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BY ORDER OF GOVERNMENT

Agent in Eastern Oregon With Orders to Have all Fences Removed Government Land

Edward Dixon, a special agent of the Interior Department, is now in Eastern Oregon warning cattlemen and others who have fenced in Government lands to tear down the obstructions, says the Oregonian. Those who fail to obey Mr. Dixon's orders will be prosecuted, both civil and criminal proceedings being instituted.

The instructions given Mr. Dixon are explicit. He is instructed to remain on the ground and personally supervise the work of cattlemen in destroying the fences that have been built upon the public domain. In the event any one refuses to obey the instructions, he is to notify the District Attorney's office at once and drastic measures will be taken to enforce the law.

A little latitude is given Mr. Dixon in his work. The Federal officials have no desire to destroy growing crops, and will not take any action that would impair the crops of any cattleman or other person who may be trespassing upon the public domain. But the present is the last crop that will be so protected.

Over 500,000 acres of Government land will be thrown open to entry by this action of Federal officials and a source of constant trouble will be removed. Reports made to Federal officials declare that within Sherman County alone 100,000 acres of Public land have been fenced in by the cattlemen, and while this is regarded as an exaggeration, it is estimated that not less than 500,000 acres is held without authority in Grant, Sherman, Lake, Malheur, Crook and Harney Counties. The total may far exceed this estimate.

The unlawful holdings run from 100 to 15,000 acres each. In many instances cattlemen have fenced in entire townships and are using them as their private ranges. The Interior Department recognizes the fact that these cattlemen have large holdings of their own, but the public officials insist that these are insignificant in comparison with the vast country fenced in without authority.

Despite the fact that protests have been coming from smaller cattle-owners and new settlers, the department had taken no positive action up to the time Mr. Dixon was sent into Eastern Oregon. A letter was sent to the cattlemen by United States District Attorney John H. Hall, a short time ago, warning them that they were violating the law, and that proceedings were likely to be brought. At that time several thousand acres were thrown open by cattlemen, but the majority paid no attention to the warning. As a result, Secretary Hitchcock resolved to send a special agent to the country.

To give a simple warning and pass on would involve a sacrifice of time and money necessary for a second tour of the cattle country. As a result, the Interior Department and District Attorney decided that Mr. Dixon should remain at each place where he found the public domain fenced in until the barriers were removed. The position was taken by Federal officials that, since the work had to be done, it might as well be

done at once and the Federal Government saved the expense of a second trip.

The most serious consequences of the action of cattlemen in fencing in the Government land has been the discouraging of immigration. Reports, well authenticated, have been received to the effect that the cattlemen have warned off intending settlers and have prevented them from taking up homesteads. Small cattle-growers have been deprived of the privilege of the public range and have been driven away from the territory occupied by the cattle kings.

It is insisted in this connection that the hostility of the cattlemen has not been directed toward the sheep-growers, for the sheep problem has been settled in the big cattle districts. The smaller cattle-growers and actual homesteaders have been the principal sufferers.

While no estimate can be made of the number of intending settlers who have been deprived of an opportunity of finding homes in the cattle country, it is declared the number is very large. Many of these persons have settled elsewhere in Eastern Oregon, but a section of the state that would otherwise have been rapidly settled is still neglected.

When the ranges are thrown open it is not intended that the Government shall forbid grazing on the public lands. The big cattlemen will be allowed to graze their herds wherever they can find grass, provided they do not interfere with the rights of homesteaders and other property-owners. But at the same time they will be compelled to respect the rights of smaller cattle-owners.

"As I understand it," said United States Attorney John H. Hall, "the trouble has been that the big cattle-growers have grazed their herds upon the open lands during the summer, reserving the enclosed holdings for fall and winter feeding. When the open ranges are well covered and eaten off, these big cattlemen would drive their stock onto the land they had fenced in and find pasturage for the remainder of the year. The smaller cattlegrowers and the new settlers were prevented from enjoying this privilege, and settlers, of course, could not take up lands that were enclosed by the cattle kings' fences.

"Each of these cattlemen owns a large tract of land. Their practice has been in the past to buy the land adjoining the creeks. In this manner they protected their right to watering places, and the smaller growers were driven back. Then the cattlemen would fence in Government land lying back of their actual possessions, and reserve this for future use.

"Naturally, these cattlemen have resented the coming of new settlers, and have done what they could to discourage immigration. It has been reported that the cattlemen actually drove away the new settlers. In any event, the country has not been developed.

"The Government is in earnest about this move, and I have been instructed to see that the law is vigorously enforced. So far as I can see, the principal expense observation of the law will impose upon the cattlemen is the employment of additional herders. They will have to look after their cattle more closely, and will, at the same time, be compelled to respect the rights of smaller stockmen.

"I have no doubt that Mr. Dixon



MR. HOWARD GOULD ON THE DECK OF HIS NEW YACHT.

Mr. and Mrs. Howard Gould, accompanied by a party of friends, are now making a tour of the world on their new yacht.

will be entirely successful in his mission. Many of the cattlemen have stated to me that they would obey an order to take down their fences as soon as the government made it of general application. They realize they have no right to the range, and are willing to give it up in the event others do as they do. Naturally, none of them likes to sacrifice his advantage while another enjoys a privilege he is denied.

Klamath Falls to Silver Lake.

A. G. Geyer, of Silver Lake, passed through town Saturday on his return from the railroad with freight, says the Klamath Republican. He gave information to Judge Baldwin, at the instance of Silver Lake people, regarding the most practical route for the proposed road to terminate at that town. He reports being told by Mr. Wallace Taylor, foreman of the Chewaucan Land & Livestock association, that if the road is laid out as proposed, running to the west of Sican Marsh, his company would build the bridge over Sican river, without expense to the county. This would leave practically no bridge building for the county to do. The road would be equally accessible for Bly, Bonanza, Merrill and Klamath Falls, and would also be favorably located for a junction with a road to Paisley, Summer Lake and the Chewaucan country. Inasmuch as the part of the road for Klamath county to build lies wholly within the Klamath reservation, favorable action by the government agent, Capt. O. C. Applegate, will be required. We understand assurance of co-operation has been given by this gentleman. It is to be hoped that the county court will see its way clear to carry out this project, apparently so feasible and promising of good results.

Joe Reed, of Kelly Creek, hauled away one of the latest improved headers from Bernard's last Tuesday, and will make the grain fly in his neighborhood in a short time.

Information Wanted.

Of the whereabouts of the two eldest sons of T. A. Crump, of Adel, Oregon. The younger one Fred, is 11 years old and has dark hair and brown eyes, and the elder one Leland, is 13, blue eyes, light complexion and hair. Are about the same size and both wore overalls, jumpers and shirts. They left a note saying that they had gone with a man about 19 years old, on June 23d, who had supplies. Nothing has been heard of them since they left. Anyone hearing of them, or seeing them are authorized to arrest and detain them and notify T. A. Crump, Adel, Or., who will suitably reward anyone so doing.

To Exhibit Oregon Wool.

Baker City, Or., June 17.—Henry Blackman, of Heppner, the agent of the St. Louis, and also the Lewis and Clark expositions, is in this city. Mr. Blackman's speciality is to advertise Eastern Oregon. Wool of the finest quality will be selected from Eastern Oregon flocks and placed on exhibition at St. Louis and later forwarded to the Lewis and Clark exposition, which will put Eastern Oregon flockmasters in the front rank. A local wool dealer will collect the samples.

The finest growth of brom us grass that has come to our notice was raised by James McCreary on his West side ranch. A sample that he brought in last week and left at this office was three feet high. This is the second year since the seed was planted, and he will raise enough seed from a half acre for about 5 acres. This is a pretty good showing considering that the land is dry and sandy, and no water was put on it save what fell from the heavens. This demonstrates to a certainty that fine hay crops as well as vegetables can be grown there without water.

Henry Horn, one of the few survivors of the charge of the Light Brigade, recently died in London.

RAILROAD EXTENSION

Contract Let For a Sixteen-Mile Extension of the Nevada California & Oregon Railway

As a result of the agitation and work of the business men of Portland and the people of central Oregon, to get Mr. Harriman to extend the Columbia Southern railway down through the state, the Nevada, California and Oregon has been spirited up to make another small extension toward Lakeview from the south. The Oregonian in a recent issue editorially makes some timely and very true remarks in regard to these roads. With the exception that the N. C. & O. Ry., is not running north from Alturas, but from Madeline, a station 100 miles south of Lakeview, the following editorial voices our sentiments exactly:

UNDER WHICH FLAG, MR. HARRIMAN.

Eastern railway journals report the letting of a contract for a sixteen-mile extension of the Nevada, California & Oregon Railroad. This will extend the line north from Alturas, Cal., to a point very close to the Oregon line and not many miles from Lakeview, the county seat of Lake, one of the richest of Oregon's interior counties. This road, while not owned by the Harriman interests is strictly at their mercy, as its outlet is at Reno, Nev., on the Central Pacific. At various times in the past few years it has been reported that the road had passed under the Harriman ownership, but nothing definite has ever been given out by the railroad people. Nevertheless it is a self-evident fact that the Nevada, California & Oregon can never be a valuable asset to any other road except those controlled by Harriman, as it has no other outlet east or west from Reno. Overtures made for its purchase have been met with the statement that it is not in such shape that it can be sold, a plausible statement so long as its location keeps it absolutely at the mercy of Mr. Harriman.

The Nevada, California & Oregon road, considered strictly as a local line running north from Reno and developing Northern California, does not concern Portland very much, but the same road as a branch of the Harriman system, pushed over the Oregon line and dragged away some of the best trade in the state, becomes an object of interest to all of us. Without making extended drafts on the imagination, we can easily picture the Harriman interests working into Central Oregon from the south, thus obviating the necessity for a move from this direction. This would be strictly in line with the Harriman policy to centralize all railroad and steamship systems at San Francisco, making all of the territory south of the Mill-Mellen zone tributary to California, and leaving Oregon at the end of one of the spurs.

There is a strong probability that the possession or control of this road, which naturally cannot but harmonize with the Harriman policy, has been a powerful factor in causing the indifference of Mr. Harriman toward the opening of Central Oregon from the north and giving Portland an opportunity to do business with a territory which rightfully be-

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