

# Lake County Examiner

HAS THE CIRCULATION—PRINTS THE NEWS—REACHES THE PEOPLE

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## NIGHT TRAIN NEXT SUNDAY

MANAGER COX OF N.-C.-O. MAKES  
OFFICIAL ANNOUNCEMENT  
OF CHANGE

## DAILY FREIGHT SERVICE

Passenger Service Will Be Provided  
For Day Travelers—Nitrogen  
Headlights Ordered and  
Side Lights for Cars

Ramsey M. Cox, general manager of the Nevada-California-Oregon Railway, while in Lakeview last week made the official announcement that night passenger service on the line would be started next Sunday night, June 28. With the inauguration of this service, passengers may reach points in this valley and other places from Reno by rail seven days a week, instead of six as at present. They may go by day if they so prefer, as the morning freight train will carry a passenger coach. The freight now travels only three times a week, but after June 28, daily freight and passenger service, except Sunday, will be inaugurated.

The new schedule calls for a passenger train to leave Reno at 9:45 p. m., arriving at Lakeview at 9:45 the following morning. Train No. 2 will leave Lakeview at 8:05 p. m. and arrive at Reno at 8:00 the following morning. In addition to this daily service will be established between Reno and Clifton on the Sierra & Mohawk branch line from Plumas Junction.

Mr. Cox states that he is satisfied with the recent tests on the nitrogen headlights for the road engines, and will install them as soon as the equipment can be secured from the east, which will take several weeks. Meanwhile the present headlights of the engines will suffice. With the arrival of the nitrogen lights, Mr. Cox promises another improvement. There are many small stations along the line which are not lighted at night, and it is proposed to install electric lights on the sides of the night passenger trains, which will be operated by a switch in the engine, to illuminate stations as the trains pull in at nights.

As an explanation of the adoption of the change in service and answer to protests entered by patrons against it, Manager Cox has issued the following letter which is self-explanatory:

Reno, Nev., June 18, 1914.  
Gentlemen: In response to inquiries as to the proposed new train service of the Nevada-California-Oregon Railway, and in reply to petitions from residents of Alturas, California and Lakeview, Oregon, asking that the company refrain from instituting night passenger service between Reno and Lakeview, I wish to say that the protests against the proposed new service are not justified in assuming that the company intends to dispense with its day trains. It is the intention of the company to improve its passenger service, not to impair it.

Referring to the protests against the change to night passenger service, permit me to say that the reasons given against the change do not seem to over-balance the advantages that would accrue, both to Reno and to Alturas and to Lakeview. Especially is this true of the proposed daily combination freight and passenger service between Lakeview and Reno.

Since preliminary announcements were made of the proposed night passenger service, many have expressed themselves to the railroad management in favor of the change. I quote from a letter received from a resident of Lakeview.

"I have heard indirectly that you contemplate running a night train and in discussing the matter with those in a position to know, I see no valid reason why a night train would not be beneficial to our community as a whole. In talking the matter over with the postmaster and others who have the conditions at hand, I

## COUNTY GETS FALLS

SCENIC WONDER IS TURNED  
OVER TO MULTNOMAH

Judge B. Daly of Lake County Was  
Present at Ceremony—On the  
Columbia River

Beautiful Multnomah Falls is now the property of Multnomah County, says the Portland Journal of the 16th.

Yesterday in the presence of state and county officials and other representative citizens, S. Benson turned over to Rufus C. Holman and D. V. Hart, for the county, the deed to the beauty spot of the Columbia river. The ceremony took place on a grassy plot immediately in front of the Falls, and Ralph Earle, representative of the Pathe Film Company took moving pictures of the ceremony. Inasmuch as this film will be shown in all their picture houses, approximately 30,000,000 people will see the ceremony, and will be shown one of Oregon's prettiest spots.

Samuel Hill had as his guests to witness the formal transfer of Multnomah Falls from private to public ownership, the following, Julius Meir, president of the Columbia association; Ben Olcott, Secretary of State; Thomas Kay, State Treasurer; Ezra Meeker, the trail maker, 84 years old; Judge Bernard Daly of Lake County; F. V. Holman, president of the State Historical Society; Rufus C. Holman, chairman of the Board of County Commissioners; D. V. Hart, County Commissioner; Samuel C. Lancaster, highway engineer; Major H. L. Bowlby, state highway engineer; Dr. R. J. Hill of Minneapolis, brother of Samuel Hill; Herman Michel, of Cologne, Germany; Eben F. Wells and J. C. Potter, officials of the Home Telephone Company, and Fred Lockley, of The Journal.

## MANAGER COX VISITS

WAS ONE OF FREQUENT TRIPS  
TO BE MADE

Improvements on Track Will Begin  
Soon—Gazette Representative  
Accompanied Mr. Cox

Ramsey M. Cox, general manager of the Nevada-California-Oregon Railway was an arrival on the train last Friday evening and spent Saturday morning in Lakeview. He was accompanied on the trip by Mr. N. L. Chapin, staff correspondent of the Reno Gazette.

Asked as to the purpose of the visit, "It is only one of the many and frequent trips that I intend making over the road in order to keep in touch with the people and study their needs," stated Mr. Cox. "I want this to be known and called our railway or the people's railway," he said, "and it is the aim to do everything possible in the way of serving the people to their best interests."

Speaking of the immediate improvements planned for the line, Mr. Cox said that work would begin on July 1st on rebalancing at least seventy-five miles of the track. He is very sincere in his convictions that the change from day to night passenger service will be of great benefit to all the country adjacent to the road.

Mr. Chapin of the Gazette is a very pleasant gentleman to meet and is wide awake to the interests of the publication which he represents.

The Gazette is an evening paper, receiving associated press service up to four o'clock in the afternoon, and with the inauguration of the night train service will reach Lakeview at least 12 hours in advance of any other paper.

## A New Method

Albert Ward, of Bidwell has a novel way of effectively getting rid of squirrels that infest his ranch, and one in which his automobile plays an important part, says the Cedarville Record. He simply drives up to a squirrel hole with a rubber hose attached to the exhaust pipe of his machine, inserts the hose into the hole and starts the engine. The fumes of the gasoline kills the squirrels. In this manner he has rid his place of the pests after many unsuccessful attempts.

## WATER READY NEXT MONTH

CAN BE RUN THROUGH SOUTH  
DREWS CANAL TO THE HAN-  
SON RANCH

## ADD FINISHING TOUCHES

Water Can Now Be Taken for Con-  
siderable Distance Through  
the North Canal—Flume  
Work Being Done

A trip now over the Goose Lake Valley Irrigation Company's project on the West Side reveals the happy fact that the system is no longer in its infancy.

Making a business trip to different points of activity along the ditches and to try out his lately purchased Morris car Chief Engineer Rice last Friday afternoon took along (as ballast) a party composed of A. L. Thornton, Dr. J. L. Lyon and an Examiner man. Considering the brief trip and few places visited a fair review of the canals and flumes was gained. Rapidly nearing completion as the project now is its magnitude and grave importance to the development of a vast acreage of practically waste land is more appreciable.

Workmen are now completing the rock work on the South Drews Canal. The last piece of trestle work for the steel fluming is also being finished on this branch, and Mr. Rice states that next month he hopes to be running water through this ditch to the J. E. Hanson ranch at the Point.

Water for this will be diverted through the main canal from the dam to the first trestle going up the canyon from where it will be transferred through a headgate in the flume to the south canal. However, for permanent use a dam will be constructed across the natural channel a short distance up the canyon and water taken directly therefrom into the south ditch.

The north canal in places is also being cleaned with scrapers so that it will be ready for immediate use. At present, with the exception of a short bent of fluming near the sawmill and which is being replaced, water can now be taken through the north or main canal to the Liscomb homestead west of town. Or for immediate irrigation purposes it could (Continued on Page Eight)

## FUNDS APPORTIONED

LAKE COUNTY GETS \$623.44 FOR  
FAIR PURPOSES

Is An Increase of \$86.51 Over the  
Amount Received From the  
State Last Year

According to an apportionment made by Secretary of State Olcott of the tax raised under the county fair bill passed by the last Legislature, Lake County will obtain \$623.44 which may be used either for holding a county fair, or in the support of any land products show, livestock agricultural or horticultural exhibition. Should the money not be used for any of these purposes it will on January 2, next pass into the general road fund of the county.

The total amount of money distributed in the state for fair purposes is \$47,714.19, apportioned among the different counties as follows:

Baker, \$1301.19; Benton, \$847.21; Clackamas, \$2006.48; Clatsop, \$1354.43; Columbia, \$1006.22; Coos, \$1271.06; Crook, \$977.58; Curry, \$418.47; Douglas, \$1838.40; Gilliam, \$666.03; Grant, \$618.26; Harney, \$628.70; Hood River, \$733.55; Jackson, \$1846.90; Josephine, \$741.12; Klamath, \$975.61; Lake, \$623.44; Lane, \$2178.49; Lincoln, \$529.43; Linn, \$1748.79; Malheur, \$796.07; Marion, \$2344.54; Morrow, \$699.48; Multnomah, \$10,239.10; Polk, \$1094.52; Sherman, \$652.83; Tillamook, \$1053.79; Umatilla, \$2217.13; Union, \$1216.75; Wallowa, \$768.31; Wasco, \$1024.02; (Continued on Page Eight)

## PEACE PLANS LOOK BETTER

MEDIATORS WAITING FOR IN-  
FORMAL CONFERENCES OF  
TWO MEXICAN FACTIONS

## VILLA LOOMS AS FACTOR

Military Chief Said to Favor Efforts  
of United States to Settle Squab-  
ble—Mediators to Soon  
Finish

Prospects for a settlement of the Mexican situation are now said to be brighter with Villa as an important factor in the peace plans. A news dispatch from Niagara Falls says that arrangements have been completed by the mediators for the signing within a day or two of all protocols in the peace plan which relate to the international differences between the United States and Mexico, except the plank giving the composition and personnel of the new provisional government.

The intention of the mediators is to have the entire peace plan ready, so that at informal conferences, the Huerta and Constitutionalists may be charged with the task of selecting a provisional president and cabinet officers. Before these conferences are held the work of the mediators and American delegates will be practically finished. Representatives of the two Mexican factions then will assume the responsibility of making or breaking the peace program.

The mediators announce that there is good reason for believing that Villa is in sympathy with the efforts of the United States to effect a settlement of the Mexican embargo through diplomatic channels and that the constitutional delegates now enroute to Washington will have the approval of Villa, regardless of his relations with Carranza, in whatever they negotiate.

Hostilities have not yet been suspended between the constitutionalist forces and the forces of Huerta but hope for the end of this strife is entertained through the invitation of the United States government and the good offices of the South American mediators, representing the warring Mexican factions in bringing them face to face in an informal conference distinct from the mediation proceedings.

## MORE ERRORS FOUND

SUPREME COURT JUSTICE STILL  
IN DOUBT

Re-check Being Made of All Coun-  
ties in the State—No Errors  
in Lake County

The County Canvassing Board composed of County Clerk F. W. Payne, Chas. Umbach and W. F. Payne made a re-check of the votes cast for all candidates for justice of the supreme court at the republican primaries, May 15. This was done upon instructions from Secretary of State Ben W. Olcott owing to the number of errors made in the official canvass of the votes cast for Justice McNary and Judge Benson as Republican candidates for this office. The re-check here, however revealed no change from the canvass first made, the vote standing Judge Benson, 166 and Judge McNary 66. Neither were there any errors discovered in the count for the other candidates. All counties in the state were ordered to make a re-check, and owing to the various discrepancies found and being reported it is yet undecided who is the successful candidate.

Circuit Judge Benson who has been seen-sawing with Justice McNary for nomination for over a month, has returned to Salem and will remain there and at Portland until the contest is definitely decided.

Unless a stipulation between the two candidates is entered into, and which has not been done according to late reports, it is probable that court action will be asked to settle (Continued on Page Eight)

## LAST PUBLIC SALE

SHANIKO WOOLS ALL TAKEN AT  
STRONG PRICES

Clips are of Poorer Quality Than  
Those Offered Earlier at  
Public Sale

The last public wool sale of the season in Oregon was held last Friday at Shaniko, says the Oregonian. There are about 500,000 pounds of wool left scattered throughout the state, mostly in small lots, and the next week or ten days will see these remnants of the 1914 Oregon clip picked up and the season brought to an end.

The market has lost none of its firmness, as was shown by the prices paid at Shaniko recently. The quality of these wools was not equal to those offered at the big sale two weeks ago, which explains the difference in price. Particulars of the sale are given in the following dispatch:

Shaniko, Or., June 19. (Special.)—The wool sales at Shaniko today cleaned up all the wool in this district for this season. There were only four buyers in the field and the prices paid were 2 cents lower than at the first sale. The wools were not equal in quality to those sold before.

The lowest price paid was 15 1-4 and 18 3-8 was the highest. There were several small lots of one and two sacks bought by Livingston at 15 cents.

There is not much likelihood of a reaction in foreign wool prices this summer. Boston wool men predict a substantial advance in medium crossbreds at the next series of auctions in London, which open on July 7.

Upwards of 500,000 pounds of wool were sold at Madras, Oregon, the day previous to the Shaniko sale. The highest price realized was 13 cents and the lowest was 16 cents.

## IMPORTANT DECISION

HIGHEST TRIBUNAL DECIDES  
CASES INVOLVING RAILROADS

Intermountain Rate Order is Upheld  
Reversing Commerce Court—  
Roads Given Title

The Supreme Court of the United States on June 22 reversed the commerce court and upheld the intermountain rate order of the interstate commerce commission.

Justice White first decided that the long and short haul clause was constitutional.

The commerce court had held that the commission could not make blanket or zone rates. That is the contention of those who are opposed to the five per cent increase in freight rates now being asked by the eastern railroads.

The chief justice next upheld the making of rates by the commission by zones.

"The zones selected by the commission were in substance same as those previously fixed by the carriers as the basis of the rate making which was included in the tariffs which were under investigation and therefore we may put that subject out of view," said he.

Under the decision of the United States supreme court in the so-called intermountain cases, it is said that seventeen railway companies, constituting the transcontinental freight routes, are liable for many millions of dollars in reparation on shipments since the institution of the cases.

Another important decision was also made by the supreme court on Monday when the transcontinental railways won their fight for the title to some \$700,000,000 worth of oil lands, the court holding void the clause in the patents making the land revert to the government if found to contain minerals.

The United States Supreme Court has now adjourned until next October.

Noting improvement at and about LaPine the intermountain says: "The charter has been issued for the new bank and it is expected to be ready for business in a few weeks. The amount of improving and fencing in all directions around LaPine shows that the tendency is for bigger and better farms this year."

## HIGHWAY IS NOW ASSURED

OFFICIALS MAKE TRIP OF IN-  
SPECTION OVER CENTRAL  
OREGON ROUTE

## IS ALL THE YEAR ROAD

Believed That Work Will Start on  
Central Oregon Highway Next  
Year—Highway Fund to  
be Increased

Making the trip over the proposed route of the Central Oregon Highway, a party composed of Samuel Hill, president of the Good Roads Association of the United States and of the Pacific Highway Association of the Northwest, Major H. L. Bowlby, State Highway Engineer, Robert Johnson, of the editorial staff of the Oregon Journal and a brother of our townsman, G. W. Johnson, Dr. Richard Hill of Minneapolis, brother of Samuel Hill and County Judge B. Daly of Lake County, arrived in Lakeview last Thursday noon. The party was tendered a royal reception by the business men of Lakeview in the Antlers Club rooms where they were entertained at lunch.

Speeches were made by the visitors as well as different local men. Each was an ardent booster for the highway and they highly praised this portion of the country and its hospitable people. It was regrettable that the visitors could not remain longer with us, but owing to other important engagements had to leave the previous afternoon going as far as Klamath Falls.

Good roads is the hobby of Mr. Hill and he is doubtless the best authority on the subject in this entire country. In a quaint and most interesting way he told of his experiences in road construction at his home at Maryhill, Wash., the Columbia River and Wasco-Biggs Highways now being built. He is greatly interested in the highway through Central Oregon and was responsible for the party making this trip. "Lakeview," he said "situated as it is, is the gateway—a gateway to wealth and opportunity, and I trust you will open the door."

Major Bowlby, State Highway Engineer, under whose direct supervision all state road work is done, stated that he did not consider hard surfaced roads practical in Eastern Oregon. The expense is so great, he said, that it renders it next to impossible. He says that the condition of the soil is such, however, that with the use of oil very splendid results can be obtained. He is very much in favor of the Central Oregon road, and says it is the only route across the state that will afford all-year travel. He spoke very flatteringly of the road work done on the Silver Lake hill and especially that part of the work which is being done by S. R. Hanson in Crooked Creek Valley. He promised Judge Daly that he would return here next fall to spend several days in studying the roads in Lake County and making maps for his recommendation to the State Board.

The Central Oregon Highway commences at the Columbia River where the first unit, the Wasco-Biggs road is being constructed and runs to the California line at New Pine Creek, passing through Sherman, Wasco, Crook and Lake Counties. It connects with the highway from Redding to Alturas, Modoc County, and according to the best of authority, will afford a road for all-year around travel. Connections with other branches of the Pacific Highway are made from Seattle southwest and from Spokane southeast to where they meet the Central Oregon Highway at the Columbia River.

At the present time there is no available money in the State Highway fund other than for immediate purposes for the completion of the Wasco-Biggs unit and for other highways under construction, but it is now considered a definite assurance that work on the Central Oregon road will be started next year.

Under the present system, by the levy of one-fourth of a mill tax (Continued on Page Eight)