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THE GREAT EASTERN R. R.

Millions Backing the Big Road That Will Be Built From Coos Bay to Salt Lake.

Chief Engineer Kinney, of the Great Central Railroad, according to the Oregonian, has given out the statement that the transcontinental feature of the Coos Bay Railroad had been accepted and he had been directed to make location of the line through to Salt Lake City. This acceptance, he said, provides for bonding the road at \$16,000 a mile, involving in round numbers \$15,000,000, though the exact distance between Coos Bay and Salt Lake City over the new route has not yet been determined.

More than this, Mr. Kinney announced that a railroad would be built to reach between San Francisco and Portland along the coast. This will not be a part of his enterprise, but he says it will be built by capital friendly to the Coos Bay-Salt Lake line. It is understood that it will be an extension of the California Northwestern, which now reaches northward from San Francisco Bay to Ukiah, in Mendocino County, a distance of 112 miles, and has a line surveyed through to Eureka, on Humboldt Bay. Major Kinney says he has no knowledge of the details of that enterprise but he is assured it will be built. Tillamook Bay has been mentioned in connection with it, and it may be that Portland's railroad to Tillamook will form a section of the through coast line between this city and San Francisco.

One of the gentlemen to whom Mr. Kinney was talking, asked: "Who is it that will do all this? Whose money or what railroad is supporting your project?"

"Well, to tell you the candid truth, I don't know," he responded. "And what is more, I don't know as I care much. I do know that I am employed by responsible people, who are advancing all the money necessary in the preliminary operations; that we are paying promptly for what we buy, and will continue to do so. I know that I have been instructed to proceed with all possible speed to make the definite location of the line through between Coos Bay and Salt Lake City, and that I shall do my best to obey instructions."

The preliminary work will take three months at least, so I do not look for active construction to begin on the line till next Spring. That is, on the main line. Work on the Belt Line Railway, at Coos Bay, will not be delayed for that, however.

"As to the people who are really behind this project, I don't think that's any of the public's business. I notice that most of the important railroads are built without disclosing to the public just whose money goes into them. Many railroads are built and operated for years before the hand that really was behind them takes public possession. For that matter, I think it would puzzle most people to tell just whose money is running some of our big railroads that have been doing business for years. Can you tell today whether Vanderbilts or Goulds hold the larger part of the stock of the Union Pacific? I can't, and I don't know that it matters whether I can or not. Who owns the stock of the Northern Pacific?"

"I may say this regarding the construction of the road: We will probably begin first on the Salt Lake end and will drive the piles during the coming Winter for the road across the southern end of Great Salt Lake. The Salt Lake end of the line will be under a separate incorporation, which will be filed in a few days.

"H. D. Jerrett, first assistant engineer, and Mr. Peltz, of Philadelphia left tonight to join George Lyman Moody, who has been reconnoitering the Portland line for a considerable

distance from Coos Bay, and they will go to work on the main line at once. I regarded it as quite significant that my instructions are to get the straightest line possible, that any reasonable advance construction cost will be borne for the sake of getting a first class road. That looks to me like serious business."

Major Kinney also gave out the fact that it had been determined to make the Belt Line Railway around Coos Bay a trolley line, and that Loon Lake Falls, on the banks of the Umpqua River, had acquired for power purposes.

In all this talk about the Great Eastern railway no information has been given out regarding the route of the proposed line. There is little doubt as to the building of the road without delay. There is also no doubt that W. A. Clark is one of the millionaires behind the scheme. The fact that this road is to be built is of considerable importance to the people of Lake county for it will surely cut through this county at some point. It is claimed, but only is problematical, that the road will build through Klamath Falls. Some think the line will come to Lakeview which is in a direct line across the country between the two objective points. Others believe the road will run through the Klamath and Sican timber belts and through the big field of timber in the Silver Lake country.

There is much commotion in railroad and commercial circles regarding this gigantic railroad scheme, and it seems that this is one road talked about so much on paper that will be built in reality.

It is of importance to the people of Lake county. The man who wins the race will be a winner. Wherever the Great Eastern goes through this county, as it is sure to, along its line some place will spring up an important town.

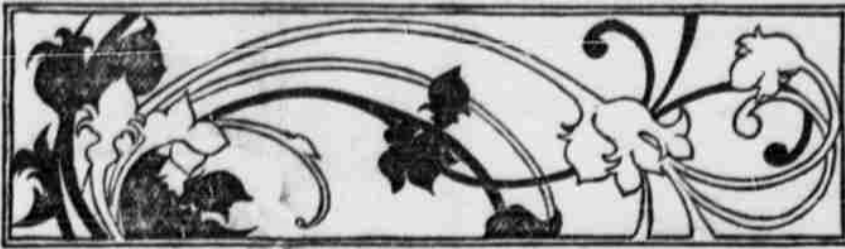
Artesian Flows.

Last spring, in the Fall River region, George Guthrie, in draining a marsh piece of land on his ranch near Pittville, unexpectedly developed a large flow of artesian water. At that time the flow amounted to about 100 inches. Since that Mr. Guthrie developed the spring further and increased the flow to 125 inches. Guthrie was interested in a big irrigation scheme but since striking the flow on his own land, has sold his interest in the irrigation plant, and will rely altogether on his artesian system. This is a proposition just like one in Lake county. On the beautiful place formerly owned by Thos. Innes, at the head of Summer Lake valley, now owned by Zed Harris, there is as fine a flow of water as ever came from mother earth. It was a spring at first, but after being walled up it became an artesian flow from an elevation high enough to irrigate a large tract of land. At the barn on the same place is a second fine flow for watering stock. Speaking of artesian water, it is strange that no man has yet found it worth his while to make the experiment of boring for an artesian flow in this valley. The man who does will surely make a fortune. Nearly every farm in Surprise valley, just across the mountains from Goose Lake, has from one to half a dozen artesian flows, and that is what has made Surprise rich in nature's products—a veritable Garden of Eden.

Let some enterprising man try the experiment here and reap the reward of his energy.

Mr. Yadin, the Contractor.

S. L. McNaughton, the stage man, returned Monday from a business visit to Klamath Falls. Mr. McNaughton is still in charge of the Lakeview-Klamath Falls line and will probably be until Sept. 1st. Mr. Yadin, the new contractor on that line, will pay his first visit to Lakeview about the 1st. Mr. McNaughton says that Mr. Yadin is an excellent man and understands his business thoroughly, and that the people of Lakeview will be pleased with him and his service.



THE CORONATION COACH.

...and his queen rode from Buckingham palace to Westminster abbey, is a gorgeous affair. Long in retirement, this royal car has been made over and regilded for the use of his royal highness on all state occasions.

TEACHERS' ANNUAL INSTITUTE.

The Thirtieth Annual County Teacher's Institute for Lake County, Oregon, bids fair to be more interesting than any former Institute session. The Institute will open at the public school building in Lakeview on September 2, and will be in session three days. Each evening President Mulkey, the conductor, will deliver interesting lectures. Following is the program:

TUESDAY

9:00 A. M. Opening Exercises.
9:30 Arithmetic Methods.
10:30 Recess.
10:45 Science Work in Public Schools.
11:45 Noon Intermission.
1:30 P. M. Opening Exercises.
2:00 Methods in Geography.
2:45 Recess.
3:00 Economy of Energy in the Schoolroom.

EVENING

8:00 Lecture, "Alexander Hamilton,"
Pres. B. F. Mulkey.

WEDNESDAY

9:00 A. M. Opening Exercises.
9:30 Methods in History.
10:30 Recess.
10:45 Science Work in Public Schools.
11:45 Noon Intermission.
1:30 P. M. Opening Exercises.
2:00 Methods in School Government.
2:45 Recess.
3:00 Economy of Energy in the Schoolroom.

EVENING

8:00 Lecture, "Germs of National Sovereignty,"
Pres. B. F. Mulkey.

THURSDAY

9:00 A. M. Opening Exercises.
9:30 Methods in Grammar and Composition.
10:30 Recess.
10:45 Science Work in the Public Schools.
11:45 Noon Intermission.
1:30 P. M. Opening Exercises.
2:00 Methods in School Hygiene.
2:45 Recess.
3:00 Economy of Energy in the Schoolroom.

Professor B. F. Mulkey of the Southern Oregon State Normal School, of Ashland, will conduct the Institute. He comes to us highly recommended as a first class conductor and our teachers can not afford to miss this opportunity to prepare themselves for their winter's work.

The opening exercises of the afternoon will consist of recitations, vocal solos, and instrumental music.

The time for beginning the afternoon exercises has been placed at 1:30 to give opportunity to all to so arrange their work that they can attend these exercises. A cordial invitation is extended to all to attend both day and evening sessions.

J. Q. WILLITS, County School Superintendent.

A TERRIFIC HAIL STORM

The Elements Play Havoc With Gardens in the Neighborhood of New Pine Creek.

A terrific hail storm visited a portion of the New Pine Creek section last Saturday, doing great damage to some of the gardens. The Examiner is informed that the garden and melon patch of J. A. Ferguson, which was extensive, is almost completely ruined, the hail stones the size of marbles beating the vegetation into the ground. The cabbage patch of A. Amick was also damaged considerably, the big stones cutting through the leaves like bullets. Several other gardens were slightly damaged, and some fruit was knocked from the trees, but the damage to the fruit was not very great. The storm came from the south and circled around the foothills. None of the orchards or gardens in the valley proper were injured. During the progress of the storm Mr. and Mrs. Bardereck and little child, late arrivals from the East, were traveling along the road in a buggy, when the hail stones began to pelt their horse so furiously that the animal became frenzied, and started to run. The gentlemen finally pulled the horse up and the lady and child alighted. Mr. Bardereck tied the horse to the fence and then went quickly to his wife's assistance, protecting her and the child from the fury of the storm by covering them with the buggy robe. The storm until it had spent its fury, and then felt of his head to see if his ears were still a part of his anatomy intact.

Saturday's storm is said to have been the most severe ever known in this section. Mr. Ferguson will probably lose his entire crop of melons, amounting to several hundred dollars.

"Great Snakes."

If reports be true, travelers between Lakeview and the State Line would do well to carry along with them either a big club, a shotgun or some antidote, as a protection against rattlesnakes. Recently, while on the public highway near the Deter place, Mrs. T. H. Cloud, Miss Eva Amick and Miss Mae Miller encountered a monster, that showed fight. The trio of sweet femininity doubtless looked good to his snakeship, and he immediately began climbing into the buggy. The ladies were particular as to the sort of company they wanted on the drive, and they immediately jumped out and gave the rattler full possession. He crawled up the front wheel spokes, poised on the axle and then climbed into the seat. He struck the cushion a few times with his fangs, to show the ladies what he would have done to them had they been charmed by his presence, and then crawled over the dashboard to the ground. Miss Eva Amick who was holding the horse by the bit, while her companions were hunting the high places, looked the snake in the eye as he crawled toward her, and in a gentle voice addressed him: "Begone, vile reptile!" and in that one moment she became the heroine. The snake "dropped dead in his tracks." He was charmed, and died of heart trouble. This snake story is "founded on facts," and can be verified. The ladies declare they did not have a "single bit of antidote for snake poison" with them.

Wheat Market Opened at 1 1/4.

Last Friday the firm of Bailey & Massingill opened the market and marked the price of Goose Lake's 1902 crop of wheat at a cent and a quarter. On that day they bought 10,000 bushels from John Reid, of New Pine Creek at that price. Here is an expenditure of \$7,500 by one Lakeview firm before the wheat is threshed. It is said that the Goose Lake valley crop will be a big one and everything denotes a prosperous year for the farmer.