

Lake County Examiner

HAS THE CIRCULATION—PRINTS THE NEWS—REACHES THE PEOPLE

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RAILWAY MEN INSPECT ROAD

N.-C.-O. OFFICIALS MAKE SHORT BUSINESS TRIP TO NORTH-ERN TERMINAL

PREDICT BRIGHT FUTURE

Much Money Will Be Spent This Year In Improving Road Bed—Many Settlers Expected This Year—Road is Improving

T. F. Dunaway, president and general manager of the N.-C.-O. Railway, H. V. McNamara, traffic manager of the same line, and Wm. M. Gotwaldt, staff correspondent on the Reno Gazette, Monday came up from the Nevada metropolis in Mr. Dunaway's private car. The officials stated that there was no importance attached to the trip other than an inspection of the business and general conditions along the line.

In conversation with Mr. Dunaway he spoke very optimistically of future prospects and predicted that the dawning year would be a prosperous one for the Goose Lake Valley.

Mr. McNamara stated that his company expected quite a large influx of settlers to this valley this season, as numerous inquiries are beginning to come in regarding the low joint rates that have been established with the Western Pacific between here and San Francisco. Incidentally he stated that the road bed was getting much better with the present good weather and that they expected to soon resume the summer schedule. "We expect to spend between \$50,000 and \$100,000 in improving the road between Reno and Lakeview this year," said McNamara.

While in Lakeview Mr. Gotwaldt was busy securing data and information for a lengthy article on the resources of this country for his paper. Tuesday forenoon the party left by private conveyance for Fairport where they remained over night, returning to Reno yesterday.

ROAD WILL BE BUILT

NORTHERN LAKE COUNTY CITIZENS WILL DONATE WORK

New Thoroughfare From Fort Rock to Bend is Planned—Settlers Sign Petition

The new road to Bend now being planned seems to be an assured fact, says the Fort Rock Times. The road will be built by the public, and a petition to this effect has been started and though for the present no one is trying hard for signatures, over 50 persons have signed it, promising to work on the road.

The Forest Supervisor of the Bend District has pledged himself to give the right of way through the reserve and furnish a man to make the preliminary survey.

The line of the proposed road, according to those who are in a position to know is a much easier grade than the present road by way of La Pine and is about 20 miles shorter. The old road has two mountains or buttes to go over, while the proposed road has none. It will be an upland road, on soil that will hold up when the spring thaws begin. Many miles of the old road has what might be called no bottom to it for a month or more in the spring.

Watering places on the proposed road will be as frequent or more so than by the present road. It will join the Bend-Burns road, a well traveled automobile road, about one mile east of the end of Horse Ridge.

Railroad for Prineville
A railroad to extend from Prineville, Crook County in Eastern Oregon, to the junction at Metolius with Hill's Oregon Trunk Railroad and Harriman's Deschutes Railroad, will be built immediately according to plans announced by H. B. Scheel, secretary of the Hercules Sandstone Company of Tenino, Wash., which is financing the project. The railroad will be 31 miles long and the estimated cost is \$600,000. Scheel announced actual construction will begin within 30 days.

WM. ARTHUR IS DEAD

SUCCUMBS TO HEART FAILURE IN SACRAMENTO

Deceased Was a Former Resident of Lake County, Removing From Here Four Years Ago

William Arthur, a well known former citizen of this place and son of "Grandma" Arthur of the West Side, succumbed to heart failure in Sacramento on Monday, March 16. Death was very sudden, he dropping dead while on the street. The funeral services were held yesterday at Sacramento.

Mr. Arthur was 47 years of age and a native of Missouri. For a number of years he lived with his parents in Lake County, Oregon, where he married Altha, eldest daughter of Mr. and Mrs. Wm. Patton, who with their two sons, aged about 15 and 18 years are left to survive him. About four years ago they removed from here to California and for the past several months he has been employed by Clem Heryford in a livery stable in Sacramento.

Besides his mother and family he is survived by three brothers and two sisters namely, G. F., Slim and Chas. D. Arthur and Mrs. Mollie Bolton and Mrs. Anna Harvey, all of this valley.

ROAD IMPROVEMENT

HIGHWAY ASSOCIATION YEAR BOOK IS OUT

Numerous Counties in United States Take Advantage of Bonding System to Build Roads

Enormous development of the financial side of the road movement shows in the fact that 1239 counties in the United States now have outstanding highway bonds aggregating a quarter of a billion dollars, according to the Official Good Roads Year Book for 1914, which was issued by the American Highway Association in Washington early in March.

The fact that the counties mentioned have bonded themselves to the extent of a quarter of a million dollars in order to improve and maintain their roads is only one of the surprising developments of the road movement as shown by the latest Year Book. A stupendous new business is shown to have grown up in the United States as a result of the road boom—a business employing more than one thousand persons in actual supervision of the roads, in addition to the increase in banking business due to handling bonds, increases in the road machinery and materials, and other by-products of the boom. Not merely has there been a tremendous saving in the wear and tear on horses and in the prevention of waste on the farm due to the inability to get to the shipping points over poor roads, but there has been an actual increase in prosperity as a result of the need for work and materials on the construction of new roads and the improvement of old ones.

Progress reports from every state highway department comprise a chapter in the new Year Book which shows that only eight states have failed to establish highway departments, while in several of the states, notably New York, Illinois, Iowa and New Mexico the tendency towards centralization has progressed so far that practically all the work of road improvement is being done under state supervision. The Year Book, which is a complete inventory of road statistics and other necessary data, sets forth that approximately twenty thousand miles of roads have been constructed under state supervision in the past year.

Highway officials in the various states have already applied for the latest edition of the Year Book, which gives a digest of state road laws; shows the use of convicts on the public roads; bond issues; mileage, appropriations, directories of officials, manufacturers and contractors; types of roads; full list of books, documents and authorities; description of foreign road system; highway engineering in colleges; construction of bridges and culverts; and reviews of all the addresses and technical articles which appeared in 1913. J. E. Pennybacker, secretary of the American Highway Association, whose president is Logan Waller Page, director of the Federal Office of Pub-

D. U. CLELAND ENDS CAREER

ENDED LIFE WITH REVOLVER IN HIS HOME AT PLUSH THURSDAY

DESPONDENCY ASCRIBED

Was Aged 51 Years and a Native of California Coming to Lake County in 1880—Funeral Held Here Sunday

As briefly mentioned in last week's Examiner, D. U. Cleland ended his life last Thursday about noon in his house at Plush, by shooting himself with a revolver. The fatal shot was fired about the noon hour as about ten o'clock that morning his youngest daughter visited him, and about two hours later his two daughters, Mrs. Wm. Grisel and Mrs. August Bogner, went to the place taking their father some cake, and found his body lying on the bed. There was nothing to indicate but what the wound had been self inflicted. Apparently he had partially undressed himself, and fired the shot while sitting on the edge of the bed. The gun was on the floor beside the bed, presumably where it had fallen when he fell backwards. The bullet went just over the heart.

The body was brought to Lakeview Friday by Wm. Grisel and August Bogner, the funeral services being conducted Sunday afternoon at two o'clock from the home of Wm. Gunther, interment following in the

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WILL COLONIZE LAND

GERMANS WILL SETTLE IN CENTRAL OREGON

Trade of 200,000 Acres of Crook County Lands for Chicago Sky-scraper Discloses Plan

Watson P. Davidson telegraphed from St. Paul today to J. L. D. Morrison that the trade of central Oregon lands for the Transportation building in Chicago has been closed, says the Portland Journal of March 14. The building is valued at about \$3,500,000 and the lands figuring in the deal are to cover \$1,000,000 of the price.

Mr. Davidson is president of the Oregon & Western Colonization company, headquarters of which are in this city, and Mr. Morrison is the company's sales manager. L. W. Hill, president of the Great Northern railway, is one of the principal stockholders in the company.

Of greatest interest in connection with the transaction to the people of Portland and Oregon, and particularly to the central part of the state, is the announcement from Mr. Davidson that the land involved, approximately 200,000 acres, will at once be colonized by thrifty Germans.

The trade has been under way for several months and in the meantime the syndicate taking over the land has been studying the problems of placing settlers without delay.

Consummation of the deal is taken to indicate that this problem has been solved and that this very spring the colonists will begin to pour onto the lands which are located in Crook County east of Prineville, and within reasonable distance of the Hill and Harriman lines running by way of the Deschutes river canyon.

Growers Repent
Commenting on the advancing price in the Nevada wool market, the Elko Free Press says:

PROGRAM WAS GOOD

MARCH 17 WAS WELL OBSERVED IN LAKEVIEW

Entertainment at Snider's Opera House Was Great Success—Large Crowd Present

St. Patrick's day was observed by the Irish Catholics of Lakeview Tuesday in devotional services and exercises commemorative of the day consecrated to Ireland's patron saint. The program rendered Tuesday evening in Snider's Opera House under the auspices of the Local Division of Hibernians was attended by a large crowd of the audience numbering upwards of 300 people.

There were seventeen numbers on the program, consisting of songs, recitations and musical selections and each was received with hearty applause. Nearly all renditions were encored, providing about two hours of good, wholesome entertainment. Several of the parts are deserving of special mention and commendation, particularly the music furnished by Darnell's band. The slides showing scenes in the various parts of Ireland were both interesting and instructive. The affair proved a success both financially and socially.

After the program the floor was cleared and many indulged in dancing until a late hour. Music for the dance was furnished by Jesse Darnell, clarinet; Chas. Wallace, trombone and Mr. Sawyer, piano.

MATTER IS ADJUSTED

AGREEMENT REACHED IN HANLEY VS. MOSS CASE

Parties Use Identical Brand, But Hanley's Was Never Recorded in Lake County

Upon the arrival in Lakeview last week of Attorney C. H. Leonard and Tom Allen, foreman for the Hanley Cattle Company, of Burns, the latter swore out a complaint for the arrest of W. Z. Moss on the charge of larceny of cattle which were being fed in this valley.

As was stated in last week's Examiner there were forty-one head of stock involved which had been separated from the band of Moss Cattle on the Norin ranch and placed in charge of Sheriff Snider, upon complaint made by the Hanley and French-Glenn Cattle companies' interests several days ago.

At the hearing held before Justice Umbach here Saturday last, the matter was adjusted, the prosecuting witnesses failing to furnish convicting evidence against the defendant, Mr. Moss was represented by W. Lair Thompson.

While the plaintiffs contended the stock to be the property of the Hanley Company, the W. Z. Moss brand, which was recorded in Lake County over ten years ago, and the Hanley brand are identical, in so far as both use the Bell A brand, but the latter was never recorded in this county.

To Klamath This Year

A news dispatch from Klamath Falls states that H. N. Woods is authority for the statement that the Southern Pacific has secured a permit from the California State Railroad Commission to complete its line from Westwood, Lassen County, California north to Klamath Falls, Ore., this year.

Earlier reports had it that the line would reach Lookout, Modoc County, California, this year.

The maximum grade is to not exceed 1 per cent and the curvature will not be greater than 4 degrees.

It will enable trains to make the run from San Francisco in about five hours less time than the present schedule.

Marriage Licenses

The following marriage licenses have been issued recently by County Clerk F. W. Payne:

Carl Behr and Lillie O. Harris, B. F. Lane and Martina A. O'Kelley and Ambrose N. Reeder and Bessie E. Marsuka. All parties are residents of the northern part of the county.

No Train Last Night

Owing to a freight leaving the track just ahead of passenger No. 1 yesterday below likely no train arrived here last night. It is said the track will be cleared and the train will arrive here on due time tonight.

LAND IS OPEN TO SETTLERS

ALL OF AREA IN LAKEVIEW AND THE DALLES LAND OFFICE DISTRICTS

PRESIDENT SIGNS ORDER

Over 400,000 Acres in National Forest Reserves Are to be Released—Open to Settlement May 9, Filing June 8

Portland, Oregon, March 15.—More than 400,000 acres of land in the Deschutes and Paulina national forests in Crook, Lake and Klamath counties, Oregon will be thrown open for settlement within sixty days through an order signed by President Wilson, withdrawing this land from the forest reservations, according to notification received here today.

It is reported that the land will be opened for actual settlement May 9, and that filings will be permitted on and after June 8.

Officials of the forestry bureau in Portland estimate that of the aggregate of 410,763 acres thrown open approximately 120,000 acres are occupied by settlers. These settlers will be permitted to remain. Settlers on the remaining 290,000 acres will be permitted to take up homesteads of 160 acres each in accordance with the federal land law.

The formalities of transferring this land from the Agricultural Department of the Federal Government to

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LAUNDRY IMPROVED

NEW MACHINERY IS INSTALLED IN PLANT

Steam Power Has Been Replaced With Electric Motor—Wet Washing Will Be Handled

The Lakeview Steam Laundry has lately installed an electric motor, to replace the steam power, Mr. Jensen furnishing the machine. Mr. Hunker states that the electric power is more efficient and far cheaper than the steam as was formerly used.

The laundry has also received a fine new washer. It is an Adams, double geared, over drive, C movement. The cylinder is a four compartment, 72 inches by 36.

The barley rolls will be removed and the space that has been occupied by this will be used for the new machine, and also a more convenient arrangement of all the machinery. The barley rolling will be dispensed with for the spring and summer at least, and should this branch be handled it will be done in another building.

The Laundry will launch a system of wet washing next Monday and this work will be done under the following terms: Bundles of 35 pounds or less, at 65 cents and 5 cents for each additional 5 pounds. The Laundry weights must be taken, the bundles being weighed when received at the Laundry. Such work must be received in good time or wait until after the middle of the week. This work will also be delivered promptly. By wet-wash is meant simply the washing and wringing clothes, convenient for delivery.

The new machine will afford more time and better opportunity for all starched and finished work, and better service can be rendered. Also more prompt delivery is to be furnished for all the work.

Change in Train Schedule

Instead of departing at 6:40 for points south, the N.-C.-O. train No. 9 leaves the local depot at 5:40 a. m., the change being found necessary on account of the loss of time on the road by the softening of the track. The change became effective last week, but probably will prevail for only about thirty days when the regular schedule will be resumed.

Train No. 2 due to arrive in Lakeview at 8:40 p. m., leaving Reno at 8:45 a. m. Train No. 2, leaving Lakeview at 5:40 a. m. is due to arrive in Reno at 6:45 p. m.

DODSON PLEADS GUILTY

(Special to the Examiner)

SILVER CITY, NEW MEXICO, MARCH 18.—UPON THE ADVICE OF HIS ATTORNEYS, JAMES C. DODSON TO-DAY PLEADED GUILTY TO ONE CHARGE, GROWING OUT OF HIS CONTROVERSY WITH THE HIGHLAND CATTLE COMPANY, AND MUST PAY THE PENALTY BY SERVING A TERM.

Sheep and Hogs
According to C. C. Colt, president of the Union Meat Co., of Portland, Oregon is becoming noted as a hog and sheep raising state. Since 1912 no hogs have been shipped to the Portland stockyards from other states, the entire supply being drawn from Oregon. The absence of corn, which has always been considered indispensable to the finishing of good pork, has not troubled the Oregon farmer, as a combination of alfalfa, barley and other grains has been found an excellent substitute. Farmer Smith, of the O. W. R. & N. Ry., insists that within ten years Oregon will be one of the greatest corn producing states in the Union and that the state will then be a heavy exporter of hog products.

Spring and Spring Fever
Spring fever has struck Lakeview. For the past two weeks overcoats on the streets have been scarcer than millionaires. With balmy weather a congenial sun and a clear sky, such pieces of raiment are unnecessary and have been shed. That lazy feeling which comes with spring has struck the population, and the efficiency records are going to smash. Even the autos are moving slowly, and the gentle sensation of lethargy prevails. The call of the hoe and rake is strong, and the desire to dig worms and go fishing is almost irresistible. Furnace fires have been allowed to go out, and housewives begin to itch for a general house-cleaning.

WOULD REPRESENT MULTNOMAH IN LEGISLATURE
Former Lake County Man Has Entered Politics at Portland—Announces Platform
Arthur W. Orton announces himself as a candidate for nomination of Representative on the Republican ticket. Orton served as a Representative from Multnomah County in 1909. He is a Spanish-American War veteran and was commissioned a First Lieutenant in the Thirty-ninth United States Volunteers. He was Register of the Lakeview Land Office from 1909 to July 1913. Orton's platform says he "favors consolidation of state boards. Taxes paid quarterly. Discount privilege. Repeal obsolete laws. Pass only corrective and urgent measures. Give honest wage work to unemployed. To build permanent roads under strict supervision. Make low valuation and sell on easy payments state lands for homes and grazing. Urge Government restore National forest lands and other withdrawals suitable for homes only, not used, kept with drawn by red tape methods. Establish information bureaus, where communities can get vacant government and private lands at low valuation for homeseekers' information. Keep taxes down. Put more land on tax rolls and more people on the land."—Telegram.

Free Band Concert

The Concert to be given in Snider's Opera House next Sunday afternoon is free to the public, and everybody is cordially invited. The program will be the same as originally announced for last Sunday, which was postponed on account of a funeral. The object of the concert is to show the public the progress made within the last year, especially the new members, numbering ten, bringing the total number up to twenty-five.