

# Lake County Examiner

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## STEEL CONTRACT IS LET

N.-C.-O.-Ry. to Push Forward Construction Work With All Speed

## 3000 TONS OF RAILS HAVE BEEN ORDERED

General Manager Dunaway Has Been Negotiating With Contractors and Believes He Will be Able To Have Work Begun Without Delay

It now looks as if Lake County was going to have a railroad in the very near future, regardless of any effort in that direction on the part of her people. According to the Reno Gazette, the Nevada-California-Oregon Ry. has ordered sufficient steel for 60-day delivery to complete the road to Lakeview. Not only that, but Manager Dunaway announces that contracts for building the extension will be let soon and that the work will be pushed rapidly. It may be added, however, that seldom, if ever, has a railroad been built into a community where the people generally did not give it some encouragement, either by word or deed, and it is not at all improbable that history will repeat itself in this instance. It would therefore not be amiss for the people of this section of the county to get busy and in some way manifest their willingness to permit of the road being built into Lakeview before the close of the year, and not sit supinely down and take no action whatever. There is no community in the state so wealthy as this according to population, and it should be an easy matter to raise a good substantial bonus for the early completion of the road into the city limits.

The article from the Reno Gazette follows:

The Nevada-California-Oregon railway company this morning ordered three thousand tons of steel rails for the extension of its line from Altus in California, far into Oregon, with probably Pendleton as its northern terminus.

These rails will weigh sixty-three tons to the mile and will begin to arrive within sixty days.

General Manager Dunaway stated to the Gazette this afternoon that with in thirty days the contracts for construction would be let. He is desirous of having one contractor take the entire job, although it is probable that there will be subcontracting.

The work will all be done from this end, Reno being the base of supplies for the company and the contractors. There will possibly be nearly one thousand men employed along the line of the new work. Already there are 130 men on one section of the extension from Alturas to Lakeview, Oregon, while considerable forces are scattered along at other places.

The Nevada-California-Oregon railway is at present a narrow gauge road, 14 miles in length, but the new roadbed dump, including bridges and culverts will be standard gauge, although the narrow gauge will be continued until construction is completed.

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## OUTLOOK FOR BIG CROPS IS SUPERB

Heavy Snowfall Assures Plenty of Water

Storm Of Past Week Has Piled Snow Many Feet Deep in The Mountains

Lake county is indeed favored by the elements this year, for after giving the ground a thorough soaking earlier in the season, the snow is now piling up which insures a beautiful supply of water for irrigating during the summer months. Until the first of the week the weather had been balmy and springlike since early in December. However, a snowstorm started Monday and by Tuesday morning the ground was covered to a depth of four or five inches. Early in the morning the clouds broke away and it appeared favorable for a dry cold spell of weather. Such did not prove to be the case, however, for Tuesday night the storm set in again and continued during Wednesday, the snow falling almost continuously. A sharp wind prevailed during the storm, causing the snow to pile up in drifts and forcing pedestrians to take to the middle of the road in many places.

While as a matter of course the snow causes some inconvenience to the mail contracts and others who were compelled to be out in it, yet all realize that it will be of untold benefit to the country at large, and consequently are glad to "see her come."

A mining congress for Southern Oregon and Northern California is to be held at Ashland next Tuesday.

## BOUNTY PAID ON 2086 COYOTES

396 Bobcats Also Deplete County Treasury

Sportsmen Contribute \$811 For Privilege of Hunting and Fishing

The sporting division of county affairs is assuming good proportions, but as yet the income has not equaled the outgo. During the year 1910 there were 504 hunters' and 307 anglers' licenses issued by County Clerk Payne, which brought in \$811. However, during the same period \$3129 was paid out as bounty, there being 2086 coyotes and 396 bobcats presented, upon which \$1.50 each for the former and \$2.00 for the latter, was paid.

But with the beginning of the new year the hunters began getting busy, and 16 licenses have already been issued. The first man to plank down a big iron dollar for the privilege of hunting during 1911 without fear of molestation by the game warden was Norman G. Jacobson, of the Forestry Service. He is no make-believe hunter either, for he was out with a gun a few days ago and on his return was carrying a goose. However, one has the privilege of drawing his own conclusions relative as to how he became possessed of it.

Others who have taken out a license are C. W. Combs, H. W. Graeber, Luther Butler, Byron Dodson, F. N. Curtis, John A. Drumm, Fritz Williams, Joseph M. Bennett, C. E. Woodward, G. S. Anstead, Walter H. Drenkel, E. F. Cheney, A. E. Cheney and J. E. Pope.

## OREGON LEGISLATURE HAS NO TROUBLE IN ORGANIZATION

Selling Chosen President of Senate and Rusk Speaker of House, Progressives Sweeping Everything

Salem, Jan. 9.—(Associated Press Dispatch to Klamath Chronicle.)—With the so-called "Progressive" element of the republican party in control of both branches of the twenty-sixth biennial session of the Oregon legislature, the first session was held today.

The election of a president of the senate was a mere formality. Senator Ben Selling of Multnomah county had practically no opposition.

In the lower house, however, there was a contest for the position of speaker, and when adjournment until

the afternoon session was taken after temporary organization had been effected this morning, it looked as if there was to be a protracted fight between Allan Eaton, of Lane county, and Jerry R. Rusk, of Willamette county, both progressives, and W. Lair Thompson, of Lake county, who represented the "assembly" or "stand-pat" faction of the party.

During recess, however, Thompson decided to withdraw, throwing his support to Rusk, when the house reconvened. Rusk was elected on the first ballot by a large majority.

## JUDGE H. L. BENSON IS NOW PRESIDING

First Act Was to Appoint R. M. Richardson Reporter

Circuit Judge Henry L. Benson took his seat at Klamath Falls Tuesday morning of last week and disposed of the docket with an ease that showed his ability as a practitioner. His first official act was the appointment of R. M. Richardson as court reporter.

On assuming the bench Judge Benson set a number of cases for hearing and also eliminated those which will be heard by Judge Calkins when he takes Judge Benson's place during the hearing of the cases in which the judge was an attorney or counsel.

The judge's oath of office was filed with the secretary of state a month ago and there was no ceremony in his assumption of the bench.

Did somebody say—Hizzard?

## MRS. KIMSEY DIES AT SACRAMENTO

Remains to Arrive Today and Funeral Will Be Held Tomorrow

Mrs. M. E. Kimsey, who started for California last week, hoping the climate would benefit her health, passed away at Sacramento last Saturday. The remains will be brought to Lakeview, arriving this evening, and the funeral will probably be held tomorrow from the Baptist church.

Mrs. Kimsey was a woman of noble character and was held in high esteem by a large circle of friends. She has long been a resident of Lakeview, and at the time of her death was 63 years of age.

Besides her husband, who is in Jackson county for the benefit of his health, she leaves two daughters, Mrs. John Gilmore and Mrs. Tom Hart, and two sons, Frank and William. She was a sister of S. B. Dan and H. L. Chandler and Mrs. John

## 1911 TAX LEVY IS MADE

Rate Fixed at 10 Mills for All Purposes By County Court

## \$30,000.00 TO BE APPLIED ON ROADS

Preparations Being Made for Much Permanent Work on Public Highways Throughout Lake County During Present Year

The tax levy for Lake County has been fixed at a total of 10 mills, divided as follows: For State taxes, 1 3-4 mills; for county purposes, 2 3-4 mills; for schools 2 1-2 mills; for roads and bridges, 3 mills. The assessed valuation of the property of the county is about \$8,000,000, so that the revenue will be approximately \$80,000.

The good roads question is of supreme importance, owing to the fact that it has received more attention than all the others during the past year and was made the leading issue during the recent political campaign. All members of the County Court, upon whom devolves the carrying out of the work, have announced their intention of carrying out the expressed wishes of the people in this matter, and to that end have already taken steps to expend many thousands of dollars during the coming year toward building permanent highways throughout Lake county.

Together with the amount now in the road fund, there will be approximately \$30,000 which can be used by the County Court during 1911 in building roads. This is exclusive of any amount that may be received from other sources, so that by the end of the year there should be completed several miles of thoroughly first-class roads. Suitable graders, plows, etc., will necessarily have to be purchased, but owing to the nature of the soil and a plentiful supply of gravel, no expensive machinery will be necessary. Metal culverts will be placed wherever possible and many small bridges will be replaced in the

same way. Steps have already been taken toward securing the culverts, and they are guaranteed to last from 30 to 50 years.

In order to have a better understanding with the people generally, it is proposed to have a road meeting here in Lakeview about the last of March. In addition to the County Court and road Supervisors, it is desired that representative citizens from all sections of the county be present, in order that the needs of all may be presented fully and fairly. By that means the work can be conducted more intelligently than would be possible otherwise. It is desired to have experts present who can speak advisedly upon the subject and tell how to build good roads.

Now, then, let us all get together and lend our assistance toward securing good roads for Lake county. If we are unsuccessful, perhaps we can place the blame where it belongs, otherwise, we will have none to blame but ourselves.

## THE FIRST TRAIN ON RESERVATION

Prominent Indians Aboard and Ride to Williamson River

Klamath Herald: The first train to run on the reservation was Friday morning, when the construction train went as far as Williamson River. To John Lee Ball, the Indian policeman, Garfield Jack, one of the noted men of the Klamath tribe, and Miss Viola Knight belongs the honor of being the first Indians to ride on the first train going to a point on the Klamath reservation.

John Lee Ball is one of the most efficient members of the Indian police force, while Garfield Jack is a son of Chief Jack of the Link River band of Klamaths. He is returning to the Agency from Red Bluff, Calif. Miss Knight arrived here Wednesday night from Riverside, Calif., where she has been attending school.

It is not known when trains will operate beyond Williamson River, but the fact that trains can run that far is encouraging.

The steel is now laid on the road as far as a point due east of the Williamson River wagon bridge. About four miles more will reach the Sprague river railroad bridge. They are laying steel every day now.

## Heap Big Smoke

On Saturday morning the fire bell was rung for the first time for quite a spell back. The excitement was all caused by some ashes which had been thrown out in the rear of the Lakeview Mercantile store and which ignited some papers and rubbish standing in the alley. Much smoke was the result, but no damage whatever resulted. The usual large crowd showed up, all ready to render any service needed.

## WRONG-DOERS HAVE SLIM CHANCE NOW

Alert Officers Take Them Just As They Come Along

On Saturday last Sheriff Snider received a message from the Klamath Agency to the effect that a horse had been stolen from one of the Indians, and the horse thief was headed toward Barnes Valley. Mr. Snider immediately started out from town, accompanied by Roy Rehart, and when the "70" Ranch had been reached, was informed by one of the employees that the horse and rider had been seen in that vicinity during the morning. A search was instituted and the pursuers soon came upon the Indian from whom the horse was stolen, working for his board. He had decided to leave and used the horse as a means of transportation. When found the young fellow was in his shirt sleeves, although the weather was rather chilly and cold.

Sheriff Snider brought him back to town Saturday evening and placed him in the County Jail. He was released, however, on Monday morning as no official charge was preferred against him. The horse was returned to the owner.

This is another case where some very neat work was done by the new Sheriff, and there is no doubt whatever, but what he will make good in his new position.

A very nice sofa pillow is being raffled off at Hart's saloon. It has a covering containing cigar bands of varied descriptions, and is certainly unique and worth trying for.

## MANY STILL WANT UNCLE SAM'S LAND

Quite a Number of Applications Daily at U.S. Land Office

The following persons filed application in the following sections at the local land office during the week ending Saturday, January 7, 1911:

For lands in Lake County—George Peyerl, Secs. 3, 4, 10, 26—13. Elizabeth J. Taylor, Secs. 13, 14, 37—14.

Selmer G. Larsen, Sec. 21, 27—14. Bernal E. Smith, Sec. 13, 25—13. For lands in Klamath County—

Leslie Seager, Sec. 2, 37—10. Collister Gray, Sec. 12 33—6. Albert E. Anteson, Sec. 18, 38—11.

Harry T. Banta, Sec. 20, 38—11. William T. Banta, Sec. 20, 38—11. John W. Banta, Secs. 20, 30, 38—11.

Caroline Liskey, Sec. 24, 38—10. William Griffith, Sec. 3, 39—11. Dolly Bloomingcamp, Sec. 22, 37—13.

Frank B. Horn, Sec. 34, 37—13. John C. Reed, Sec. 13, 37—13. Bertha E. Balis, Sec. 24, 37—13.

Harry Brown, Secs. 19, 30, 38—13. James C. Hilton, Sec. 23, 38—11.

A food sale was held at Wallace's store on Saturday afternoon by the ladies of the Methodist church. Pies, cakes and practically everything good to eat was offered for sale and a very neat sum was realized.

Tucker. Mrs. Kimsey had been ailing for some time, and when she started for California it was feared that she would not survive the trip. Her death was none the less sad, however, and she will be mourned by all her old-time friends and neighbors to whom her memory will be ever dear.

## WILLIAM MONG VS. LOUISE M. MONG

Well Known Theatrical People Have Domestic Troubles

Mr. and Mrs. Wm. Mong, who are quite well known in Lakeview, are airing their domestic troubles throughout the country. The following appeared in The Oregonian last week:

Chicago, Jan. 3.—Mrs. Louise M. Mong, of LaGrande, Or., reputed to be wealthy, owning considerable real estate in her home city, arrived in Chicago today, prepared to fight a divorce suit brought by her husband, William Mong, who, in his bill, charges her with desertion. Her attorney, Edward J. Adler, filed her appearance signifying that she would contest the suit.

This was the last day which the law allowed her to show she would contest the suit and delayed trains due to the blizzard almost caused her to miss the opportunity.

Mong filed his suit November 11, alleging that his wife had deserted him. Mrs. Mong vigorously denies this, saying that the conditions are just the opposite. They were married February 15, 1901, and Mrs. Mong alleges her husband deserted her February 15, 1908, after exactly four years of more or less domestic felicity.

## Town Property Active

A big boom in buying town lots is now under way here and the real estate firms are handling quite a little business in that direction. All of this goes to show that the people are now ready to believe that the railroad will be in our midst at some early date, and are taking time to the forelock, etc., etc., intending to realize on their investment when the road does arrive.