

Lake County Examiner

VOL. XXVI.

LAKEVIEW, LAKE COUNTY, OREGON, THURSDAY, OCT. 19, 1905.

NO. 42.

CONTRACTS

AWARDED.

Contracts having been awarded and construction work started on the Western Pacific, from Beckwith Pass to Oakland, in California, the right of Gould interests for a share in traffic originating on the Pacific Coast will soon be extended to Oregon. It is known that engineers representing the Western Pacific have been making investigations in Southern Oregon and also in the Willamette Valley above Salem.

Almost a year ago it was first published that the Nevada-Oregon-California Railroad, a narrow gauge line extending from Reno, Nev., to Madeline, Cal., about 70 miles from Lakeview, Or., had passed into control of the Gould lines. At that time official announcement was made that during the present year the road would be extended to Alturas a distance of 40 miles, and work on the extension is now said to be under way. This road, according to recent information, is to be standardized when the remainder of the Western Pacific is completed, and become an integral part of that division of the Gould system. Roadbed to be built north from the present terminus will be with this in view and heavy construction will provide for the standard gauge track.

Last April surveying parties supposed to represent the road were operating in the vicinity of Lakeview and from that point toward the interior of Oregon. Men in charge of the work were reticent, and their subordinates said they did not know for whom the work was being done. More recently known representatives of the Western Pacific carefully investigated conditions at Eugene and made a trip from that point over the Military Wagon Road route across the Cascades. An engineer who made the trip across the mountains returned and afterwards spent some time at Salem, investigating public records and conferring with parties connected with public utilities in the Capital city.

Local representatives of the Gould lines in Portland disclaim any knowledge of what may be in prospect. In the way of building in Oregon, but it is ascertained from other sources that plans have advanced to a point where terminal properties are being obtained in Portland and right of way agents will soon come from California to begin preliminary negotiations for a part of the proposed route. Material evidence of the genuineness of the intentions of the Western Pacific will be had at an early date in the formation of an auxiliary company, it is claimed, that will under another name make the fight for entrance to Portland.

With the large amount of engineering field work being done for the different companies already operating in Oregon and about to build new roads, the time is most opportune for engineers of the Western Pacific to cover their real purpose under the guise of work that is in some way connected with the other companies. Promoters of an electric road between Portland and Salem are known to have had influential Eastern connections and it is not improbable that the great amount of labor performed during the last year under the pretext of a local electric line was really for the Western Pacific. Other proposed electric road promoters have operated in the upper part of

the valley also and may be doing a similar trick.

SALEM, Or., Oct. 10.—(Special.)—The Pacific & Oregon Railway Company, with a capital stock of \$7,500,000 filed articles of incorporation today. The purpose is to build a railway from Huntington, Or., to Alturas, Modoc County, Cal.

The incorporators are William R. Tompkins president, who subscribed \$3,700,000 of the stock; Thomas M. Cuniff, secretary, \$50,000, and Edward W. Osann, treasurer \$1000. The remainder of the stock is unsubscribed. The principal office is at Huntington.

Additional Locals.

Col. C. A. Cogswell is here again on his semi-annual visit to Lakeview. He is looking after the interests of the Warner Valley Livestock Co. in their several cases before the Circuit Court. Mr. Cogswell says Portland has had on its Sunday clothes all summer, and has done old Oregon proud. He says the fair has been a financial success. Dividends will be paid the share holders.

Word was received here yesterday that Frank Riggs had died at Burns. No particulars were learned, more than he died of pneumonia. Frank went to Burns a few weeks ago to visit his relatives there. The news will be received in this county with sadness, as Frank has many friends here where he has lived so long. We hope next week to be able to publish full particulars.

W. K. McCormack and R. N. Phelps came down from Paisley last Saturday to work out the money details of a sheep deal between the two gentlemen. Mr. McCormack had to return home, to sell a bunch of sheep, and came back to Lakeview Monday. Mr. Phelps is thinking of spending the winter in the Willamette valley.

The attendants from the asylum at Salem arrived here last Friday to accompany an unfortunate young lady to Salem, where it is hoped she will soon regain her health and reason. Mr. T. B. Vernon went with his daughter as far as he could be of comfort and assistance. Miss Vernon will no doubt, soon be able to return to her home and friends.

Senator Flint of California and J. B. Lipencott, of the U. S. Reclamation service, are scheduled to make Modoc county a visit in the very near future. Modockers hail with delight the coming of these distinguished gentlemen, and propose to make the best of the visit, loosening up their purse strings for a swell reception.

The new telephone line is completed to Adel, and the people of that section of the county now have an opportunity to realize the real value of a telephone system. Work will continue till the line is completed to North Warner and all of the principal ranches are connected with Lakeview by wire.

About 8 o'clock yesterday morning the fire alarm was sounded and firemen rushed to A. W. Mauring's residence to find the roof near the fire on fire. Very little damage was done, as the flames were soon under control.

Bert Harbor came over from the TT ranch first of the week after a load of supplies. He informed us that W. P. Moulder, the Plush saloonist, had sold out his saloon to a couple of men from White Horse.

Ready for Irrigation.

Evan R. Reames, says at Klamath Falls dispatch to the Oregonian, has signed the trust deed for his surplus land under the lower project, consisting of 2500 acres.

This makes the assurance of this project being completed by the government doubly sure, as about 93 per cent of the surplus holdings embraced in the lower project has now been signed up with the Klamath Water Users' Association. The government only asked for 75 per cent. of the total, and 73 per cent. was signed up before Reames came into the association. Though this was not quite the amount asked, all preparations had been made to go on with the work without him, and the people were assured that the work had reached such a point that the government would not turn it down, regardless of whether he signed or not.

Mr. Reames' tract was the largest individual holding in the project not signed, and the land belonging to the G. W. Smith estate, consisting of 1200 acres, is practically all that is left out at present. This will cost the estate 50 cents penalty per acre if the owners wish to sign it up for irrigation. Otherwise it will be left dry, so far as Uncle Sam is concerned. There are a few other tracts not yet signed up, but they are all small.

At the meeting of the directors of the Water Users' Association, Monday night, it was decided to close the stock books of the association January 1, 1906, and after that time none who have not signed up can do so, consequently will be left entirely out of all benefits to accrue from government irrigation.

The association has already prepared its contract with the government, which is now in the hands of the printer. A meeting of the stockholders will be held November 3d to vote on its passage.

Engineer Humpherys states that the association has done all that was required of it to insure the government's carrying through the Lower Klamath Irrigation project, and all are now anxiously awaiting the order from Washington to advertise for bids for the construction of the canals. This order is expected daily.

Another Railroad Project.

This week we publish a dispatch from Salem to the effect that a \$7,000,000 railroad is to be built from Huntington, on Snake river on the eastern border of the state, pretty well north, to Alturas, in Modoc county, California. Alturas is 60 miles south of Lakeview and practically in the same valley, only a few small rolling hills between the two towns, a water grade could be had the entire distance. Most newspapers are ready at all times to hop onto all the railroad propositions that seem to offer their town railroad facilities, but at this scheme the Examiner balks. If such is the real intention of the Harriman people, they have not told it all. There is a most feasible route from Huntington to Alturas, one that can be traced over a comparatively level country all the way, and it would be almost bound to come through Lakeview. But where is the benefit to be derived from such a road? which way would the traffic go, to Alturas or to Huntington? It would make little difference which way it went so far as a port is concerned. If Mr. Gould would propose to change the course of the Western Pacific and when he strikes the N-C

O continue on north to Huntington and then east to Salt Lake, then there would be reasonable ground for faith. Lake county is bound to have a railroad before long, but no one has yet given out a plan more feasible than the alleged plan of Mr. Gould to extend the N-C-O north to Portland, when the Western Pacific is finished to San Francisco. The San Francisco Chronicle published an editorial a few days ago concerning the proposed new road from Huntington to Alturas, but shot wild of the mark on all main points, and showed poor reasoning. Alturas, it said, was 100 miles from a railroad, which is 65 miles wrong, then the idea that traffic could be hauled from Alturas to Huntington, then back to Portland over the O-R- & N. and then to San Francisco over the Southern Pacific, as it is reasonable to suppose Harriman is wont to do, is preposterous.

We want the rest of this new railroad story before we begin to swallow it.

A Serious Accident.

Attorney Kase met with a severe accident last Friday, while hunting geese near the head of the lake. He had been lying in the brush waiting for the geese to fly over, when he heard a flock coming he got his gun ready to shoot and started to get upon his feet. He was watching the geese not paying much attention to the position of the gun. He accidentally touched the trigger and emptied one barrel of the gun in his left foot, tearing an ugly hole in the side of the foot and blowing off three toes. Mr. Kase says it was a very careless trick, and is astonished at himself for being so. His foot was dressed and he is getting along nicely. Mr. Kase was here from San Francisco to attend a case in the Circuit Court for Mrs. Jones, and his accident necessitates a postponement of the case till the spring term.

J. W. Hamaker Dead.

Judge Benson received a telegram Monday from Klamath Falls stating that J. W. Hamaker died in that town that morning. Mr. Hamaker had been quite sick for several days, but his case was not thought to be so serious. It is said that his health has been failing for several months.

Mr. J. W. Hamaker was a very prominent attorney of Klamath Falls and has practised in the courts there for 25 years. He was aged about 58 years, and leaves a family to mourn his taking away.

Died.

The little seven-year-old daughter of Mr. and Mrs. Geo. Wise, who has been lying at the point of death the past two weeks, died Tuesday morning, and was buried yesterday. The child has been suffering from a complication of diseases, taking the whooping cough first. The family have the sympathy of a wide circle of acquaintances and friends in their sad bereavement.

Portland Fair is Over.

Last Saturday was the last day of the Lewis & Clark Centennial. One whole summer's run of pleasure and business for the metropolis of Oregon. People from all over the world have visited the fair and have pronounced it one of the best ever held in the world.

C. H. McCumber, the cruiser, came over from Klamath Tuesday with E. A. McCulley, Charley Mesner and Arnold Wagner, each of whom filed on timber claims yesterday.

ALTURAS

IN ASHES.

About 8 o'clock Tuesday evening a fire started in the rear of a Chinese Restaurant, in Alturas, which consumed nearly the entire business portion of the town. Following is a list of the buildings burned:

L. E. Estes' hardware store, Bryan's candy store, Rachford's barber shop, Grand Central Hotel, Armstrong's livery barn, C. B. Wickliff's saloon, Finch's barber shop, Sargent's saloon, Chambers' dwelling, Finch's photograph gallery, Plaindealer office, Negley & Auble's blacksmith shop, Modoc Republican office, Wells, Fargo Express office, County Treasurer's office, Spargur's law office, Kauffman's butcher shop, Dr. Gibson's drug store, Frawley's butcher shop, Chinese restaurant, J. H. Derrin's saloon and the residences of A. S. Wallace and Mrs. Sapper.

Up to the time of going to press we did not learn the full particulars, but the loss is estimated between \$50,000 and \$60,000, with probably \$20,000 insurance.

The loss falls very heavily on some of the parties, especially Negley & Auble and Col. Thompson, of the Plaindealer, who were both burned out less than a year ago.

The Portland Hog Again.

Salem Journal.

The Oregonian is making the modest suggestion that all the normal schools be combined in one, and that they be combined with the state university, and the whole shooting match be moved to Portland.

Let the state buy the Lewis and Clark fair and make it annual appropriations, and keep that at Portland consolidating the state fair with it. There is room for all at Portland.

Move the state capital into the refined political atmosphere of the city of moral purity where gambling is unknown and the churches only are open on Sunday.

With the fair running the legislator could hit the trail on Sunday and hire a room on week days for a friendly game of poker, knowing that their mayor would never allow him to be prosecuted.

Move the fish hatcheries, the state agricultural college and the state soap factory and whitewash board all to Portland, for they will be needed, and the state disinfectant as well.

Move all the newspapers and job printing offices to Portland, and have all the state national guard quartered there all the time. The rest of the people who don't like it can move out of the state.

Circuit Court.

Very little has been done in the circuit courts this term, so far. Last Friday evidence was taken in three divorce cases before referee Calkins. Decrees have not been signed yet.

The Grand Jury has been in session all week, and up to time of going to press two indictments have been returned, one against J. H. Turpin and one against Ben. Dalley, both charged with moving sheep infected with scab, without a permit.

The case of L. Brautlacht was taken up by the grand jury and as no true bill was found, Brautlacht was released.

It was thought the jury would make their final report last night.

Those on the grand jury were, L. Bayley, Tom Hastings, S. J. Dutton, Joe Arner, Flint Vernon, S. E. Sloan and G. H. Stevens.