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LAKEVIEW, OREGON, DEC. 4, 1902.

SOUTHERN OREGON'S BOOM.

The southern half of the State appears to have taken on new life and to be destined to develop immensely during the coming few years says the Portland Journal. Much of the activity is due to the enterprise set on foot by Major Kinney in planning to build a railroad across the State from Coos Bay to the eastern boundary line.

Roseburg is just now experiencing renewal of life. Capital has gone there to invest. New buildings are in course of construction. Men are busy in all walks of life. There is movement and hope and confidence.

These facts bring to light the further facts of the remarkable lack of development in the southern portions of the State during former years. There is a vast region wherein are almost no towns and not a mile of railroad. Passing to the east from the lines of the Southern Pacific Company, that run south from Portland, there is but an unbroken stretch of country beyond the mountains extending within a very few miles of the eastern border of Oregon, in which the only town on the map are Lakeview, Klamath Falls, Burns, Vale, Prairie City, Prineville and Canyon City, excepting villages of a hundred or two people.

In fact, Oregon is merely fringed with railroads around the outside, while in the remaining portions is a district, an empire, indeed, 250 miles long and 200 miles wide, of 40,000 square miles, in which there is not a pound of railroad iron. It is only during the last two or three years that there has been telephone communication in that region. A very small part is served by express lines which are run in connection with the stages.

Consider this—in Malheur county are voting precincts so remote from the hundred dollars to carry on an election, conveying official ballots to the precinct, and bringing back official returns, precincts casting a dozen votes.

Lack of railroad facilities is retarding the growth of this immense territory. The real enterprise of the Great Central company is the only one that promises to open the vast region referred to. The possibilities connected with it are unappreciated by the average Oregonian.

The Czar of Russia's children are all girls, and Grand Duke Michael, the heir apparent to the throne, is old and ill, under which circumstances, and if no boy should come to relieve the situation, it would seem to be the sensible thing for the Czar to abdicate the throne in favor of that country, so that his eldest daughter would be in the line of succession. The British empire was long ruled by Queens, and no male monarch could have made a better record than Victoria did, and Elizabeth, with all her faults was a very able sovereign. Russia, heretofore was long ruled by a woman, whose cruelty and vice would not be imitated in this century by a woman ruler.

Agitation for a National highway from the Atlantic to the Pacific is the winter programme mapped out at a meeting of the directors of the American Automobile Association. The proposed route is to start at Boston and reach Chicago by way of the Lake cities. From Chicago it is to follow the old overland route by way of Salt Lake City to San Francisco. The Cleveland Automobile Club was elected to membership in the association. An application was received from the San Francisco Automobile Club.

To improve the appetite and strengthen the digestion, try a few doses of Chamberlain's Stomach and Liver Tablets. Mr. J. H. Sault, of Detroit, Mich., says: "They restored my appetite when impaired, relieved me of a bloated feeling and caused a pleasant and satisfactory movement of the bowels." There are people in this community who need just such a medicine. For sale by Lee Beall, druggist. Every box warranted.

Better Than a Plaster
A piece of flannel dampened with Chamberlain's Pain Balm and bound on the affected parts is better than a plaster for a lame back and for pains in the side and chest. Pain Balm has no superior as a liniment for the relief of deep seated muscular and rheumatic pains. For sale by Lee Beall, druggist.

BETWEEN HEATS.

Gypsy Queen, 2:28, has been sold to J. H. Slater of Indianapolis, Ind. Consuela S., the daughter of Directum, 2:05 1/4, has lowered her record to 2:12 1/4.

Democracy, 2:07 1/2, recently lowered the Washington state record to 2:08 at Whatcom.

Le Roi, the pacing son of Altamont and the dam of Klamath, 2:07 1/2, has lowered his record to 2:10.

Mohel's third, fourth and fifth heats in 2:10 1/4, 2:10 1/2 and 2:11 1/4 demonstrate him a very high class trotter.

After his recent experience it is reported that Scott Hudson has declined to drive Prince Selma, 2:10 1/4, again.

It seems wrong to see only two horses start for a three thousand dollar purse, as happened recently at the Empire State track in New York.

It is a great Axtell year. His get are winning right and left, and recently he put two in the 2:10 list, the trotter Olanam, 2:09 1/4, and the pacer Ax, 2:09 1/4, the former beating the hitherto unbeaten Anzella, 2:07 1/4.

Three of the most prominent horses now racing in the middle west are the trotter Tonso, 2:14 1/4, and the pacers Stranger O., 2:30 1/4, and Brown Sam, 2:11 1/2. The first once sold for \$60, the second for \$35 and the last for \$57.

FRILLS OF FASHION.

Dressmakers are extensively using pretty girles and belts formed of the dress fabric.

The marquis or tricorne hat reappears this season in felt, beaver and velvet and is decorated with wings, breast feathers, pompoms and aigrets.

The costume skirt, with side plaits or shallow box plaits, will be a popular autumn and winter model. It clears the ground all around without showing the feet.

The skirts of afternoon frocks, while not so long as those of recent seasons, do not clear the ground. They just touch on the front and sides and dip enough at the back to give them an outcurving effect.

The Louis XV. coat in velvet, brocade or heavy silk or satin faced cloth is one of the most stylish garments of the season, and the new models have the skirt in either of two lengths and the sleeves reversed in cuffs to any depth.

The jacket bodice shows the Russian and Eton blouse effects, which are in favor this season. Some of the models have the back in one broad piece without any seam down the center. Others again have a center back seam and a belt and ruffles or ruffled neck.

CURRENT COMMENT.

Arctic explorers do not succeed in finding much except one another's remains.—Washington Star.

The egg dealers, it is said, are getting together, which probably means that eggs and the people will be further apart.—Cleveland Leader.

Presidents of the anthracite coal roads say they are satisfied with the strike outlook. It is a pity they can not inspire similar contentment in the mind of the unhappy consumer.—New York Tribune.

The Russians have never been known as great humorists, but nothing could be more humorous than the Russian ambassador to Turkey urging the sultan to take measures to improve the situation in Macedonia.—Deseret News.

French diplomats are treading on dangerous ground. They are boasting all sorts of things in the event of a foreign war. They should remember that it is all very well to call yourself names, but extremely hazardous to try that sort of a game on the other fellow.—San Francisco Call.

Hyalinths and Hay Fever.
A German medical journal reports the case of a man who was attacked by hay fever in winter because he had cultivated hyacinths in his room.

Tammany.
Tammany lived in the seventeenth century. He was a native of Delaware, but settled on the banks of the Ohio river. He was chief sachem of his tribe, and his reign was discreet and peaceful. His great maxim was: "Unite. In peace unite for mutual happiness; in war, for mutual defense."

PERRIN'S PILE SPECIFIC
Johann, Mont. Oct. 4, 1902.
Dr. C. A. Perrin,
Helena, Mont.
I wish to thank you for my relief. I was suffering agonizing from piles and was taking morphine to relieve me, when, on the advice of a friend, I procured a bottle of your Perrin's Pile Specific and took a tablespoonful at night and another in the morning. At half past twelve, noon, my wife gave me another tablespoonful, when my pain all stopped. In two days I was able to attend my regular business entirely relieved. It was simply wonderful.
Julius Moynhofer,
Furrier, Helena.



SHOES?
We have an endless variety of Mens, Womens, Misses, Boys and Childrens Shoes.

We are actually too busy moving and unpacking goods in our magnificent new addition to tell you what new things we have. We will have to invite you to come and look through our large store and see for yourself. If you don't see what you want ask Alex.

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Bears the Signature of *Chas. H. Fletcher*

TIMBER LAND NOTICE
United States Land Office, Lakeview, Oregon, Oct. 13, 1902. Notice is hereby given that in compliance with the provisions of the act of congress of June 3, 1878, entitled "An act for the sale of timber lands in the states of California, Oregon, Nevada and Washington Territory," as extended to all the George L. Homrck of Lakeview, county of Lake, state of Oregon, has this day filed in this office his sworn statement No. 184, for the purchase of the acreage of section No. 31 in T. 20 N. R. 15 E. and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes and to establish his claim to said land before the Register and Receiver of this office at Lakeview, Oregon, on Thursday, the 28th day of January, 1903. He names as witnesses, James Joseph Sanders, H. Sanders, and George Bantz, all of Lakeview, Oregon. Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 28th day of January, 1903. E. M. BRATTAIN, Register.

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AN ALL ABIDING FAITH.
The Illinois Central Railroad Company has an all abiding faith in the future of the Great Northwest. A short time ago, this was manifested by the establishment, in Seattle, of an agency to take care of their interests there. The latest effort is to put on a splendidly equipped new train service between St. Paul and Chicago. The new trains will be running Sunday November 2nd. They will use their own rails between Chicago and Albert Lea, Minn., and the Minneapolis & St. Louis Ry. track from Albert Lea to Minneapolis and St. Paul, running into the Union Depot at St. Paul which is the same that is used by all lines in that city. The train is to be known as "The Chicago, St. Paul and Minneapolis Limited" and will consist of sleeping car, buffet dining car and reclining chair car through without change between Chicago and Minneapolis and St. Paul. Dining car service will also be maintained, supper being served out of Chicago and breakfast into Chicago. Trains will leave St. Paul at 7:10 p. m. and arrive in Chicago 9:30 a. m. Leave Chicago at 6:10 p. m. and arrive at St. Paul 8:40 a. m. making close connection at St. Paul with all western lines. Tickets can be purchased via this line, in connection with all western lines, at all stations. For further information regarding rates, routes, time, etc., call on or address, B. H. Trumbull, Commercial Agent Ill Cent. R. R. 142 Third St., Portland, Ore. Paul B. Thompson, Freight & Passenger Agent, 43 Ill. Cent. R. R., Seattle, Wash.

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