

Oregon Historical Society

Lake County Examiner

VOL. XXV.

LAKEVIEW, LAKE COUNTY, OREGON, THURSDAY, AUG. 18, 1904.

NO. 33.

PROSPECTS FOR BEEF

Viewed Differently by Stockmen Of This Section of State-- Present Market Dull.

The prospects for beef and mutton sales in San Francisco are somewhat clouded at this time and those most directly interested, although the matter is of great importance to everyone, are much concerned about the outlook. Hopes are entertained, however, by stockmen of Lake county that as soon as the Chicago strike is called off all the handy beef will be rushed on the market, leaving later sales for outside beef and it is hoped that when the rush is over, outside prices will be better. One thing that is encouraging to cattlemen is the fact that the beef trusts will advance the price of meat in order to make good their loss incident to the big strike, which will allow independent packers to pay better prices and still compete with the trusts. The feed is good this year and range cattle can be safely held for late sales. Very few stockmen are cramped for ready money, consequently they will not be forced to place their beef and mutton on a sluggish market.

The matter of shipment, too, will probably be brought to a more satisfactory termination and transportation companies be made to realize the condition of shippers to the end that better rates will be given them. This with a systematic effort on the part of our stockmen will result in fair profits on full beef and mutton sales.

D. L. Shirk, while in Lakeview last week was interviewed by an Examiner representative, and talked principally about the outlook for beef, mules and horses. Mr. Shirk is a close observer of conditions affecting the markets of his products, he being a cattle and horse raiser of the Steins mountains country. His opinion is that the market will be very poor and that few stockmen of the interior can afford to ship at the present prices, especially while the charges for shipping remain as high as they are now. A letter written by Mr. Shirk to the S. P. R. Co. published here, as taken from the Cedarville Record, shows that gentleman's stand on the matter of shipping.

The sheepmen of the northern counties are in good spirits over the prospects for mutton sales this fall. The drought in Australia the past three years that has killed 100,000,000 sheep in that country will make the demand greater for American mutton. Already the increase in price is felt.

The Examiner has directed a letter to both traffic managers of the S. P. R. R. and the N-C-O R. R. and expect to publish the answer, which will be of interest to all stockmen.

Wallace Taylor, superintendent of the Chewacan Land and Cattle Co., was in Lakeview first of the week. He is inclined to view the situation optimistically and seemed little perturbed. Mr. Taylor's idea is to take advantage of the good hay crops and prosperous times, and prepare for any crisis. The present conditions cannot hold out long, with the meat trusts on the eve of collapse and independent packing institutions coming to the assistance of stock-

raisers. Whenever meat is put on the block at a reasonable price to consumers the consumption will increase and warrant a fair profit to both the producer and the middle man, or commission house.

The following letter was written by D. L. Shirk to the S. P. Co., and published in the Cedarville Record last week:

SHIRK, OGN., July 17, 1904.
GENERAL FREIGHT AGT.
S. P. Co.
San Francisco, Cal.

DEAR SIR:— Considering that I am a well-wisher of the interests of the S. P. Co. will say that unless we stock raisers in the southern part of Oregon and northern part of California are favored with less freight to and from San Francisco we will be compelled to drive our stock across the mountains and ship our supplies up the Sacramento river to Red Bluff, which means \$6 per ton in 10 ton lots flat freight. We can wagon haul it to points of destination from 1 to 1 1/2 cents. From San Francisco to Madeline N. C. O. R. by rail is from one sixty to two twenty-five and ten cents additional to D. W. Earl & Co. Commission on wagon from Madeline, N. C. O. R. terms is 1/2 to 1 1/2 cents making a total of \$3.60 per cwt.

Last car of horses, 20 head, I shipped from Madeline in 1903, consigned to D. L. Shirk, Stock yards Oakland. When landed at Reno I was handicapped—too many horses for standard car and not enough for large car. I was advised to take up through billing and bill out from Reno on a large car by buying two more horses, making 22 horses, from Reno in order to fill a large car. The result was that Mr. John Crawley, Traffic Manager of N. C. O. R. R. taxed me \$50 for hauling 20 horses from Madeline to Reno. I shall not at the present charges ship anything more over the N. C. O. road. In 1904 I shipped from Reno four cars of horses, driving them from my ranch a distance of 165 miles. There will be about 16,000 head of stock for market this fall and the producers have to pay the transportation to market and taking low prices of beef, mules and horses in consideration, are compelling us stock raisers to drive a great portion of our stock to where it is possible to do so.

Trusting that I have not erred in acquainting you with the true situation and that you will not ignore the interests of your heretofore patrons in the future.

I am Yours with high respect
D. L. SHIRK.

The Examiner is too Swift.

For the past couple of weeks, the sub-editor of the Herald has been complaining because The Examiner comes out on time, as it has been its custom to do. The Herald man put in a complaint to the postmaster for receiving our papers until he could get his paper ready to mail. He is like a very dull pupil in school who tries to hold the remainder of the class back because of his dullness. If Willie succeeds in keeping the Examiner from getting out on time he will have to get up earlier in the morning, and when he does this he probably could get the Herald out on time.

It is the wish of our readers to get the news as early as possible, and it is our desire to accommodate them. "To Please" is our motto, but we cannot afford to please this one fellow in this instance.

During the few days absence of the proprietor of The Examiner, business will be conducted just the same. Money received and receipted for, and all work taken and satisfaction guaranteed. It would be an accommodation for anyone to send in what news items they may gather.

NOVEMBER ELECTION

Local Option Law to be Tested at Next Election--Vote Will be General in the State.

According to the sentiments expressed by some of the leaders of the Prohibition people, there will be an effort made to have all the counties in Oregon vote on the local-option plan in November. It is expected that the executive committee of the State Prohibition Alliance, will recommend that such action be taken throughout the state.

I. H. Amos, chairman for the State Prohibition Committee, stated that it is not the sentiment of the Prohibitionists of the state to consent to omit any precinct from vote by agreement with the opposing parties, and that it would be likely to be a vote of all sections at the same time. "There has been used an argument to the effect that the Prohibitionists should leave some places untouched by elections, but that is against the policy of the party and those who constitute it," said Mr. Amos. "To make any agreement with the opposition that some of the precincts should be omitted from the election would be casting aside one of our fundamental principles.

F. McKercher, treasurer of the State Prohibition Alliance says: "Unfairness is claimed by the opposition in regard to having the total vote in the whole county rule those precincts which are for saloons. It is my opinion that the vote should be a county vote. One of my reasons is that a precinct in which saloons are permitted is a tax on the other portion of the county in the way of expenses for legal proceedings made necessary by crimes committed as a result of the saloons, and that all people who must stand this expense should have a voice in regulating its cause."—Oregonian.

Inspection and Disposition of Scabby Cattle.

EDITOR LAKEVIEW EXAMINER: Since your last issue which contained an article referring to the inspection of scabby cattle by Department of Agriculture officers, I have been asked by several cattle men here to describe scabies or mange in cattle and explain disposition of same by Federal inspectors.

DESCRIPTION:—Scabies or mange in cattle is a contagious disease caused by a parasitic mite and is closely related to the mite which causes sheep scab, both belonging to the same species but are different varieties. For instance, the sheep scab mite will not affect cattle nor will the cattle mite attack sheep or other animals. Scabies does not appear to effect cattle while they are doing well on grass nor attack those in good condition over three years old. The animals which suffer the most are calves, yearlings, two-year-olds and those in poor condition.

SYMPTOMS:—The first symptom of the disease is usually an intense itching of the skin about the neck and shoulders and it extends more or less rapidly, depending largely upon the health and vigor of the animal, along the back and sides and down the outside of the legs, seldom affecting the inside of the legs or the skin of the abdomen.

DIPPING:—Stock raisers in this section are all more or less familiar

with the methods in operation for the treatment of sheep scab and I may say the same general methods may be found equally effectual in the cure of cattle. Thousands of cattle have been successfully treated in North Dakota by the application of the lime and sulphur dip, the approved formula of which is: 8 pounds of unsacked lime and 24 pounds of flowers of sulphur to 100 gallons of water. Crude oil is also used to eradicate the disease in some sections, being more available and cheaper and requiring less preparation than lime and sulphur.

GOVERNMENT REGULATIONS:—It is required of everyone intending to ship or trail cattle, to ascertain that the cattle are not affected with scabies and have not been exposed to the contagion before offering them for transportation or before crossing state boundaries. Transportation companies are required to refuse for shipment, cattle whose freedom from disease or exposure to contagion is in doubt. Cattle affected with the disease and for immediate slaughter may be shipped after one dipping. But if for feeding or breeding purposes they must be held for second dipping ten or twelve days apart. This applies to the entire herd or shipment in which the disease is present—those not directly affected being considered as "exposed." Exposed cattle intended for immediate slaughter may be shipped without dipping but if for feeding or breeding, they must be dipped at once.

References: Cattlemen having in prospect any interstate shipments or consignments will please notify Col. Geo. S. Hickox, Salt Lake City, Utah, giving him accurate location that a deputy may be assigned to the inspection of same, with exception of following named territory which will be handled by the undersigned: Lake County, Or., bordering on California line, Klamath County, Oregon, west on California line to Tule Lake and the Nevada-California line from Cedarville, Cal., north to the Oregon line.

ALFRED J. SMITH,
U. S. Stock Examiner
Lakeview, Oregon.

Meat Market Report.

Below we quote prices on live stock in the San Francisco market. These reports will be taken from day to day for the benefit of our readers who are interested in the live stock market, and published each week:

LIVE STOCK, Aug 11. Sales steady.
CATTLE:—No. 1 grass-fed steers, 7 to 7 1/2. Second-class, 6 1/2 to 7. No. 1 cows and heifers, 6; second-class, 5 1/2. Bulls and stags, 3 to 4. Prices for all descriptions less 50 per cent. for shrinkage.
SHEEP:—No 1 wethers, 3 1/4 to 3 1/2 gross weight.
HOGS:—Grain-fed, 3 1/2 to 4 1/2 gross.

FRESH MEAT, RETAIL

BEEF:—Steaks and roasts, prime, 15 to 18 cts. lb. Cheaper meats, 10 to 15.
MUTTON:—Leg, 15 cts. lb., shoulder 10 to 11 cts. lb.
VEAL:—Roasts and cutlets, prime, 18 to 20 cts. lb.

CHICAGO MARKET

Receipts, 7000, dull at 5 and 6 cents, per pound for prime steers.
Aug. 12, prices for the previous day prevailed, with buying stonger and the better quality of stock readily commanding the top price.
Chicago receipts shorter, but buying steadier at the same price prevailing yesterday.
Aug. 13, prices of yesterday stongly maintained, buying brisk.
Chicago receipts still lighter at yesterday's prices. Market firmer.

PORTLAND THE LOSER

Gould's Western Pacific Line Will Take Eastern Oregon Grain To California Markets

Portland is aroused over the possibility of losing the grain shipments of Eastern Oregon. The following from Thursday's Telegram is self-explanatory.

"Gould interests are fast extending railroad lines toward Lakeview, the key to the Central Oregon situation. If they accomplish their object before some action is taken to guard the interests of Portland, all the products of this vast region will permanently find market in San Francisco, and all Central Oregon supplies will come from that point.

Recently a development League was formed in Portland, with the object of helping and upbuilding Oregon.

Both railroad managers and business men agree that a line of railroad connecting Lakeview with this city would secure the trade to Portland.

All the northern railroad schemes have made the Bend their objective point, which still leaves Lake county without a road, or in any better position than we are now.

Will Be More Effective!

S. V. Rehart has received another lot of water main and is extending the larger mains through Water street to the north part of town, where the mains are too small to supply the demand. With the force the water now has the system can now be used to good advantage in extinguishing fire, and would keep under control quite a good sized fire in the outskirts of town until the fire company could arrive, thus the danger of conflagration has been greatly reduced. As soon as there is a demand for water power, Mr. Rehart will extend the system further up the canyon, when he can furnish considerable power.

Thrown From His Horse.

Harry Roberts while riding into town Sunday Morning, having remained over night at Camas prairie on his way to Lakeview from the TT ranch in Warner, had a little experience that might have resulted worse than it did. However, Harry received a deep cut on the cheek bone which he had patched up, and a few bruises. Just as he was passing Chas Tonningsen's residence Tonningsen's dog ran out and nabbed Harry's horse by the heel. Neither the horse nor the rider saw the dog, and the horse commenced to buck. Harry was thrown in a pile of rocks where he received the injuries above mentioned.

Watch Repairing.

The repair department of L. Alva Lewis' jewelry and silverware store, of Klamath Falls, Oregon, is one of the best on the coast. Mr. Lewis has spared no expense in procuring the best jewelers west of the Rocky Mountains, and is prepared to do first class repairing for the people of Lake County. Nothing too difficult in that line. All work warranted for one year. Do not send repairing away to Chicago or San Francisco when you can get the same work done as well or better, and as reasonable in price so much nearer home. Give Mr. Lewis a trial. 32-2