boycott, though a 3-day cessation of trade would put the small independents out of business.

### PACKERS MAKE DEFENSE

Against public clamor packers reply that high prices for meats are attributable to high prices of corn and advocate that the poor be educated to eat cheaper cuts.

"These cuts are just as good and more wholesome if properly cooked," says Harold Swift of Swift and Co. "Prices are high, but there is every indication they will go higher."

Actual consumption of meat is reported by retail dealers everywhere to have dropped sharply.

The first organized stand in Minneapolis against the high price of meat was taken Saturday, when more than 500 men employed in the Chicago, Milwaukee & St. Paul shops joined the boycott.

### 2000 TINNERS SIGN PLEDGE

Two thousand employees of four glass factories and of the American Sheet & Tinplate Company at Morgantown, W. Va., today signed a pledge to abstain from eating meat for 60 days.

Members of the Poughkeepsie Glass blowers' Union last night voted to abstain from using meat after February 1 until the price had been considerably decreased.

The Industrial Trades Council of Kansas City has taken steps to enlist every union man in the city in a crusade against eating meat. Delegates to the council, representing 25,000 workmen have pledged themselves to introduce anti-meat resolutions at the next meeting of their unions and it is asserted every union will adopt them.

## PETITION OUT FOR NEW SCHOOL HOUSE

Initial Step Taken to Provide Better School Facilities

The first definite move towards the erection of a new school building was made Thursday when Attorney L. F. Conk went about town securing signatures of tax payers for the submission of the question to the public.

The aim is to erect a building at a cost of \$40,000 that will be modern and up to date in all appointments, and one that will meet the present need of Lakeview as to school facilities.

If the same care as to detail and economy of construction is manifested as was so potent in the case of our court house, Lakeview will have a commodious school building that will be a monument to the town and its people.

The Examiner a few weeks ago published a clipping from the Klamath Herald which stated that the deeds in the new town of Lakeside had a clause which provided that the sale of intoxicants should forever be prohibited in the town. Such is not the case as only a plain deed is given. If, at any time hereafter the residents desire prohibition it will be up to them to decide.

A farmer in Eastern Washington cut three tons of alfalfa to the acre last season on "dry" or non-irrigated land.

## The Railroad Situation Discussed In an Intelligent Manner

### Line of Least Resistance Points to the Golden Gate Securing Future Trade of Eastern Oregon, Idaho and Montana

The Sacramento Bee, of the 27th ult., contains the following article from the pen of C. M. Sain, of Paisley, which shows the railroad situation as to Eastern and Southern Oregon, in a prophetic way. With a water-level route from Lakeview to the Golden Gate, and with easy approaches from all directions to this point, it is a certainty that railroad builders must follow the lines of the least resistance; consequently San Francisco not Portland will be the port of delivery for this Great Inland Empire, and Lakeview will be its Spokane and Denver. Mr. Sain says:

PAISLEY (Or.), January 27. The

Southern Pacific company last week

blied new maps in the Lakeview Land

Office relocating about fifty miles of the Oregon & Eastern south of Lake

Odeil. This was done to eliminate

curves. The matter was deemed im-

portant enough to send the maps all

the way from Portland by private

messenger. A Burns paper quotes

Mr. Ashton of the Oregon Soo Line

as saying that work would start on

the grade between Vale and Burns.

This is but the logical development

of a plan formulated years ago.

It was the master mind of Harriman

himself who devised a system of rail-

roads for Central Oregon, the last

great area in the United States to

receive rail transportation. For half

a century no railroad approached

the Golden Gate except over a moun-

tain grade. Whether from the east,

south north it was all the same.

On the Ogden route, the Sunset, the

Coast, the Shasta, every passenger

train had a double-header. The in-

terior of California was seemingly

lodged in by a mountain wall on all

sides. A mountain grade is two per

cent.

WESTERN PACIFIC STARTS IT.

Then came the Western Pacific,

crossing the Sierras on a grade of only

one per cent. The difference in

operating expenses between a one

per cent road and a two per cent is

very great. It is said by engineers

that with an advantage of only one

tenths of one per cent one road can

put another out of business.

With light curves and easy grades

and no snow sheds to keep up the

Western Pacific has its rival at a de-

cided disadvantage. The Southern

Pacific was driven to the necessity of

finding a better way into San Fran-

cisco. It has succeeded beyond the

fondest hopes of the early engineers

and has a route as much superior to

the Western Pacific, it is claimed, as

the Gould line is superior to that of

the Southern Pacific through the Sier-

ras, the Tehachapi and the Siskiu-

lys. The highest point on the new

Harriman line into San Francisco is

4,000 feet. It is a hundred feet below

Denver, Colorado. It is but three

hundred feet higher than Reno, Neva-

da. This low gap in the western

Cordilleras is the now famous

Crooked Creek pass, nine miles north

of Lakeview, Oregon.

PRACTICALLY NO SNOW.

The Bee correspondent has just re-

turned from a trip through this pass

on business to Lakeview Land Office.

For thirty miles he followed the line

of the survey of the Goose Lake

Southerns. It was zero weather and

the severest winter this country has

known in many years. In the pass

was not to exceed eight inches of

snow. The bottom wire on a six wire

fence was not covered. This is about

a mile or more in width.

LESS THAN ONE PER CENT.

The heaviest grade through this

pass is but eight-tenths of 1 per cent

for fourteen miles. This is the steepest

grade of the whole line between

Snake river and San Francisco. And

the sharpest curve is but four de-

grees. The difference between a 1 per

cent grade and eight-tenths is this:

A locomotive that pulls forty cars

through the Beckwith tunnel on the

Western Pacific will draw sixty over

the Crooked Creek Pass on the Har-

rison line. It has an increase in

efficiency of 60 per cent.

It takes no long tunnel to get

through Crooked Creek Pass—only

a thirty foot cut. But to reach the

pass on an eight-tenths grade from

Lakeview the road must make a

complete half circle around the head

of Crooked Creek Valley. The pass is

not at the head of the stream, which

rises in the high Warner range. It is

about two thirds the way up the val-

ley on the west side.

It is reasonable to think that a ship

from Europe, passing through the

Panama Canal, will go on to Portland

or Puget Sound for the cargo when

the same freight can be laid down at

less cost on the waves of San Fran-

cisco! The hundred million bushels

of wheat that Idaho will soon send across

the Atlantic will be loaded at the

Golden gate San Francisco and Sacra-

ramento will also have the advantage in

sending out the return merchandise

that is to pay for this wheat.

It is not Idaho alone that will be

tributary to California. Montana,

too, must come within her sphere of

influence. The Salmon River offers

even a better pass through the Rocky

Mountains than does Crooked Creek

through the Sierras. The Montana

trade must come west through this

pass, and in Idaho it can be diverted

southwest to San Francisco.

"CALIFORNIA'S ADVANTAGE."

But California has an advantage

over the Willamette city that will en-

able it to compete for Idaho business.

A great change is impending in the

direction of traffic. Mr. Bancroft,

said in Reno the other day that if the

reporter had ever heard of a north

and south line, outside of the Illino-

is Central, that was a paying in-

vestment. To-day all lines run east

and west. The time is coming when

they will run north