

# Lake County Examiner

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NO. 1

## FULTON WORKS ON MAIL SERVICE

May Return to Star Route System.

BETWEEN MADELINE AND LIKELY.

Railroads Cannot be Forced to Deliver the Mails According To Schedule.

In regard to the unsatisfactory mail service between Madeline and Likely, so much complained of since the trains began running to the latter place, we have the following, received by F. P. Light from Senator Fulton, who is endeavoring to have better service rendered:

The Senator communicated with the postal department and received the following reply:

"My dear Senator:

The receipt is acknowledged of your letter of the 9th instant, with its inclosure of a petition signed by J. E. Murray, and others, of Lakeview, Oregon, for improved mail service to that place from Reno, Nevada, by way of Likely, California. Complaint is made that the railway company does not provide prompt service to Likely, and it is suggested that if they cannot be compelled to observe their schedule, star service be reestablished between Madeline and Likely.

In reply I have to inform you that the Department cannot compel railroads to adopt schedules for the purpose of advancing the mails, nor can it enforce the observance of their schedules by the railroads, except by the imposition of fines as prescribed by law."

Again Senator Fulton communicated with the Department and received the following, which he forwarded to Lakeview to let our people know what to expect:

"My dear Senator:

The receipt is acknowledged of your letter of the 12th instant in which you refer again to the unsatisfactory mail service performed over the railroad between Madeline and Likely, California, and recommend that, if such railroad service cannot be improved, the same be dispensed with and the star service reestablished.

In reply, I have to inform you that the matter will be given immediate attention with a view to securing improved service by the railroad. If such improved service be not afforded the question of reestablishing the star service will be further considered."

**Seeing the Sights.**  
Editor Examiner:  
In the city of New York, there are so many beautiful things to see, and enjoy, so many large things to admire, and withal so many things seen and heard without your consent which are not pleasing, that it is most difficult to choose as to what would interest your readers most. To describe anyone of the many things seen by myself minutely would fill pages of your paper.

The large things, and affairs, seem to appeal to me most strongly, such as the large beautiful parks, the large beautiful buildings, large railroad stations, large ferry stations, large Museums, large bridges connecting New York and Brooklyn. It would require several pages to even describe one of the bridges properly, and then not do the subject justice. There is the Williamsburg Bridge, Brooklyn Bridge, and Manhattan Bridge being at present built, all large affairs.

The Williamsburg suspension bridge is considered a greater engineering feat than the Brooklyn bridge, and having greater capacity also, for traffic. It has double street car tracks upon it. A large driveway for vehicles, automobiles etc., and a large foot walk over head for pedestrians. The driveway is placed upon the outside and the foot walk in the center of the bridge.

The Williamsburg bridge comes into New York City a distance of 13 blocks before it is on a level with the streets, and about the same distance on the Brooklyn side.

While passing over this bridge upon a street car, I counted 49 cars returning upon one of the other tracks, and was unable to count the cars returning upon the other returning track.

Suffice to say there was about the same number of cars upon both tracks. The old Brooklyn Bridge crossing the East River also, not only crosses the river, but terminates at Park Row amongst the sky scrapers, after passing over about nine streets, and on the Brooklyn side about the same distance. On both sides the bridge is about 100 feet high where it passes over the first street, and is up to a level with the top of the eight story buildings at this point. It is widened at the New York side, in order that both the elevated street railway, and the surface cars can be turned around upon a loop for the return trip.

There are eight different loops for the surface car lines going to the different points of Brooklyn, Coney Island, and other points. There is a driveway on each outside of the bridge, teams and cars all going one way, and next to the driveway is the surface car lines, and next in the elevated system, and in the center and above is a sixteen foot walk for pedestrians.

## NO LONGER SEMI ARID SECTION.

Nearly Twenty-seven Inches of Rainfall in Lake County Last Year.

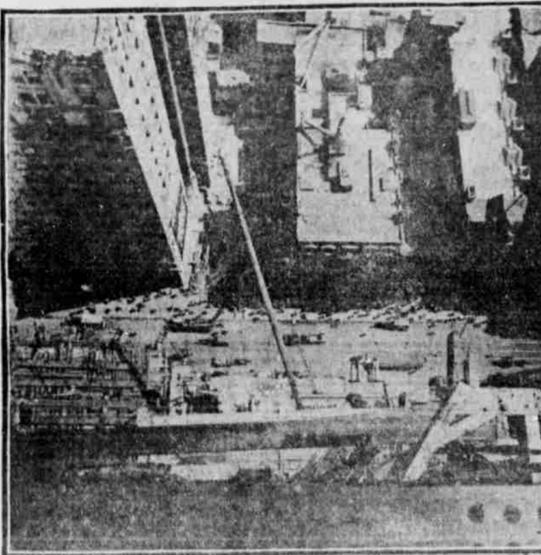
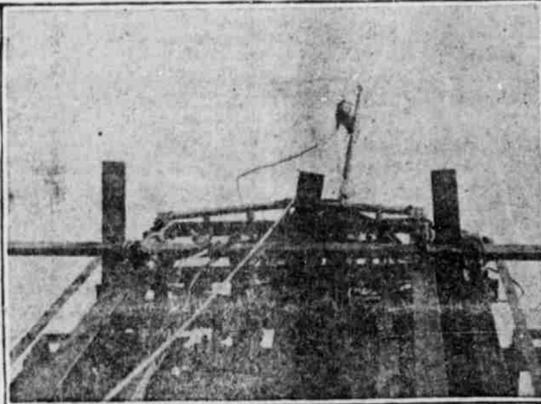
Last spring the Examiner published a statement of the annual precipitation occurring during the five preceding years in Lake County, and announced its estimate of the present year at 25 inches. It is gratifying that the prediction has been more than materialized; the end of the year showing a total of 26 75 inches. The water fall as greatly increased from 17 inches a few years ago to 19, 20, until it as reached the above figure.

With proper cultivation this is sufficient moisture to sustain good crops of nearly all of the agricultural products. In many sections of the western country regular and profitable yields are realized with not more than half of our rain fall. We have, in addition to the natural supply, a number of feasible irrigation resources

from which sufficient water can be stored to reclaim many thousand acres of excellent soil that now lie idle and which, with skillful husbandry and the use of the waters going to waste, would support and enrich thousands of people.

The area of reclamation has become an established fact; it no longer is a question of doubt; wherever the projects have been launched success has crowned their labors, and in Idaho, Colorado, Washington, and already parts of Oregon, multitudes of homes have been made, with growing prosperity year by year.

In Lake county we have in contemplation four plans of irrigation, which are backed by business men with means and knowledge, and who are, in every way, prepared to carry the schemes to completion.



TWO VIEWS FROM SINGER BUILDING TOWER.

Broadway from the top of the Singer building, now under construction, presents a curious appearance. From the Singer tower, over 600 feet above the street level, Broadway looks quite otherwise than broad, and cross streets look like alleys. A curious photograph of the tower and flagstaff from a point immediately beneath them shows Ernest Capelle, a steeplejack, climbing the flagstaff.

While passing over this bridge on a street car I counted 51 cars returning upon the opposite side of the bridge, and was unable to count all of them, on account of the elevated cars passing between myself and the cars on the opposite side, while near the center of the bridge.

With all this transit stations system of bridges and ferries it is necessary to call into use, the subway system under the river, for the people to go and return daily to their home.

The aforesaid bridges mentioned, viewed at a distance of half a mile, look more like spiders webs woven across the river, with tiny boxes passing to and fro, than the gigantic works of man.

S. V. Rehart.

The Silver Lake Leader publishes a communication from Dr. Witham, who went to London a few months ago to take a special course in medicine. The Dr. states that he expects to start home in February.

### Christmas Wedding Bells.

The marriage on Christmas Day of Mr. Elmer McCulley and Miss Lydia Stanley, at the Thurston ranch, be low town, was a most enjoyable affair. Judge Daly performed the ceremony. The words which bound those two happy hearts together for life were pronounced at exactly 11 o'clock, in the presence of a group of friends and relatives of the bride and groom.

The bride is a very charming young lady, and a great favorite with her young companions. She is the daughter of Mr. and Mrs. Frank Stanley.

The groom is the son of Mr. and Mrs. Mat. McCulley, of this place. Elmer is one of the most industrious young men in the county, who has worked hard and laid up quite a bit of money. He is part owner of one of the best ranches in Goose Lake valley, purchased a year or so ago. He has a good home into which to take his happy young bride.

The Examiner extends congratulations and best wishes to the groom and his bride.

Following is a list of the presents received:

Salad dish, Mr. and Mrs. Mark Musgrave; set silver ware, J. R. Baker; chocolate set, Bailey and Masingill center set, Miss Nellie Stanley; pickle dish Miss Alsy Studley; stand cover, Roy Studley; bed spread, Fred Stanley; table linen, Miss Maud Ross; cake stand, Miss Clara Stanley; jelly dish, Mr. and Mrs. Studley; fruit set, Mr. and Mrs. Stanley; Forty piece china set, T. E. Bernard and wife; cake dish; Mr. and Mrs. H. Vernon; set silver ware, Mercantile Co. salad dish, Miss Aleen McCulley.

### Room for Thousands.

John Coggburn is out this week after a load of homeseekers to locate on some of the rich agricultural lands in the northern part of Warner valley where Messrs. Coggburn and Sanford have located a number of settlers the past summer, and have promise of placing several hundred more next summer. There is a large body of the richest land that ever laid out of doors lying idle and unoccupied today, but which will be taken up and farmed before another two years roll around. There is going to be a great rush for these lands next year, as the value of such lands is becoming known. And people all over the county are learning that Lake county possesses a larger amount of them than nearly any other county in the West. The land is almost as level as a floor for miles and miles.

The country is covered with a thrifty growth of sagebrush, and in several places natural blue joint grass which grows thirty inches high.

This county will some day look like the vast wheat fields of the Sacramento valley, only there will be no droughts, as they have never been known in Lake county.

## ROUTE COMPLETE DOWN TO ALTURAS

Road Will be First to be Built.

CONNECTS WITH N-C-O. SYSTEM

Cheapest to Build of any of the Transcontinental Lines One Tenth per cent Grade.

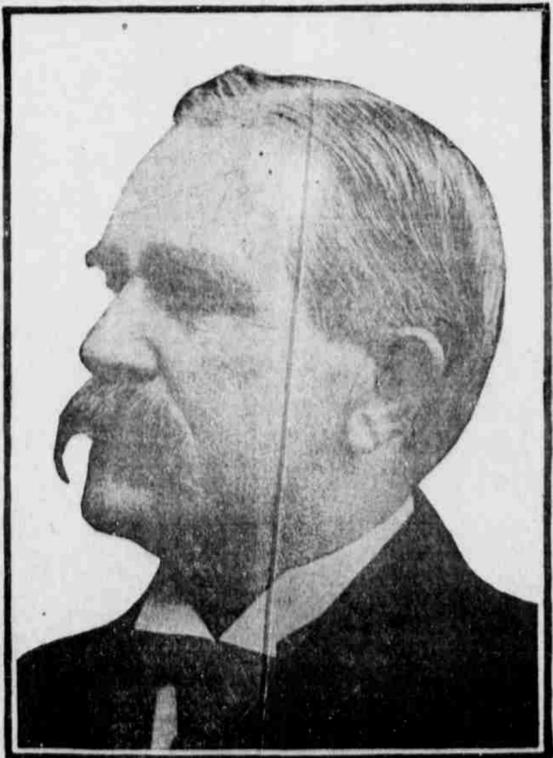
The large company of railroad surveyors employed between Alturas and Lakeview completed their work to this place Friday and the men were all discharged. The line was run up to the depot site of the N. C. O. Ry. and the last peg was driven. The engineer says that a one-tenth grade was established from the Oregon Short Line to Alturas, the most difficult portion of the route being through the Pit River canyon north of Alturas. This is the easiest by all odds of all the great trans-continental lines, and the most practical and least expensive. The engineers say it will be built within the next five years. They also say that this line will be the first of all the projected lines to be completed.

Some doubt has been expressed regarding the completion of the road in the near future because of the recent money panic. That, however, will tend to cheapen the construction, because of the abundance and cheapness of labor.

The route from Alturas to the valley of the Sacramento is still a matter of doubt and can only be determined when the surveys and estimates are completed. One route leads up the north fork of Pit river, paralleling the N. C. O. to Madeline. From there it goes by way of Eagle Lake, Deer Creek Pass and on down to Oroville. The other follows down the main Pit to Redding or vicinity. Alturas Platdealer.

The death of Mrs. Roy Snelling, formerly Miss Bertha Muirroe of Bidwell, is announced. The deceased was a charming young woman, in the full bloom of womanhood, and her death is indeed a sad one. Besides her husband she leaves two small children. Alturas Platdealer.

Roy was raised in Lakeview, and his many friends here are sad to learn of his loss, and deeply sympathize with him. Deceased was a sister of Mrs. Geo. Ayres, of this place.



SENATOR JOSEPH F. JOHNSTON.

Joseph Forney Johnston, who has been chosen to succeed the late Edmund W. Pettus in the United States senate, has long been active in the politics of Alabama. He was born in Lincoln county, N. C., in 1843 and was a boy at school when the civil war broke out. He enlisted in the Confederate service and rose to the rank of captain, fought in many battles and was wounded four times. He practiced law in Selma for about twenty years, and since 1884 his home has been at Birmingham. He has twice served as governor.



RICHARD MANSFIELD.

Richard Mansfield, who is suffering from a nervous breakdown and has been compelled in consequence to give up for the present all plans for the continuance of his theatrical career, is just fifty years of age and was seemingly at the very height of his popularity as an actor. He was born in Heligoland and studied for the East Indian civil service, but, coming to the United States, opened a studio as an artist in Boston. Finding that his inclinations were to the stage instead of the world of art, he began playing small parts in comic opera. He has been successful in a wide repertory, extending from Koko in "The Mikado" to Richard III. in Shakespeare's play of that name.