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HERMAN AND WILLIAMSON

Republican State Convention at Portland on 14th Indorse President Roosevelt.

At the Congressional convention for the first district held in Salem April 13, Hon. Binger Hermann was unanimously chosen to succeed himself in the United States congress. Before the convention several candidates were in the field, and for a while it looked as if Mr. Hermann's candidacy was to be closely contested.

But at the last hour other aspirants for the place began to realize the condition and no opposition to Mr. Hermann was offered in the convention. In Portland the second district convention was doing politics on the majority rule plan at the same time, and Hon. J. N. Williamson was nominated to succeed himself in congress; he too being nominated by acclamation. The first district is strongly republican, and it is conceded that the republican nominee will have an easy race.

At the state convention held in Portland on the day following the congressional convention, the following men were nominated for the different offices in this district and state: Supreme Judge, F. A. Moore; Food Commissioner, Bailey; Joint Senator 9th Senatorial District, Laycock of Grant County. For Representatives—Dr. Stelner of Lakeview and John S. Shook of Klamath county. For District Judges—Hanna and Benson. District Attorneys—Newbery of Jackson county and Drattain of Lake county.

The convention elected four delegates to the National convention at Chicago and instructed them to support Roosevelt for president. Resolutions were passed indorsing the present administration.

The delegates to the National convention are, Harvey W. Scott and W. B. Ayer, of Portland; S. L. Kline, of Corvallis, and L. S. Smith of Malheur. The nominees for presidential electors are, J. M. Hart, Dallas; James A. Fee, Pendleton; Grant B. Dimmick, Oregon City, and A. C. Hough, Corvallis.

The convention indorsed President Roosevelt and his policies.

The Klamath Falls Republican in speaking of the ticket put out by the state convention starts out with the headlines "Klamath Shut Out." What Klamath wanted we do not know, unless it was a barb wire fence around the district. Klamath got a circuit judge, and a representative, all they had before. Grant got a joint senator and Crook nothing. Lake a representative and district attorney.

The Klamath papers put up a fight against Emmitt, the only man in the county who could have been nominated for joint senator, and in view of this fact Klamath county was very fortunate in getting what they did. A more appropriate heading for the Klamath paper would have been "Hamakar Shut Out."

Land Fraud and Bigamy

John A. Benson of land fraud fame has other troubles which go to make life interesting to him after many, many years of high-handed fraud. It would seem that Mr. Benson from years of crime would become calloused to the trifling charge

of bigamy. The following was printed in the San Francisco Chronicle of April 14th:

"There is no doubt that John A. Benson, the indented land-grabber, is married to the dashing young woman who was formerly the wife 'Swiftwater Bill' Gates. There is considerable doubt whether he is not married to the woman who has borne his name for the past thirty-seven years—and still bears it. Benson says he was divorced from and never remarried to Mrs. Benson No. 1. Mrs. Benson denies absolutely that there has ever been a divorce. Benson declines absolutely to discuss the why, when or where of the divorce which he alleges. The marriage of Benson to the former Mrs. 'Swiftwater Bill' took place nearly a year ago in the remotest corner of California.

Time for Train Wrecks.

The time of year for railroad wrecks has arrived, and news of the wrecks are not lacking in the make-up of the daily papers. The spring freshets when the ground is soaked with water causes the roadbed to give way, and scarcely a day passes without its wreck. At Roseburg last week seven freight cars were smashed to splinters in a wreck caused by the giving away of the roadbed. No one was injured. A Great Northern passenger train was wrecked on the 13th, near Leavenworth, Washington, and Engineer Jack Crook and Fireman J. M. Wilson were killed, by an embankment giving away. The engine, mail and baggage cars left the track and rolled down the embankment, but the passenger cars clung to the track. A big land slide occurred on the 13th on the Southern Pacific at the north entrance of tunnel 13, near Ashland which held up traffic 20 hours.

Democratic State Convention.

The following telegram was received yesterday:

Portland, Or., April 20, 1904.—The following delegates were elected to the National democratic convention: W. F. Butcher of Baker, C. Redford of Morrow, F. H. Holman and Jas. Gleason of Multnomah and J. D. Matlock of Eugene.

Democratic Presidential electors: J. A. Jeffrey and T. H. Crawford of Marion, W. B. Dillen of Columbia, John H. Smith of Clatsop.

Nominee for congress, first district: R. M. Veach of Lane.

Supreme Judge: Thos. O'Day of Multnomah.

Circuit Judges: Wm. S. Crowell and J. R. Neil.

District Attorneys: A. E. Reames of Jackson and W. J. Moore of Lake.

The telegram contained no nominees for state senator or representative.

Hearst Down in Oregon.

By the narrow margin of three votes the anti-Hearst democrats won out against the supporters of the Journalist politician in the Multnomah democratic county convention in Portland on the 14th.

State Senator Alex Sweek headed the Hearst faction against L. T. Perry in one of the hottest political battles Oregon democrats have ever experienced.

Crook county democrats instructed their state delegates for W. R. Hearst for president. Some of the most prominent democrats in the county refused to attend the convention under such instructions.

"MISSOURI" DISASTER

Thirty-Two Officers and Men are Killed By Accidental Powder Explosion.

The most appalling disaster in the history of the American navy since the blowing up of the Maine in the Havana harbor in 1898 occurred on board the first-class battleship Missouri at Pensacola, Florida, on April 13th, when 2000 pounds of smokeless powder exploded, killing twenty-nine officers and men outright and injuring five more, two of whom will die.

The accident happened about noon while the Missouri, Captain William S. Cowles commanding, was going through its first target practice on the range about fifteen miles distant from the naval station. She was accompanied by the Texas and the Brooklyn.

As only one man of the twenty-five who composed the crew of the turret and handling room survives, the exact cause of the disaster can only be conjectured. It is believed that the gun pointer accidentally fired the fourth shot of his string from the starboard gun in the after turret before the breach was locked. In his anxiety to make a record in quick firing. This was blown open by the explosion, filling the turret with flaming gasses and hurling the blazing powder into the handling room below, where four other charges, weighing nearly 400 pounds each, also ignited.

In less than five seconds two streams of water were being played in the rooms, and when volunteers were called for every man responded eager to go to the rescue of their comrades.

The twenty-five men of the turret were found lying in a heap. They had started for the exit when the first explosion occurred, and had just reached there, when the more terrible explosion in the handling room burned and strangled them to death.

The bodies were hardly recognizable, the terrible and quick fire having burned the clothes from their bodies, and the flesh hung from them in shreds.

The Missouri is the very latest of the big battle ships to go into commission. The flag was hoisted on her on December last at Norfolk by Captain Cowles, a brother-in-law of President Roosevelt.

Officials of the navy department for more than a week, while rejoicing in the world breaking records in target practice on our war ships, have feared just such an accident as this.

Later—Three more men died as a result of their injuries.

Expressions of Sympathy.

The President has contributed \$100 and the Secretary of the Navy a like sum as the nucleus of a fund for the relief of the dependent next of kin of the enlisted men who lost their lives in the disaster on the Missouri. Paymaster-General Harris, U. S. N., has been authorized to receive any other contributions that may be made for this purpose.

The President accompanied his check for \$100 with the following letter to Secretary Moody:

"My Dear Mr. Secretary—May I send through you this contribution, to be used for the benefit of the de-

pendent kinfolk of the men who have just been killed on board the Missouri? Under the conditions of modern warfare, in order efficiently to prepare for war, risk must be run similar in kind, though not to the degree, to the risk run in battle, and these men have died for their country as much as if the ship had been in action against the enemy. Sincerely yours,

"THEODORE ROOSEVELT."

Another Railroad Merger.

E. J. Atherton, a railroad man of Chicago, passed through Reno recently and gave out the information that a merger has been effected between the Southern Pacific Railroad Company and the Western Pacific people. He would not give the source of his information, but stated that the Southern Pacific, now that it is in possession of the valuable right of way through Beckwith pass, intends to improve the opportunity and build a line from this city through the pass, connecting with the road again at Chico.

The above statement was printed in the San Francisco Chronicle of the 15th. J. Dallzell Brown of San Francisco denies all knowledge of such a merger, and further news cannot be gained.

Will Loose Their Crops.

The continued warm weather of the past two weeks has caused an almost unprecedented rise in the Truckee river, and hundreds of acres of farm and garden lands along the river is flooded. This is the second flood along the Truckee, and as it is so late in the season there is no possible chance for farmers to replant with the assurance of getting a crop.

Workmen started on the 14th on the new block system between Truckee and Reno. The Southern Pacific has been figuring on this improvement for some time. The great number of curves and steep grades between these two points makes the danger of collision great. With the block system a collision will be almost an impossibility.

Should not be Pardoned

Governor Chamberlain has been asked to censure in a petition from the General Assembly of Evangelists of Chicago to the Governor of Kentucky in behalf of Caleb Powers, who has been convicted and sentenced to death for the brutal murder of Wm. Goebel, governor of Kentucky. The petition asks for the pardon of Powers, and every governor in the United States has been asked to join in asking for executive clemency. Governor Chamberlain absolutely refuses to join in this request, and protests against such action on the part of the Kentucky governor, claiming that both Powers and Taylor are guilty and should pay the penalty with their lives.

Withdrawal of Desert Lands.

A telegram was received at the Lakeview Land office last Saturday from the general land office at Washington, ordering the withdrawal from entry except mineral entries, 69 sections in townships 24, 25 and 26, in range 71, all east and south.

The above described lands lie in the vicinity of Christmas Lake, about 15 miles east and from 10 to 30 miles north of Silver Lake, on the desert. What such a withdrawal could be made for is a puzzle to those acquainted with the character of that portion of the desert.

A FIRE CO. ORGANIZED

Committee Reports Fire Apparatus to be in a Very Bad Condition.

At the citizens meeting held last Thursday evening a fire company was organized with Dr. E. E. Lee Stelner as chief. Committees were appointed to report at the next meeting, held Tuesday evening of this week, when the committee reported a form of resolutions which were adopted. Warner Snider was elected secretary, and A. Bieber, treasurer. Members signed the roll to the number of twenty-two.

The fire company will meet annually or upon special call of the fire chief, who is elected by the council to serve one year. It has heretofore been the rule to exempt firemen from road tax, but under the new rules this clause is stricken out.

The value of a fireman's services at a fire is inestimable, and he cannot be repaid with the paltry sum of \$3 a year. A fireman who is not worth more than that is not wanted. In the opinion of The Examiner this matter was wisely handled.

The committee appointed to report on what the department had on hand reported the following:

One monkey wrench, some rotten hose, hose cart, one delapidated fire engine not worth a —.

More time was allowed for a report on a new council room, jail, etc.

Showed His Pluck in a Runaway

An exciting runaway occurred last Sunday afternoon in the streets of Lakeview, but luckily no one was hurt. A. S. Down drove his team up to the postoffice and stepped inside for his mail. His team became frightened and dashed down the street toward home. F. Campbell, horse breaker for the X L firm ran and grabbed one of the animals by the bridle and swung on for three blocks, the horses rearing and running their best. Mr. Campbell exhibited some of the nerve that qualified him for a broncho buster in swinging onto the animals while tearing down the street at break-neck speed, sometimes being flung into the air and only striking the ground every 10 or 20 feet, until his hold gave way and he was thrown to the ground. He fortunately landed far enough from the wagon not to be run over. This feat, too, was accomplished with great presence of mind. He only received a bloody nose, which he has probably become accustomed to by this time in handling wild horses.

The runaway team kept the road as far as the bridge across Deadman, where they stopped. Mr. Down says the damage amounted to \$1.50.

Henry Heryford poisoned one of his best horses last Monday with poisoned wheat which he was putting out for squirrels. W. H. Shirk went out to the Heryford ranch after his team, and he and Mr. Heryford went out into the field to catch the animals. Henry carried along a bucket of poisoned wheat, and while driving the horses sat the bucket down to head off a horse, leaving the bucket about three minutes. The three minutes proved fatal to one of Henry's best work animals. The horse took one bite of the wheat and died in a very few minutes.