

Daily Evening Tidings

MONDAY, FEB. 10, 1890

BREVITIES.

Social at Baptist church Tuesday eve, Feb. 11. Supper from 6 to 8. 15cts.

Mr. Newton came up from Central Point Saturday with a hack load of passengers, lot of eggs, etc.

Engineer McDonald, of the Ashland-Dunsmuir passenger run, has been resting here since the beginning of the blockade, but goes to work to-day.

D. Lyle Rice is now *Sohalie Tye* or grand mogul of the S. P. railroad for about ninety miles in this part of the world, having full authority over the running of trains within that distance in the absence of orders from Portland.

Reports that have come from down the country that the main span of the Rogue River bridge at Grant's Pass is not injured are erroneous. The bridge is all gone except the approaches. Josephine county is in worse luck than Jackson so far as the big bridges are concerned.

The Dead Indian people have come out with their cattle at last—all they cared to bring out—some 250 head in all. Robert Neil left about 25 head at his Dead Indian ranch, having feed enough for them there. Only two or three head were lost of the whole number in making the trip, though it required hard work to get the animals through the slushy snow encountered part of the way.

HERE AND THERE.

The report that the Medford water ditch was the cause of flooding cellars and injuring houses in that place is denied by the citizens. The water was shut off at the head, and the ditch was of much service, they say, in carrying off from about town water that might have done more or less damage if it had taken some other course.

A foot-bridge was put up across Bear creek at Central Point last week immediately after the flood, so that people could cross at that point.

The damage done by Jackson creek to the road between Jacksonville and Central Point had not been repaired sufficiently to permit wagons to cross the break until last Saturday.

In the Tule lake section of Klamath county, a barn belonging to Richard Hutchinson and one belonging to Michael Hartley, fell from the weight of snow, but only the buildings were damaged.

Grant's Pass hasn't had the benefit of a daily paper yet.

Potatoes, as well as groceries, have been scarce at Grant's Pass, but there are plenty on the railroad a short distance away, and they may have been obtained by this time.

The cause of the loss of the bridge at Grant's Pass was the shattering and washing out of the stone piers. Big timbers striking them began the work. The river rose fifteen feet or more after the bridge went.

The railroad bridge across Evans creek was not washed out, as reported.

The New Oklahoma.

CHAMBERLAIN, S. D., Feb. 10. Fifteen hundred men, women and children arrived here yesterday by trains and prairie schooners, anticipating the issuance of the president's proclamation, to-day, opening the Sioux reservation to settlement. Three companies of United States troops are now patrolling the east bank of the Missouri river with about 200 Indian police, regulars and specials. There will be great difficulty in preventing the people from crossing before the land is thrown open for settlement.

A Land Slide at Los Angeles.

LOS ANGELES, Cal., Feb. 10.—About 9 o'clock last evening a large landslide occurred on north side of Bellevue avenue between Castelar and Rosa streets, several hundred tons of earth sliding down into the street and covering the sidewalk for four or five feet. Reported that unknown man was buried by slide. It will take several days to clear away the earth and determine whether anyone is buried beneath it.

Not Exactly "Sized up" yet.

Later reports confirm the serious and extensive character of the mountain slide in the Cow creek canyon, but an accurate description of the slide and estimate of the damages cannot yet be had. It is known as true that the location of the slide is about half a mile south of West Fork station. Tunnel 6 is three miles from West Fork, and the water is backed up by the barrier formed so that it fills tunnel 6. The railroad people thought possibly the water might be let out in a day or two, orders having issued to cut the obstruction as quickly as possible, not sparing the dynamite if it could be used to advantage.

Rumors are going that the destruction of track and the danger of the mountain still further sliding have caused the railroad company to consider the abandonment of the Cow creek route, and the construction of a new road around the Canyonville survey; but it is altogether likely that such rumors have no foundation, for the abandonment of so much road—25 miles—would only be decided on after very mature deliberation and full investigation—both of which would take much time.

The great mass of loose mountain side, coming down one side of the cañon, filled it up, and was forced up the opposite slope for 300 feet, it is said, and some of the trees reported standing undisturbed in the ground as they grew are said to be more than three feet in diameter.

To Be Investigated.

Dr. Stryker, who came over yesterday from Hornbrook, says the shooting of his son Martin Stryker, reported to be a hunting accident, is to be investigated legally. Martin Stryker is a lessee of a ranch on Klamath river, to which a Mr. Kelley claims the title. There has been some trouble between Kelley and Stryker over the possession of the land, and the former has threatened, the doctor says, to have the top of young Stryker's head blown off. This rifle wound wasn't far from the top of his head. Stryker and a young man named Fred Rolf went out hunting deer Jan. 5th, and Rolf shot Stryker "for a deer" at the distance of about 60 yards. The ball passed through both cheeks, shattering bones and tearing away the palate. Stryker is recovering.

Railroad Prospects North.

There is a likelihood of regular trains running again between Portland and Roseburg by the middle of the week. At the damaged bridges and trestles, in the Willamette and Umpqua false work is being constructed rapidly, so that the mail trains can be run safely while the permanent repairs are in progress. If the track between Roseburg and the big slide in Cow creek canyon can be cleared easily it is possible that some means of temporary travel around the obstruction may be arranged so that the trains can be run between Portland and Ashland within a week with only one transfer.

Not Been Running for Three Weeks.

The report that the mail line between Linkville and Ager had been kept open, and the mails carried between those points, during the present railroad blockade was erroneous. Klamath county has been until last week cut off from both mail and telegraphic communication with the outside world. Mr. Wilson, who came from Linkville via Ager, reports that the mail has not been carried over the route for three weeks or more. Deep snowdrifts blockaded the road, and since the rains began the sticky from Ager east for about eight miles has been about impassable. Along up little Bogus the road has been badly washed by the flood, and will require considerable work to put it in repair.

Possibly a Train South To-morrow.

There is a possibility of a passenger and mail train leaving Ashland to-morrow forenoon for Sisson. The delayed passengers will all go on the first train—to-morrow, if it goes. Of course, there will be slow time made by the first train, and one or more transfers of passengers and mails.

Snow Melting in Klamath Co.

LINKVILLE, Or., Feb. 10.—Linkville has had no rain gauge since the discontinuance of the U. S. signal service station here, and we do not know the extent of rainfall, but it rained here four days last week. When the rain began the snow was four feet deep, and it is now but one foot deep here. Snow lies in all the valleys of Klamath county yet, but is going rapidly.

RAIN FROM THE SOUTH.

The first train to come over the Siskiyou since the middle of January arrived in Ashland last evening. There were really several trains together—seven engines scattered along amongst about twenty cars—box-cars, boarding cars and the superintendent's car. This was the train Assistant General Superintendent Pratt had brought through from Sisson since last Wednesday. The whole force which arrived here numbered about two hundred men—about half of whom had started with the train from Sacramento at the beginning of the blockade, the others having enlisted along the line, some from this place and Medford.

The track is reported to be clear and safe to run slow trains over all the way between Sisson's and Ashland, and there are forces enough along the road to keep it open and make some progress with permanent repairs unless bad weather should come on again. There are snow banks along the road, cut through and piled up by the plows, which will keep men shoveling for some time, but the men can keep the track clear, barring heavy storms and slides.

Beyond Sisson there are obstructions at two places. At tunnel 9, south of Dunsmuir, it is reported that 15,000 cubic yards of dirt has slid down from the mountain upon the track. It will take three or four days to clear this away, but when the road is all clear both sides of that point trains will probably begin running with passengers, express and mails, and transfer at that point over the obstruction. There are a number of slides between Dunsmuir and Cantata, but none so large but that the track can be cleared in a couple of days.

If there are no more storms it is probable that by the middle or latter part of the week the first attempt will be made to carry passengers and mails between Redding and this place. It is, perhaps, not too much to hope, that there will be mails here from the south by the last of the week.

Superintendent Pratt will send back from here to Sacramento a part of the force brought to this place, and with the remainder he starts northward this afternoon to attack the heavy work to be done in the Cow creek cañon.

A Train from Grant's Pass.

The whistle of a locomotive woke the startled echoes of the quiet air in Ashland yesterday about noon, and everybody supposed the work train from the south had arrived, but it was an engine and two flat cars brought up from Grant's Pass by Roadmaster Galvin and a crew of men. They had come from Gold Hill yesterday, and had fixed up the track so that it was passable between this place and Grant's Pass. Mr. Galvin reported that half a day's work with his crew would put the road in condition for the running of trains between Ashland and Grant's Pass. He had found a 200-foot slide at Bloody run, but had cleaned it out on the way up. Mr. Galvin's division extends to a point 25 miles north of Grant's Pass. Two and one-half days work with his crew would clear the track all the way from Ashland to that point. He came up to Ashland to load his flat cars with big timbers piled up near the depot here, which he will use in blocking up the track at places where there have been little washouts. Mr. Galvin has put on an extra force of 25 men to clear up his division, and will take them on northward with Supt. Pratt's forces, to where the heavier work is to be done. The track is about clear now as far north as Leland.

PERSONAL.

Engineer D. McCarthy, who has been at Grant's Pass since the last passenger train went north, came home yesterday on the construction train.

J. S. Howard, of Medford, came up with the construction train yesterday, to see how the country and the town look since the flood.

Dr. D. E. Stryker, of Portland, who was called to Ager just before the blockade by the shooting of his son, Martin Stryker, a rancher on Klamath river, arrived here afoot yesterday from Hornbrook, where he had been waiting for a train for twenty days. He goes on north with the work train as far as he can from here. Dr. Stryker was practicing medicine in Southern Oregon during the building of the railroad from Roseburg to Ashland.

NEWS FROM LANGELL VALLEY

A Citizen Comes in via Ager.—Stock Losses and Prospects.

Jefferson Wilson, of Langell Valley, Klamath county, reached Ashland Saturday on his way to Central Point, to remain in this valley until spring is settled. He came by Linkville, Ager and the Siskiyou, and was just ten days making the trip from Langell Valley to Ashland. He started Jan. 29th, which was before the rains began here. The snow in Langell Valley has been about thirty inches deep on the level, at its deepest, and it was drifted so badly in all the roads that travel was almost of quite suspended, except by snow shoes, though some of the ranchers had been getting about a little, looking after cattle and horses that had not been gathered up off the range.

Some ranchers have hay enough to see them through the winter in pretty good shape. Some haven't quite enough and some had little or none when the winter began. Their respective losses of stock will vary accordingly, with some exceptions. Some who have hay will lose pretty heavily on account of having horses and cattle on the range where they could not be found or reached after the deep snow had fallen. In ordinary winters horses are expected to take care of themselves on the range in the Langell Valley country, and they usually get through very well, finding tall bunch grass above the snow on the winter ranges, (those sections which are rather poorly watered for summer pasture.) Cattle usually require more care, and some feed during the winter. This winter the snow was deep enough to cover the feed that the horses usually get at, and they began eating sage which soon reduced them greatly in flesh by giving them "scours." Those which had this experience are hard to save, even with good feed afterward.

Henry Vinson, who has some 300 head of horses and a good-sized band of cattle, has up and is feeding about all his cattle, but he has many horses out, and his loss will be considerable. David Vinson, who had a band of 200 head of horses, had already lost thirty head when Mr. Wilson left, and may lose half his band.

Swingle & Son have a large number of horses and will lose some, but their loss will be less than those of many of their neighbors. They have bought large quantities of hay at different places and are feeding all their stock.

N. S. Goodlow runs a large band of horses. Many of them had not been gathered off the range when he returned home from Portland, and his losses will be heavy, though he was well supplied with hay.

Silas Kilgore has plenty of hay, and Ed. is pretty well fixed in that line, but is losing some horses.

In Alkali valley, Shook Bros. have plenty of hay, and will suffer very little loss. J. H. Callahan will lose many cattle. Deal Bros. managed at beginning of the winter to place many of their cattle with parties on Tule lake who feed them till spring for one-fourth of the number.

Hay has been selling for \$10 per ton in the stack.

Flour was getting scarce in Langell Valley and at Bonanza, but, as there is plenty at Linkville, and the roads have no doubt been opened since, there is no danger of lack of bread and flap-jacks.

Save Your Flour Sacks.

The Ashland Mills will pay five cents apiece for all of their own brand of flour sacks, uninjured, delivered at the mill.