

# Lake County Examiner

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## BIG "KICK" IN KLAMATH

Dissatisfied With Ashland Mail Route the People Will Ask for Change Back to Ager.

There appears to be considerable dissatisfaction with the new mail service from Ashland. The first complaint comes from Klamath county. The Examiner has not yet heard of any complaint from this quarter. It is learned that the people of Klamath county, at least at certain points in that county, will make an effort to have the schedule changed. It is proposed to ask the Department to have the mail for the West come via Ager as formerly, instead of via Ashland. When the change was made to Ashland it looked like a graft for somebody, and entirely uncalculated for, and no good reason was advanced for such a change. However, we do not believe the Department will take kindly to the proposed change back to Ager, now that the route has been fairly established from Ashland, and we opine there will be considerable hard work done by the people who ask for the change before the Department is convinced that such a change is necessary. The proper time to have made the fight before the Washington officials was when the proposition was first advanced to change from Ager to Ashland. A vigorous protest at that time would probably have been the means of knocking out the Ashland point as a west mail distributor.

It is claimed that by Ashland the mail for the west is "twenty four hours later." How this can be The Examiner does not pretend to know. At any rate here is the proposition forwarded by the postmaster at Keno, Klamath county, to the postmaster at Lakeview:

Keno, Oregon, Sept. 17, 1902.  
To the Hon. P. M. Lakeview, Oregon. Dear Sir:—How are your people satisfied with the mail service since the change has been made via Ashland instead of Ager? We are not satisfied at all. Our mail is about 24 hours later, and when the change is made to winter time will be still later. Klamath Falls is not satisfied. We are making an effort to have the mail direct from Ager. I would like to hear from you, and to have you co-operate with us to get the mail direct from the railroad instead of going around by Ashland. Please let me hear from you at your earliest convenience.

J. L. PADGETT,  
P. M., Keno, Or.

Postmaster Wilcox, when interviewed, said that the change would be a beneficial one; that there was great fear that during the winter months the service would be the worst Lakeview has ever had, on account of the blockades that are usual on the Ashland mountain. He said in all probability there would be days and days at a time when no mail from the west would reach Lakeview. For that reason, he believes the change should be made, and the people of Lakeview should co-operate with the patrons along the route between here and Klamath Falls in petitioning the Department to make the change.

In all probability the change would never have been made from Ager to Ashland were it not for some busy route agent who wanted to show the Department at Washington that he was earning his salary, or for some other reason—possibly of a pecuniary nature.

### High Bred Canines.

Louis Gerber of Brookvale Stock Farm, last Thursday forwarded by stage to Albert Dent, Dan Malloy, W. A. Sherlock, J. N. Watson and Wm. Little, each a very fine Collie pup. The pups were sired by Mr. Gerber's imported dog "Rascal," dam "Fletch," both by prize winners at the last three kennel shows held in California. These dogs will be a great acquisition to the Collie family of Lake County.

## ROUTE OF BIG RAILROAD

The Pass Through the Cascades Has Been Selected, But Not Yet Given Out to Public.

The Oregonian tells of the recent return to Portland of Major I. D. Kinney, chief engineer of the Great Central Railroad, from a trip to Coos Bay. He spent two weeks on Coos Bay and at Roseburg. He announced that he had settled the route of the railroad between Coos Bay and the Southern Pacific—that it would practically be the route of the Coos Bay, Roseburg & Eastern, forming the junction at Roseburg. His plan is to build up to the present line of the Coos Bay, Roseburg & Eastern at both ends, then buy the Spreckels road if it can be had on reasonable terms; if not, to parallel that road. This does away with all possibility that the road will get out by way of Drain or Eugene. It is definitely settled that it will go to Roseburg.

Major Kinney also brought the news that the Booth-Kelly Lumber Company had taken up its option for the land grant of the Oregon Central Military Wagon Road Company, a deal involving \$2,000,000. The Booth-Kelly Company did this on the assurance of Major Kinney that the Great Central Railroad would go and that it would afford adequate transportation facilities for the timber on the grant.

Another important announcement was that Nelson Bennett, the well-known contractor, who built several hundred miles of the Northern Pacific, will undertake to construct the Great Central Railroad, and the contract for that part between Empire City and Roseburg will be formally awarded at the first meeting of the board of directors to be held in a day or two. That stretch of road is to be ready for operation within 15 months from the date of the contract. The work will be done through the instrumentality of the Empire Construction Company in which Mr. Bennett will figure prominently.

Several subcontracts have already been let. Henry Sengstacken, of Marshfield, will get out the piling for four miles of trestle. D. W. Small, of Walla Walla, is already at work on a contract for grading the remaining three miles between Empire City and Marshfield. He has a dozen teams of his own at work, and the remainder of his force he will hire from among farmers of that locality. C. E. Cook has taken a subcontract for grading from Myrtle Point toward Roseburg, where some heavy cuts are to be made. He has 75 horses in Eugene that were started for the new work last week.

All who are interested in the Construction Company agree not to go too heavily into the risk of construction in an Oregon winter. The plan is to get the work well organized along the line and proceed carefully with certain portions during the winter, and to have everything ready for crowding construction in the Spring.

"I told you some time ago that we would begin active construction work on the railroad by September 1," said Major Kinney. "Well, it was September 3 when the work was actually begun. That was not a bad miss, was it?"

Chief Engineer Kinney says the wharf at Empire City is completed, and crews of workmen are busy on the new townsite of Bangor, and on the Belt Line Railway. He reports a notable change in the sentiment of Coos Bay people toward the Great Central enterprise, who are now warmly supporting where they formerly were distrustful.

The chief engineer expresses great regret that all the myrtle of Coos County has been secured by San Francisco people, who will take it to the Bay City for manufacture. At Myrtle Point he found men grubbing out myrtle stumps for shipment to San Francisco, and a Mr. Hall, who represents the California people, told



MRS. THOMAS F. WALSH.

Mrs. Thomas F. Walsh, wife of the millionaire mine owner of Denver, is astonishing Paris with the gorgeousness of her entertainments. King Leopold of Belgium recently had the Walshes at his summer palace.

him \$16 a ton was paid for that wood. Mr. Kinney has offered \$20,000 as an inducement to have the wood manufactured into furniture on Coos Bay, which offer has been taken under consideration.

On his way out Major Kinney spent two days in Roseburg. There he said to the people that the Great Central Railroad would be built, and that Roseburg would be the point of its intersection with the Southern Pacific line.

In answer to the question, "Has the route through the Cascade range been determined upon?" Major Kinney said:

"It has; and while it is no part of our policy to show our hand at this time, I can state positively that a route through the range has been decided upon."

"We are asking nothing of the people of Douglas county except their good will and in return we promise them a rail outlet from tidewater at Coos Bay to Salt Lake City as soon as it is possible to construct it."

"Do you care to state what railway interests are associated in the enterprise?"

"Further than the fact that prominent eastern railway men are interested, and that not one share of stock is for sale, I cannot speak of that matter."

"Do your plans contemplate the use of the Spreckels road?"

"If the road can be purchased reasonably, yes. If not we can set our stakes at Myrtle Point and proceed independent of the old line."

"I infer from your statement that the locating engineers are on hand ready for business?"

"They are. A locating force is now at work on the west end and the corps now with me will commence from this point. This force will be augmented by an additional corps from Portland. Seventy-five head of horses have been purchased at Eugene and the preliminary work will be commenced at once upon their arrival at Roseburg."

The Examiner does not pretend to be on the "inside" with information regarding the Great Central, but it is a safe proposition to wager that it will strike Lake County in the Silver Lake section.

Dr. Steiner arrived home last Friday. A few weeks ago the Dr. made a hurried trip to San Francisco to procure treatment for blood-poisoning. He had a very narrow escape from death. After a brief time in a San Francisco hospital he went to Salem and became a patient in a sanitarium at that place. His suffering was intense, and during his illness he lost twenty-five pounds in flesh. The Dr. returns home almost completely restored to health, and his friends and patients are rejoicing.

Mr. and Mrs. George Whorton returned home last Friday after enjoying a six weeks' visit at various Oregon and Washington points. During their absence they visited Portland, Seattle, Republic and other places and had a thoroughly enjoyable time. Miss Babe Combs, sister of Mrs. Whorton, who has made her home at Republic for the past three years, accompanied them home to remain here during the winter.

A few weeks ago The Examiner understood J. Q. Willits to say that his brother B. R. Willits was dead at Seattle. The error, a very natural one in the hurry and whirl of newspaper life, crept into these columns. The Examiner is glad to state that B. R. Willits, who suffered a stroke of paralysis, is in a fair way to recover. Judge Willits of Klamath Falls went to Seattle last week to remove his brother to Klamath.

Jim Partin returned Saturday evening from Summer Lake where he has been assisting his father Thomas Partin, and uncle Jack Partin, to round up horses. The two latter started last Monday for Eugene with a band of young broken horses. The animals are big, fine looking fellows, and will be placed on sale at Eugene.

The Bangor Exchange, published at Bangor, Coos county, is before us, a very handsome paper, with a great write-up of the resources of Lake County. The Exchange gives Lake county this big notice because this is one of the counties through which the Great Central Railroad is to pass.

Studley & Harris have purchased the furniture stock and undertaking business of S. R. Sublette & Co., and will remove their stock into the brick building heretofore occupied by the Sublette Co.

## STOCK NOTES OF INTEREST

Fall Movement of Stock in the Local Market--Some Big Sales Made in Lake County.

Dicks Bros. of Crooked Creek last week sold 150 head of beef cattle to C. Swanston of Sacramento. The cattle were delivered at the 70 ranch in Drews Valley.

Wilcox Bros. of Red Bluff, have purchased the mutton of Mrs. Withers and William Harvey, of Summer Lake, and Arthur Bros., about 1500 in all.

Last week the Olen Livestock Co., purchased of Louis Gerber and A. F. Langell 3500 head of fine ewes and lambs; this band is considered the finest wool sheep ever brought from Crook county.

C. Swanston has purchased from Phil Lynch and Jim Turpin of Lakeview, and George Turner of Cedarville, 3000 head of mutton. The sheep will be shipped from Madeline to Sacramento in a few days. The prices paid were \$2.50 for yearlings and three dollars for two-year-olds.

Heryford Bros. sold their beef output this year to Louis Gerber and C. Swanston. The sale took place last week, and the first drive was made at once, delivery at Barnes Valley. The second drive will be made the latter end of October, delivery at Drews Valley.

Frank Bauers sold 85 head of fine beef cattle last Monday to Louis Gerber of Lorella.

S. P. Moss sold 900 head of mutton sheep Monday to Louis Gerber to be delivered Oct. 20th.

McElhinney, Dent, Malloy, Watson and Norrin delivered 1780 head of mutton sheep, last Saturday, at Dent Creek, to Louis Gerber of Lorella.

W. D. Duke, cattle buyer for Miller & Lux, was in town last week, and left for Paisley to interview the stock growers of that locality.

Louis Gerber and F. M. Miller left town Monday for North Warner to look after stock matters.

Louis Gerber started 350 head of beef cattle on the 14th inst. from Brookvale stock farm for Montague, for shipment to Sacramento.

Mr. Aitken, buyer for the Western Meat Company, San Francisco, has purchased over 1000 beef cattle in Klamath County from Joe Howard, Silas Kilgore, F. Grohs, G. McDonald and others in Langell Valley, says the Klamath Republican. The price was 5½ for cows and 6½ for steers.

C. Swanston started 450 cattle from the Horton ranch in Poe Valley, last Wednesday to be shipped to Sacramento.

C. E. Sherlock last Monday purchased all of J. L. Coleman's sheep, 3700 head. The purchase was made for I. D. Applegate of Klamath county. The bunch comprises 1700 ewes, 1200 lambs and 800 wethers. The price paid was \$3 for ewes and wethers and \$2 for lambs.

### Bought Ramboulets.

O'Neil & Vanderpool, the fine sheep breeders of Crook county, who recently brought a big bunch of premier bucks to Lake County, have disposed of a goodly number to local sheepmen who are anxious to improve the breed of their wool producers. Some of the best of these bucks still remain unsold and any sheepmen who want some of these royal fellows should see either O'Neil or Vanderpool without delay, before the band is picked over. The following sheepmen have purchased Rambouillet bucks from this band: Wm. Harvey, I. D. Applegate, W. A. Wilshire, W. J. Sherlock and L. C. Meyer.

Miss Jessie Sands arrived last week from Astoria and on Monday entered upon her duties as teacher in the sixth and seventh grade department of the Lakeview public school. Miss Sands comes well recommended as a teacher of superior ability and is otherwise highly accomplished.