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WESTERN PACIFIC RY.

George Gould May Build Railroad Through Lake County To Connect East and West.

We are reliably informed that track laying on the N-C-O Railroad will begin not later than December 1st, this year, and that 45 miles of road will be made this side of Madeline. What is now believed to be the actual condition of this road, by men who are posted on railroad matters, is indeed encouraging for Lakeview, and indications point to a standard gauge railroad running through our town, connecting with the Gould lines within two years.

The following article was taken from the Portland Telegram of July 28:

"Is George Gould planning a railroad to tap Oregon?"

That question has occurred to railroad men during the past few weeks for various seemingly well-founded reasons, and is regarded by many as a possibility of the near future, by reason of certain facts that have become public at San Francisco. It is now known positively that the Western Pacific project is a Gould enterprise. This became public by the passing of title to valuable realty in the Bay City from that company to Gould, and precipitated a fight for possession of other property sought by the Southern Pacific, deeds for which were about to pass to the same people who have been representing Gould interests in the development done during the past 18 months. This development lay in forming a route over Beckwith Pass that will connect with the Utah lines of the Gould system by a route very much shorter than the existing Ogden line of the Southern Pacific.

What has been known as the Western Pacific embraces the Boca & Loyaltan and the Plumas & Mohawk railroads of California, the latter connecting with the Nevada-California-Oregon Railway built from Reno north to Madeline and projected to Lakeview, in Lake County, Or. Ownership of the latter road is somewhat clouded, though it was announced some months ago that the Southern Pacific won its control in an effort of the Western Pacific interests to obtain it. This is not wholly accepted in railroad circles, however, as the officers of that company are nearly all men formerly identified with Gould lines, coming from the Missouri Pacific, Rio Grande and Wabash. This may not necessarily denote anything as to ownership, but is a straw of considerable significance sometimes. Status of the Nevada-California-Oregon is the point of most interest to Oregon, for if that is really a Western Pacific road it means that within two years the Gould system will be operating trains into this state over a route traversing the undeveloped Inland Empire east of the Cascades.

Now that there is no longer any doubt as to who is behind the Western Pacific, the Coast is promised a revival of warfare at San Francisco not unlike that waged when the Santa Fe sought entrance. But in this instance the new company has gained considerable headway in the acquisition of terminal grounds before the identity of the purchaser became known. Large numbers of surveying parties have traversed the

region through which the new road will be extended, and large amounts have been expended for right of way, station grounds and in preliminary construction work in building toward the Coast at points north of San Francisco, and also in running lines that are now well understood to aim at destinations in the vicinity of San Francisco Bay, but for more than a year the financial power behind the throne has been concealed.

From Denver the report comes that the Denver & Northwestern Railroad building between Denver and Salt Lake is to make a short line from that city to a connection with the Denver & Rio Grande at Glenwood Springs, thereby greatly shortening the trans-continental route from Denver to Salt Lake, thence via the new Western Pacific to San Francisco, and by the cut-off to be built this year by the Utah end of the system to connect with the Clark road for a short route to Los Angeles.

Further shortening of the route from the Missouri River across Kansas and Eastern Colorado to the mountains is to be effected by building from the western terminus of the Central Branch in North Central Kansas by what will be almost an air line to Denver, tapping a region of immense grain production for a part of the distance, and making the shortest route between Kansas City and Denver.

All these projected lines mean vast investments of capital, but in these days of great financiering in railway projects this investment is not at all improbable, and at least portions of the general plan are already being carried into effect. Beckwith Pass is one of the low divides over which railroads may leave the Coast in California north of San Francisco and finds a practically direct route; hence the wisdom of the directors of the Western Pacific in acquiring the short piece of road that reaches the divide by that route.

Death of Samuel Handley.

Mr. Samuel Handley was born in Illinois in 1822. He moved to Wisconsin in early life, and crossed the plains in 1861 and engaged in mining. He returned to Illinois and married Miss Margaret Jane Leach and returned to California in 1862. He followed mining for several years and finally settled on a farm near Stockton, Calif. His wife died at this place 27 years ago. He remained on his farm four years after the death of his wife, when he moved to Little Chewaucan this county and lived two years on what is known now as the Gaylord place. He lived 4 years in Paisley, when he removed to Harney valley in 1886, where he lived until a few years ago, when he removed to Tacoma, Washington, and lived there until May of this year he came to Lakeview to live with his son Tom.

Mr. Handley has always been a strong, active man, and accepted as his vocation the active duties of life.

He was the father of six sons, who survive him: J. M. of Lakeview, George of Plumas county, Calif., Charles of Tacoma, Wash., Joe of Idaho, Ben of Lake City, Calif., and T. S. of Lakeview.

His last illness was of a duration of about two weeks.

His remains were interred in the I. O. O. F. cemetery at Lakeview last Sunday, followed to their last resting place by a large crowd of friends.

APPARENT PROSPERITY

Many Interested in Lake County—The Examiner Will do Its Part to Advertise County

One of the surest signs of prosperity in any country is to see the local papers crowded with advertisements. The past two weeks this paper has been receiving advertisements about as fast as one man can set them up. Nine new ads received here within two weeks and others promised for next week. Besides the new advs. within ten days just past 38 new subscriptions have been sent in, mostly from people living at a distance, some as far away as Michigan, Wisconsin, some from Nebraska, some from Iowa and quite a number from Missouri. While a number of these new subscriptions are for only six months, the indications are favorable for an increased population in Lake county. Quite a number of letters of inquiry have been received asking for sample copies, and further stating that if we have any other printed matter send that also. In one or two letters the writer asked for every possible bit of information bearing on our county and town, such questions as "how many stores have you, how many banks, who are your most prominent business men, who are the most public spirited men in your town and county, has your town ever been boomed, what are the opportunities for business enterprises there?" and dozens of other questions. So numerous are these inquiries that we have decided to print several extra copies of The Examiner and mail one each week to these parties for a time and let them judge for themselves as to the conditions here, and in view of this manner of best putting our resources before the people of the world, we will ask and request that any one in the county who can furnish us with a short write-up, no matter how short, that will help to make our resources known, to send it to us at once for publication.

The almost positive assurance now of a railroad reaching Lakeview within a short time has interested hundreds of people from other states, and we may expect something doing here in the way of increased business in the near future.

During the months of August and September, the time we have set aside for the distribution of several hundred copies of The Examiner, we will ask subscribers to this paper to help in this distribution. While we are doing a great deal of this work for nothing, only to advertise the county and town of Lakeview, we do not believe it will be asking too much of our readers who have friends who might be induced to come here, to send in their names for a few copies of The Examiner, and we will send the paper to them for the very low sum of three cents a copy, just the actual cost of the blank paper and postage added. Send stamp or coin.

Number not so Large.

It is reported by several papers that 200,000 sheep are crossing and will cross the line into Lake county from the north, bound for the San Francisco market. This report is not substantiated by Mr. Jim McAndie of Antelope, who is trailing a

band of sheep through. He says that the trails look like there had not been any sheep over then, and his sheep fattened all the way down on the splendid feed along the trails where these 200,000 sheep are supposed to have been driven. He believes there will not be to exceed 20,000 sheep from the northern counties pass through this year for California.

Mr. Smith, the government stock inspector says so far, he has inspected but 10,000 head, and he has caught them all.

Benson May Go Free.

John A. Benson, who has been on trial in New York for defrauding the government out of public lands was discharged by Judge Lacombe in the U. S. Circuit court, on the ground that Benson with his gang in fraudulently securing state lands in Oregon and California, committed no crime against the United States government.

Judge Lacombe also holds that though Benson, Hide and Diamond secured title to state lands through dummies and perjury, the state received its price for the land and could not have secured more had the entries been bona fide, therefore the state has no charge against these men.

If such holding is legal it is not in keeping with the government's policy when it refused patents to lands entered by individuals who filed on lands in Oregon, but could not make it appear that the land was taken for their own use and that title would not eventually be transferred to other parties. The judge's decision would lead one to believe that Benson committed no crime against anyone but his dummies, and therefore he will come clear several hundred thousand dollars the better for his crooked work. What kind of law?

Stable Changes Hands.

As was stated in The Examiner last week Fent Smith and W. P. Heryford leased the Barry livery stable. They took charge Thursday noon. Everybody is glad to see the boys take charge of the stable, and feel that better satisfaction will be given under the new management than has been for some time. This stable has always been a popular place and a good business awaits Smith & Heryford. They are both of an accommodating turn and understand the care of horses so that when left in their charge no man need be uneasy about the welfare of his team. Promptness is another item that the boys regard as most important, and with their force of first-class hostlers, no patron will be inconvenienced by delay or neglect.

A Good Place To Ship.

C. E. Rachford who was here from his sheep camp last Friday, informed us that last week he shipped 1000 head of lambs and this week will ship 1200 head more to the Don Biggs Co., commission butchers of San Francisco. This company is composed of home people, the principal parties being J. M. Thompson, C. B. Parker and Walter Sherlock. Mr. Rachford will be engaged in shipping cattle and sheep to this company all fall, and assures all parties shipping there of just treatment, and that they will get all that is due them. He has already a large number of cattle and sheep to ship for different parties, and will be in this vicinity for some time with the hope of getting more to ship.—New Era.

ANA RIVER PROJECT

Large Tract of Land Withdrawn From Entry In Summer Lake For Irrigation Purposes.

Another, and the most important withdrawal yet made in Lake county was telegraphed to the Land Office officials here Friday the 29th. The territory withdrawn embraces five and a half townships around the north end of Summer Lake, where is located some of the richest agricultural land in the state, but without water is practically valueless for purposes other than winter range for sheep or cattle.

This is quite a large withdrawal for irrigation purposes, embracing 126,720 acres, not including reservoir sites.

The telegram follows:

Washington, D. C. July 29-04.

REGISTER AND RECEIVER

Lakeview, Ore.

On account of the Ana River Irrigation project withdraw from all forms of disposal except restricted homestead, under second form of withdrawal, the following tps, all south and east: Tp 28, R. 17 and 18; tp 30, R. 16, 17 and 18; tp 31, R. 17.

Another telegram received on the 28, revoked an order to withdraw tps 38 and 39, S. R. 15 E. in Klamath county, and ordered withdrawn tps 38 and 39 S. in R. 13 E.

Killed by Lightning at Likely.

Yesterday morning Operator Burke received a message from Likely, Modoc county, stating that on Monday evening about 6 o'clock during a severe electric storm the 11-year-old son of D. P. McKee of Likely, while hunting the ranch cows was struck by lightning and instantly killed. The horse he was riding was also killed. When found an hour afterward the boy was lying under the animal's front legs, with burns about his head. The absence of other injury substantiated the theory that he was struck by lightning.

A former telegram stated that a Mexican sheep herder was drowned in Taylor Lake. No particulars.

Chicago Capitalists Interested.

E. B. Hill arrived in this city Thursday night with a party of Chicago capitalists, says the Burns Times-Herald, who are here to invest money, and will spend some time looking over various parts of the county. A part of them have gone to Summer and Abert Lakes, in Lake county, to look at some borax deposits, and later the whole party will make an extended tour of the southern part of the county.

The party consists of R. E. Hawkes, Col. C. C. Carnahan, C. E. Thomas and H. W. McAllister.

Mining Congress at Portland.

The seventh annual session of the American Mining Congress will convene in Portland, on August 22 and continue until and including Aug. 27. The most prominent speakers from every state in the Union will be present and speak on subjects most important to the welfare of the country through its system of mining laws and the development of mineral resources. Elaborate preparations have been made for the reception of the thousands of guests that will attend. This will be one of the grandest affairs ever held in Oregon.