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RABBIT DRIVE OF PAST WEEK HAVE PROVED HIGHLY SUCCESSFUL

Many People From Town and County Participated in Big Drives, and About 3,500 of the Pests Were Slaughtered

"Rabbit drive parties" promise to be quite popular hereabouts so long as sleighing remains good. More than 250 people from Lakeview attended the big drive on the West Side Sunday, many ladies being in attendance. Numerous parties were made up, and all sorts of conveyances were brought into requisition to handle the large crowds. Big bob sleds, drawn by four horses were mostly in evidence, and the occupants were as jolly as jolly could be.

The drive Sunday was participated in by over 400 people, and resulted in the slaughter of nearly 2000 of the pests which threaten serious injury to crops on the West Side as well as to all other portions of Central Oregon. The drive last Thursday was not so largely attended, although nearly 1500 rabbits were slain. Yesterday quite a number of sportsmen

went out on the West Side to enjoy a shoot, being armed with 22 repeaters. There will be another big drive next Sunday and it is likely to be more successful than any previous meet.

While thus far the kills have not reached the figures reported as occurring some 15 years ago, yet it is generally conceded that the rabbits are more numerous now than ever before.

Owing to the deep snow, men on horseback drive the rabbits into the wings leading to the pens, and there the footmen take charge and force them on into the pen. The rabbits frequently turn back on the horsemen, and that fact perhaps accounts for the comparatively small kills. Were it possible for footmen to make the drive it is certain that a much larger number of rabbits would be slain.

HANSON TO BUILD N.C.O.

Called to Reno Last Week to Consult With Manager Dunaway

CONTRACT TO BE CLOSED WITHIN 30 DAYS

Plans Outlined Call For Completion of Road to Lakeview by Next Fall--Route Past Goose Lake Not As Yet Determined

Last week J. F. Hanson, superintendent of the Hall Construction Co., was called from his Los Angeles home to Reno to consult with Manager Dunaway, relative to the building of the extension of the N.-C.-O. Railway to Lakeview. After the conference Mr. Hanson came on to Lakeview to attend to some business matters and incidentally to talk "railroad" with some of the leading business men and others of this section. The estimated cost of grading the proposed extension is about \$250,000, the rails for which have already been ordered. Mr. Dunaway

was called east, and before leaving he wanted to be assured that Mr. Hanson would undertake the work of building this road and completing it to Lakeview by next fall. Such assurance was given, and the contract will doubtless be drawn up on the return of Mr. Dunaway, which is scheduled for about March 1.

On which side of the lake the road will be built has not been fully determined as yet. Much unexpected opposition has recently been encountered in securing the right of way on the east side, and an effort is being made to cross the company in every way possible. The distance by way of the West Side is some six or seven miles longer, which would make the cost about \$70,000 greater than on the east side, other conditions being similar. To offset the greater cost it is argued that the building of the road up the West Side will open up a large section of country which is now undeveloped and will practically remain so should the road be built on the other side of the lake.

It might be incidentally mentioned that as yet Lakeview has taken no steps, either by word or deed, toward encouraging the early building of the road to this point. The Examiner is fully aware of the prejudice existing

against the N.-C.-O., but the same conditions exist in many communities favored by through lines of standard gauge roads. Almost every section of the country is bringing suits against the railroads for lower rates, better accommodations, or something else, for just at present "fighting the trusts" is popular with the masses.

Just why Lakeview should not bend every effort to be the terminus of the N.-C.-O., is past understanding to many of us. It would appear to the average person that she has much to gain and nothing to lose under such circumstances, even though every statement concerning the alleged "wretched service and extortionate rates" be wholly true. It is a foregone conclusion that until a railroad does reach here there will be very little doing, and present indications lead one to believe that it will be several years before Hill or Harriman will tap this country except by the N.-C.-O.

Should the N.-C.-O. make its northern terminus at New Pipe Creek, the services of a prophet are not required to say what the results would be to Lakeview and this part of Goose Lake Valley.

COLONIST RATES TO THE COAST ARE EFFECTIVE EARLY IN MARCH

Railroads Give Eastern Homeseekers Opportunity to Visit Pacific Coast States at Remarkably Small Cost

J. M. Fulton, district freight and passenger agent for the Southern Pacific, with headquarters at Reno, has advised the Examiner that the new colonist rates for the Spring season will be made effective between March 10 and April 10. This is opening the season five days earlier than a year ago, but the transcontinental Passenger Association which has been wrestling with the matter for several days in Chicago, decided that the widespread advertising campaigns the leading railroads have been doing justifies the earlier dates and gives prospective settlers a chance to get that much quicker a start on their year's work.

The announcement also is made that the basic or Missouri River common-point rate will be reduced to \$25 for the colonist season. That rate

will apply to all points on the coast from the following selling points: St. Paul, Duluth, Winnipeg, Omaha, Council Bluffs, Kansas City and St. Joseph.

The St. Louis rate will be \$32; Chicago, \$33; Cincinnati, \$37.90; Cleveland, \$39.75; Buffalo, \$42.50; Pittsburgh, \$42; Boston, \$49.45; Philadelphia, \$49.75, and New York, \$50.

For the last two years in establishing Spring and Fall colonist rate seasons, the railroads have limited the selling periods to 30 days, holding that as much business can be handled and is handled in that time as during a 45-day or 60-day period, as was the custom several years ago. The fight has always been whether there should be the longer period with a basic rate of \$35 or a short period of 30 days with the \$25 rate.

NEARLY KNOCKED TRAIN FROM TRACK

O. T. McKendree Deals Southern Pacific Hard Blow

Word was received here last week that O. T. McKendree had been seriously injured in the railroad yards at San Francisco. Later reports indicate that his injuries were not so bad as reported, as Monday his brother C. H. McKendree, received a telegram announcing that he would leave the hospital on that day, and that he was rapidly recovering from his injuries. It is a sore thing that when the train butted into "Shona" the crew found out that they were up against the real thing.

Relative to the accident the Klamath Herald gives the following particulars:

C. B. Crisler, the well known local butcher, returned last night from Oakland, Calif., where he took a shipment of hogs to the California market, and he tells of the accident that befell O. T. McKendree, a prominent stockman of this section, who shipped a carload of sheep at the same time Crisler shipped the hogs.

Tuesday noon the two men were walking along the railroad yards at Oakland, and had just reached a projecting fence, which left but little room between it and the railroad track, when, without warning, a freight train began backing up. Just as McKendree went to step by the projecting fence the train struck him, fracturing every rib on his left side and injuring him in other ways.

The injured man was immediately placed on a train and was taken to a hospital by the railway company, who admit that the accident occurred through no fault of McKendree's.

The injuries sustained by McKendree will confine him to the hospital for some length of time.

Mr. O. T. McKendree is well known throughout this entire section, and for a number of years his family resided in Lakeview. They have since moved to Oakland. He is an extensive stockman, and maintains a feeding yard for his sheep near Merrill.

Concerning Taxes

In answer to many inquiries the Examiner will state that all O. V. L. contract holders will have to pay taxes on their lands this year. Taxes will be payable about the 20th of the month, and all inquiries relative thereto should be addressed to Sheriff W. B. Snider, Lakeview, Oregon who is also tax collector.

Owing to the non-arrival of the questions the teachers examination is likely to be postponed. Superintendent Jackson received a wire from the State Superintendent that the questions were mailed on Feb. 1. There are 13 applicants ready to take the examination, but if the questions do not arrive this evening the examination will be postponed.

RAILROAD RUMORS CONTINUE PLENTY

Harriman Interests Get Busy With Big Talk Fest

Nearly a year ago the announcement was made by the Hill interests that Central Oregon would be developed within two years, that is so far as the building of railroads was concerned. The announced plan then was to build railroads east and west, north and south, with feeders branching out all over the country, or at least wherever the country would furnish traffic of any great amount.

Recent developments apparently indicate that the plans will scarcely be carried out, for with the exception of the Deschutes line all work is seemingly held in abeyance.

But now comes the Harriman interests and appropriate \$75,000,000 for double-tracking the Oregon Short Line and building new roads in the northwest, an account of which appears on page 2. But instead of requiring two years to accomplish the work the time limit is fixed at six years. The officials in charge of the Oregon Line state that the first work to be taken up will be the double-tracking of the O. R. & N. and completion of the Klamath-Natron cutoff.

Further than that they have no opinion to express. However, persons familiar with railroad work base great hopes on the action of the Harriman people in planning such a great amount of railroad work. In order to afford traffic for a double track railroad they argue that many new feeders will be necessary, and that therefore Central Oregon will certainly be tapped by numerous lines in order to develop the country in order to supply the main line with the necessary business.

Through private sources the Examiner is informed that the Oregon Short Line has asked for \$7,000,000 to be spent in the construction of new roads in Oregon during the coming year. The jurisdiction of the Short Line extends west to the Natron line, and therefore it is possible that 1911 will yet be a memorable year for railroad construction in Central Oregon.

Examiner Blockaded

Many new subscriptions to the Examiner were held up by the blockade, and now letters are being received daily asking why the paper is not sent. In several instances the letter of inquiry was received before the remittance, the former having come in over the Western. Nearly 250 letters containing subscriptions and inquiries relative thereto were held up by the blockade, which together with the regular mail now being received daily caused a blockade in the office. We expect to be caught up by the end of this week, however.

Tom McCulley came up from New Pine Creek on Saturday, and while here attended the dance at the Opera house.

THOUSANDS OF FERTILE ACRES TO BE OPENED TO HOMESEEEKERS

N.-C.-O. Has Established Land and Immigration Department to Exploit Lands in Its Territory--
L. F. Curtis Appointed Land Commissioner

The N.-C.-O. is sure adopting a much more progressive policy than has been its custom heretofore, its latest move being a land and immigration department, of which L. F. Curtis, a well known real estate and farm land man of Reno, has charge under the title of Land Commissioner. This is certainly a move that will meet the hearty approbation of all, and the lack of which has been sadly felt all along the line. As a matter of course when the new department gets into working shape homeseeker's rates will be given, and no doubt special rates will be given in connection with the colonist rates effective from the east March 10. The new order means much to Lakeview and in fact all of Lake county and will lend renewed interest to the exploitation of our great resources.

Relative to this action of the N.-C.-O. the Journal says:

One of the most important movements of the past year tending to the population of the western country and the exploitation of agricultural resources almost directly tributary to Reno, was announced yesterday when it became known that the Nevada California-Oregon railway had added a land and immigration department to its force and would immediately inaugurate activity for the purpose of

bringing settlers into a stretch of country where over a million acres of good farm land is now occupied by but 1000 families.

The advertising and exploitation of this land, with its settlement on a ratio obtaining in well settled localities, means ultimately the augmenting of the population that will pay tribute to Reno in this section alone by from 5000 population at present to not less than 60,000 in the next few years—a population more than one-half the present population of Nevada.

Yesterday with the appointment of L. F. Curtis, a well known real estate and farm land man, to the post of land commissioner, the N.-C.-O. inaugurated a campaign that will bring the territory from Reno for a distance of at least 200 miles as prominently to the eye of the prospective settler as is the land of Oregon, or Washington, already attracting many settlers. Starting from Reno the country is a series of fertile valleys in which anything can be grown that will thrive in a temperate zone.

The N.-C.-O. extends to Alturas, It has been extended a distance of thirteen miles and an additional twelve miles to Davis Creek, in the southern end of Goose Lake Valley,

"CIVIC SOCIETY" LADIES GET BUSY

All Sorts of Amusement Planned for Very Near Future

A meeting of the Ladies' Civic Improvement Society was held on Tuesday evening, and plans were completed for several forms of entertainment to be given in the near future. The ladies have rented the Roller Skating Rink, and men are now at work putting it in shipshape manner, as well as making benches and other articles of furniture for the hall.

On next Tuesday evening a Chafing Dish supper will be given there between the hours of 5:30 and 8, and it is expected that a large number will be present to help partake of the many good things that will be on sale. On the following Friday night a dance will be given for the married people, which will be strictly an invitation affair. The committee in charge of the dance have named themselves the "Good Time Club," and they expect to live up to their name in taking care of all who come. The following Friday night will see another dance at the rink, this one to be for the younger people, and also to be in the form of an invitation affair. The young men in charge of the latter dance will go under the name of the "Keemo" club.

An athletic club is now being organized by the ladies, and a great many have already subscribed their names to the list. A meeting was held Monday evening, which was well attended by the younger people and all seemed to be very much in favor of the plan. It is expected to charge a monthly payment until the club has purchased the necessary gymnasium equipment and is well on its feet.

The ladies are certainly to be congratulated on the fine work which has already been accomplished and that which is now under way, and they may well feel proud of the work done so far towards making Lakeview a better town. The society now has a membership of almost fifty with more joining at each meeting held.

is nearly finished.

The methods of operation of Mr. Curtis will be those used by other land and immigration departments. Booklets and circulars will be issued, advertising will be done, parties of immigrants will be taken over the field and before long a sturdy class of practical farmers will be rooted to the land.

A great deal of the public land in the vast inland empire between the Sierras and the Rockies is already taken up, but there is yet considerable in Northern California and Northern Nevada in Washoe county. Before many years the land will be greatly appreciated in value. In Nevada, through the Carey act, large sections of land are set apart and put under development by large corporations, and 2,000,000 acres more will

HILL LINE HIKES OUT FOR MEDFORD

Oregon Trunk Files Map of Line Around Upper Klamath Lake

Monday the Oregon Trunk Railway filed in the United States land office at this place a map of the definite location of its line along the northwestern shore of Upper Klamath Lake. Beginning at the straits between Upper and Agency lakes the line runs almost directly west to a point in the northwest quarter of the northeast quarter of section 26 in township 35 south, range 6 east. There it turns south and parallels Short creek on the west side, running to Harriman's former Pelican Bay lodge, and from there in a westerly course to a point about one and a half miles north from where the Dead Indian wagon road crosses Four-mile creek. The map of the survey to that point has been previously filed in the land office at Koseburg, that being the dividing line between the two districts.

The construction of the road on the line as filed will put an end for all time to the famous camp grounds along Short Creek, unless the grade should be constructed far enough up the mountain side to permit of campers locating along the stream. Such action is not probable, inasmuch as it would necessarily cause more or less of a grade, which is not to be thought of by modern railroad engineers. The Forest Service has been leasing grounds in that vicinity to many Medford people, who intended erecting summer cottages thereon, while Klamath people have also been deeply interested in keeping the lands from going into private ownership.

Kicked By a Bronco

During the rabbit drive on Sunday Mrs. Frank Smith had the misfortune to be quite seriously hurt. She was following up the rabbits with many others, but on account of the blinding snow storm was unable to see very far ahead. It happened that a horse was directly in front of her, and when she came quite close the animal kicked. Mrs. Smith received the full force of the blow and for a time it was feared that she was very badly hurt. On examination by a doctor it was found that no bones were broken, and Mrs. Smith is now resting easy at her home.

soon be available under that act if the law before the present congress passes.

L. F. Curtis, the new land commissioner, is well acquainted with the conditions over which he will have domination. For some time he has exploited the country personally and he brings to the work a thorough knowledge of the conditions and methods best suited to bring it to successful culmination.

For Sale—Sixteen-inch wood. Enquire J. F. Landon, Lakeview. J9-16.