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THE EXAMINER IS THE OFFICIAL PAPER OF LAKE COUNTY

NOTHING DOING IN 1911

Hill Lines in Central Oregon Held In Abeyance for Present

LOOKS LIKE N. C. O. OR NOTHING AT ALL

Development of Goose Lake Valley Has Reached Stage When Rail Connection Is Necessary Before Further Progress Can Be Made

Now that definite announcement that the Hill projects in Central Oregon are to be held in abeyance, and that no extension of the Oregon Trunk south or east of Bend is to be built during 1911, it looks as if this section is to be abandoned by the "Empire Builder" and turned over to the mercies of the Harriman interests. As announced in the Examiner last week, Hill has sold his right of way in the Malheur Canyon to the Harriman people, and possibly the next announcement will be that a traffic agreement has been entered into, whereby Hill will reach his Medford line over the Southern Pacific track between Bend and the point of junction near Klamath Agency. The Hill survey between those two points frequently crosses the Southern Pacific survey, just as is the case in the Deschutes line, and it is generally understood that the money kings refuse to come through further under such conditions.

Relative to the above the Portland Telegram contains the following:

But two of the big Hill construction projects in Oregon go on the list for heavy work during 1911. Extension of the Oregon Trunk from Bend to Klamath Falls, building on the proposed line from a point near Bend into Harney Valley, extension of the Pacific & Eastern from Butte Falls across the Cascade range to a connection with the Oregon Trunk, and a supposed east-west line across the state are to be held in abeyance for the present at least. The two favored projects will be the United Railway lines, which will be completed from its present terminus to Tillamook as fast as the work can be done economically.

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LAKE'S INTERESTS ABLY REPRESENTED

Twenty-first District Recognized as Being Top-Notcher

This Legislative district is certainly on the map when it comes to recognition by President Selling and Speaker Rusk, as is shown by their committee appointments. Senator Merryman is chairman of the committee on Claims and also a member of the Federal and Irrigation committees. In the House Dr. Belknap is chairman of the Committee on Medicine and Pharmacy and a member of the committee on Education. While Representative Thompson was not assigned to any chairmanship, yet he has a place on numerous important committees, being a member of the Judiciary, Irrigation, Public Lands, Railways and Transportation, and Rules and Joint Rules, five in all.

Among the bills introduced by Representative Thompson are the following:

Authorizing the Sheriff of Lake County to appoint a deputy.

Providing for transfer of real property by married persons during insanity of spouse.

Reducing penalty for public official for failure promptly to turn over public funds.

Relating to terms of Circuit Court in this district and fixing the salaries of Judge and court officers.

Many bills have been introduced in both Houses, covering almost everything one can imagine. Senator Merryman is deeply interested in a revision of the fish and game laws, as that sport is becoming a very valuable asset of Klamath.

The bill to make October 12 Columbus Day was one of the first to meet defeat.

Best Nursery Stock

We beg to say that we are now taking orders for nursery stock for Spring Delivery from the Albany Nurseries, the very best for this locality.

All classes of fruit and ornamental stock on hand.

Save your orders for us.

E. R. Patch, Agent,
H. B. Alger, Salesman.

LAND BOARD WILL SETTLE OLD CASE

Warner Valley Land Litigation to Be Settled by Legislature

Salem, Or., Jan. 18.—At a meeting held by the State Land Board last evening for the purpose of arriving at some conclusive understanding in regard to the final settlement between the State, the Warner Valley Stock Company and the settlers in the matter of confirming the deeds held by each party to 25,000 acres of land in Lake County, it was mutually agreed by the representatives of the irrigation company, and the settlers and state officials, that each claimant to the property submit in writing his views and recommendations to the Secretary of the State Land Board before the Legislature adjourns, and, at such time when all the matter is prepared, another meeting be held and a bill be drawn to apportion the land by act of the Legislature. In the event the parties interested in this valuable property come to some definite understanding, the long litigation in the courts will come to an end.

The history of this case extends back for 12 or more years when the State found that the Warner Valley Stock Company had taken possession of the land without clear title while the settlers also claimed a portion of the property. After thousands of dollars were expended in lawsuits, both by the State and the Warner Valley people, the State secured a prior right to the land in question, but it was recently discovered that several settlers were entitled to hold their acreage by correct title and in order for the State to relinquish the settlers' portion of the land, the reclamation law must be changed.

Appreciative Patrons

The returns are still coming into this office from delinquent subscribers, which we are more than thankful for. There's an old but true saying that "Every little bit helps," and of course we do not claim to be any exception to this rule. It takes money to run a newspaper the same as anything else, all of which our subscribers seem to be fully aware of from the way they are paying up back dues and placing orders for new subscriptions for the present year. Let the good work go on, and we will promise to do our part towards making the Examiner an interesting, readable paper.

SLEIGHS SUCCEED TRAINS ON N.-C.-O. RY.

Line Between Alturas and Madeline Temporarily Abandoned--First Delayed Mail Should Arrive Tomorrow Evening

The N.-C.-O. has temporarily abandoned the track between Alturas and Madeline, and sleighs are now in operation between the two points, the road having been opened yesterday. The passengers who have been held at Alturas during the past ten days left there yesterday, and presumably took the train at Madeline this morning for Reno. If all plans work out, a portion of the delayed mail will reach Lakeview tomorrow evening, unless some of Uncle Sam's red tape should prevent.

As a matter of course, much complaint is being made over the delay of the N.-C.-O. in resuming traffic, it being alleged that the company acted arbitrarily thereto on more than one occasion. While such may be the case, yet it is possible that the railroad company bumped up against unforeseen things just as the passengers did. The Examiner may be a little lenient in such cases, but it also has its trouble. For instance the power operating its machinery was shut off Tuesday afternoon and Wednesday forenoon, while this morning the electric lights were off. Probably the persons operating the plants had much greater troubles which caused the lack of power and lights, and so there you are, and the world still looks bright.

The popular thing to do seems to be to knock the N.-C.-O. whenever occasion offers, and therefore whenever any one speaks a good word for the "jerkwater line" it occasions

Ely in Aeroplane Lands on Warship

Former Resident of Lakeview Performs a Most Wonderful Feat

Eugene Ely, who is well known in Lakeview, having operated an auto between here and Alturas two years ago, is gaining much notoriety as a birdman. He took part in the aviation meet at San Francisco last week, and performed the wonderful feat of dropping from the skies and alighting upon the deck of the cruiser Pennsylvania.

It was the first time in history that an airship alighted on an ocean craft. Ely, a year ago, at Hampton Roads, flew from the deck of the cruiser Birmingham over five miles of water to land. Ely accomplished the thrilling and memorable feat with the latest type of "fantail" Curtiss biplane, especially fitted with extra wide wings, pontoons and grappling hooks. Ely landed on the improvised wooden runway on the after deck of the cruiser with all the grace of a gull, and apparently with as much precision. Three minutes before 12 o'clock—one hour to the second from time of alighting—"the bird" was again on the wing and off for the aviation field, 12 miles away.

Ely left the staging on the battleship with the same grace and ease as he had alighted an hour before. There was no testing of the motor. He simply listened for a few seconds to convince his trained ear that the engine was "bitting" properly, then, spreading his arms as a signal, he sailed away. In leaving the runway the biplane did not dip with the downward incline of the approach, but arose under his guiding hand to a height of several hundred feet, then to a thousand feet, and winged its way southward over Hunter's Point at a speed of 60 miles an hour. In 12 minutes he alighted on Selfridge Field, thereby completing the notable feat.

Probably Exaggerates

A dispatch from Amadee says it is reported there that there are probably 40,000 sheep caught on the ranges in Nevada east of that place the most of which are in great danger of perishing on account of the deep snow. Many horses and cattle are also suffering. Many large barns collapsed on the ranches under the weight of the unusual snow and many head of stock were lost in this manner.

BLOCKADE NOT RAISED

N.-C.-O. Still Blocked Between Madeline and Alturas

ABANDONED TRAIN NOT YET RECOVERED

Sleighs Rescue Passengers After a 40-Hour Siege In Cars Blocked In Snowbank—Two Engines Sent to Rescue Also Stalled

The snow blockade on the N.-C.-O. has not been raised as yet, and it is reported that traffic will not be resumed before the end of the week. The train that was stalled beyond Likely last week is still stuck in the snow, although the passengers were taken off last Thursday. The company sent out sleighs and rescued the imprisoned passengers, taking them to Likely Thursday and to Alturas Friday. There were 17 passengers, including three ladies and two children aboard the train, besides 15 or 20 Greeks in the employ of the company.

The passengers were aboard the blockaded train about 40 hours before help arrived, and during the greater part of the time had but very little to eat—a few nuts and a lunch or two carried by the lady passengers. However, the railroad officials sent out from Madeline two engines with supplies, and these reached the imprisoned passengers some 30 hours after the train was first stalled. On their return to Madeline the engines also got stuck in a snowdrift, where they were still fast at last reports.

Among the Lakeview people aboard

the train were S. B. Chandler, Dr. J. S. Lyons, Mrs. M. Pierce, S. C. Burris and Harry Drenkel. After having spent two nights on the train they started afoot for Likely, meeting the sleighs on their way in. They experienced no particular difficulty in making the trip, although the snow was quite deep in many places.

The train was stalled in a cut where the snow had drifted to a depth of several feet. The passengers were in no danger at any time, and the only disagreeable feature, aside from being stuck in a snowbank, was the lack of food.

MANY LISTENING TO SMALL INSECTS

Senatorial and Congressional Bees Attract Attention

Salem, Or., Jan. 21.—In the past the legislature of Oregon has been the training school for United States senators and congressmen, and gossip around the capitol are busy with the names of numerous lawmakers assembled here who are said to be willing and waiting for the call to Washington.

Dan J. Malarkey, who is practically floor leader of the victorious progressive majority in the senate, is regarded as a probable aspirant for the seat of Jonathan Bourne in the United States senate. In the primary fight a vigorous foe of the assembly, he fell in line for Bowerman and established a claim to regularity in the succeeding battle.

Despite his defeat for governor and his more recent turn-down for president of the state senate, Jay Bowerman is being talked of as a candidate for the place of Bourne, whom he tried to make an issue in his disastrous campaign.

Another state senator suspected of aspirations for a seat at Washington is W. A. Dimick of Clackamas, one of the staunch progressives. A place in the lower house of the national lawmakers is said to appeal to his ideas. A like honor is being suggested for N. J. Sinnott of Wasco, who may also be found in the congressional whirl. In the house of representatives eastern Oregon alone appears to contain the timber and there it is plentiful. No less than five men from east of the Cascades are mentioned and at least one of these, Speaker John P. Rusk, makes no secret of his desires. Eastern Oregon, with possibly two or three counties west of the dividing range, is expected to compose a district under the new congressional re-apportionment. In his aspirations to be the first representative of this section after the division is made, Speaker Rusk is likely to meet the rivalry or several men whose faces now look up at him daily from their places on the floor.

One of these is W. Lair Thompson, who has recently added much to the gaiety of political life in Salem, and

MANY APPLICANTS STILL WANT LAND

No Cessation in Demand for Homes Under Uncle Sam

The following applicants submitted filings at the local Government land office during the week ending January 21, 1911:

Lands in Lake County—
F. A. Fitzpatrick, Sec. 9, 32-14.
F. A. Fitzpatrick, Sec. 17, 33-19.
Charles Wilson, Secs. 13, 14, 28-15.
Dan J. MacLennan, Sec. 14, 28 15.
Philip S. Dencer, Secs. 25, 35, 21-20.
Lands in Klamath County—
Thomas F. Hamner, Sec. 18, 24-8.
Harry Brown, Secs. 29, 30, 38-13.
Frank Gabriel, Sec. 25, 37-9.
Byron G. Stevens, Secs. 30, 31, 24-9.
Charles A. Bunting, Sec. 35, 37-13;
Sec. 2, 38-13.
Cassie Vinson, Sec. 19, 38-13.
Jay J. Arant, Sec. 13, 38-9; Sec. 18, 38-10.
Marion H. Wampler, Secs. 19, 30, 36-7.
L. B. Moulton, Sec. 23, 38-11.
Leo. E. Todd, Sec. 21, 40-11.
Clark L. Nixon, Sec. 32, 39-11½.
John H. Garrett, Sec. 17, 38-11½.
Walter J. Evans, Secs. 17, 18, 38-11½.
William S. Hauser, Sec. 25, 38-14.

Glad to Get Back

S. C. Burris, the carpenter, returned to town on Saturday last after a several months' visit with relatives in Michigan. This is the first time that Mr. Burris had been back to his home town in thirty-five years. He reports that the weather there is very severe just now, and he was mighty glad to return to Lakeview and a warmer climate. Mr. Burris was one of the train load of passengers held up by the snow blockade between Reno and Alturas.

another is Henry McKinney, who also started in the speakership race, but drew out in Thompson's favor and finally landed with Thompson in the Rusk camp. W. H. Brooks, one of the Thompson men following, who fell heir to the headship of the judiciary committee, is another possible congressman, and still another is T. J. Mahoney, chairman of the committee on banking.

Lakeview Flour \$3.50 per cwt. J26