

Lake County Examiner

HAS THE CIRCULATION—PRINTS THE NEWS—REACHES THE PEOPLE

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STATE OFFICIALS COMING

Will Examine Irrigation and Swamp Land Projects of Lake

MAY 12TH DATE SET FOR THEIR ARRIVAL

Paisley and Warner Valley Projects to Receive Attention--Status of Former Given by Desert Land Board to Recent Legislature

Governor West, Secretary of State Olcott, State Treasurer Kay, Attorney General Crawford and State Engineer Lewis will reach Lakeview May 12 next on a tour of investigation of lands and irrigation projects under state control in Lake County. They will examine the Paisley project, as well as that of Warner Valley, and in addition secure information relative to the swamp lands over which there has been so much litigation.

The status of the Paisley project is set forth in the following report of the desert land board to the last session of the Legislature:

The contract between the State and the United States for the reclamation of 12,027.49 acres from the Chewaucan River, in northern Lake County, applied for in 1903, was not executed until September 11, 1907.

A contract between this company and the State was executed on February 25, 1907, providing for commencement of work within six months after the date of execution of the State's contract with the United States. Owing to financial crisis, work was not commenced within this time. An extension of time was granted, and again, on August 4, 1908, a second extension was granted which expired March 11, 1909.

On February 24, 1909, still another extension of time, within which to begin work was granted. This extension expired on September 11, 1909. Since

that time the company and Board have been unable to agree on any further extension. A number of people residing in the vicinity of the project have protested against further extensions of time and requested the State to cancel the company's contract so that the lands will be thrown open to entry.

On April 27, 1910, the Board served notice on this company, as required by statute, notifying them of their failure to comply with their contract, and requiring that the work be commenced within sixty days. No further action has been taken by the Board. A number of people have made inquiries regarding the matter of taking over the interests of this company and completing the project, but until such time as some definite proposition can be agreed upon it does not seem advisable for the Board to insist upon a forfeiture.

The company's contract with the State provides for the construction of an eighty-foot dam, which will flood 2,380 acres in what is known as the upper Chewaucan Valley, and store 42,800 acre feet of the surplus waters of this stream. The water to be released when needed and conveyed in the natural stream channel about twenty miles to the north and diverted upon the valley lands which are located upon the divide between Abert and Summer Lakes. The duty of water has been fixed as two-acre feet be

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EASTER SERVICES GREATLY ENJOYED

The Sniders Opera House Thronged With Devout Worshippers

Sunday morning last the Catholics of the city held some very appropriate Easter Services at the Opera House, an attendance of about 150 people being present.

The altar had previously been placed in the center of the stage and surrounded as it was by many flowers and plants, loaned by friends, the appearance presented was indeed pretty.

The sermon of the day was delivered by Reverend M. O'Malley, the pastor, who had for his topic, "The Triumph of Christ." During the services he was assisted by Frank Schmidt, who acted in the capacity of altar attendant.

At intervals the choir rendered selections in Latin, consisting of "Sanctus," "The Credo," "Kyrie-eleison" and "Gloria." Solos were also sung by Mrs. T. V. Hall and Miss Hattie Nys-warner and the interest manifested while they were being rendered was evidence that the efforts of the singers were thoroughly appreciated by the many people in attendance.

Altogether the affair was indeed appropriate of the close of the Easter season.

Dr. J. L. Lyons paid Sacramento a visit last week, and while absent closed a deal for the Steve Young place on Rock Creek. The place joins other holdings of the doctor, and its purchase adds much to the value of the other property.

O. V. L. ENGINEER READY FOR WORK

G. W. Rice Returns From Panama and Plans Summer Campaign

Guy W. Rice, chief engineer of the Oregon Valley Land Co., has returned from his trip to Kansas City, New York and Panama, and is now busily engaged in preparing for this year's campaign on the irrigation project. Within a few days he expects to have work well under way on South Drews canal, and will probably complete the entire system during the present year. It is possible that all of the laterals will be finished, but all who desire water for the season of 1912 can rest assured that they will be able to get it.

Mr. Rice is more than pleased with his trip, and during his seven-days stay at Panama secured a number of fine views of the workings on the canal. The views were taken by himself, and hence he is able to explain them in a way that gives one a much better idea of the magnitude of the work than can be obtained in any other way, except by a personal visit to the scene.

Mr. Rice was advised by the officials in charge, and he regards the information as correct, that the big ditch will be completed by January 1, 1914. While that date is a year sooner than expected, yet it is expected that many difficulties will be met with during the first year of its operation that cannot be foreseen, and that therefore by January 1, 1915, when its completion is to be celebrated, there will be no delay in the passing of vessels through it from any cause whatsoever.

MANY SITES FOR DEPOT

Drenkel Addition, Fair Grounds and Guerraz Tract are Considered

EACH HAS ADVANTAGES OF ITS OWN

Preliminary Line Run By Surveyor Mushen From Funk's Point to O. V. L. Addition Awaiting Approval of Chief Engineer Oliver

As yet no definite conclusion has been reached in regard to securing terminal grounds for the N.-C.-O. Ry. There are four different locations under consideration, one being in the Drenkel addition, one at the south end of the Fair Grounds and another at the north end, while the fourth is on the Guerraz place north of the Slash. Each has its advocates, and as a matter of course there promises to be a good scrap put up before a conclusion is finally reached. Should the Drenkel addition be selected the depot would probably be located at the foot of Sherlock street leading along the south side of the Sherlock residence property. Center street would lead to the depot should it be located on the southern part of the Fair Grounds, while Bullard would be the street if the north end were selected.

Surveyor Mushen has completed a preliminary survey of the line from Funk's point to the O. V. L. right of way and forwarded the same to Chief Engineer Oliver. The line runs in almost a direct course from Funk's to a point half a mile west of the bath house, where it strikes the O. V. L. addition.

As to the route to be selected, that is a matter that is up to Mr. Oliver, and he will probably be here shortly to take the matter up with those directly interested.

day of Daniel, the only child of Sam and Luella McKee. The little fellow was 18 months old, and had been ill for several weeks with a slight attack of pneumonia. No serious results were looked for, however, until sometime during Thursday or early Friday morning when he was taken violently ill and the doctor's care was unavailing. The burial occurred Saturday afternoon, interment being made in the Odd Fellows Cemetery. The sympathy of the entire community in extended to Mr. and Mrs. McKee in their bereavement.

Successful Bazaar

The Ladies' Presbyterian Aid Society certainly did themselves proud on Friday evening when they held a refreshment and fancy article sale at the Civic Improvement Society Hall.

The organization consists of Mesdames Leslie Seager, Marion Barnes, Corbett, Willits, O'Neill, Morgan and Campbell, and the Misses Willits and Corbett. To these ladies is due the credit for the affair, which netted \$52.75.

The ladies wish to thank the many people who patronized their sale, as well as the Lakeview orchestra, who so kindly assisted by rendering selections during the evening.

Frank Lane, manager of the T ranch at Plush, was a visitor in town this week.

THE BUILDING OF GOOD ROADS IN LAKE

Wm. H. Hayes, of Silver Lake, Presents His Views On All-Important Topic, and Offers Suggestive Ideas as to What Should Be Done

Improvement of county roads is the most vital question now facing the interests of all the residents of the State of Oregon, those residing in the cities more so than the residents of the country districts. Improved means of transportation, means a cheapening of the products of the soil, to the consumers. The producer generally buys where he can buy the cheapest, and groceries and other necessities of life come to him in a concentrated form, so that the freight cost from city to country is but a small fraction of what the city consumer pays as freight on produce from country to city. The farmer, orchardist or truckgardener looks to the cities to find a market for his surplus products, and prices depend in a great measure on the facility with which the products of the farm can be moved from the farm to the nearest shipping point. It makes little difference to the consumer whether the goods he desires all across the Atlantic ocean or across an impassable quagmire, he must pay for getting those goods to the place he wants them. With the chances in favor of getting them cheaper and quicker from across the ocean than within one hundred miles of his home town at some seasons of the year.

This being the case we are all alike interested in road construction. As to the best methods of constructing roads: There are several essential things to be considered before beginning the construction of permanent roads. The first and most important is the question of drainage, for no matter how well a road may be constructed unless the road bed can be kept dry it is bound, sooner or later to go to pieces. When the question of drainage is satisfactorily settled the question of grades must be considered, as on this will depend in a great measure the cost of moving freight over the road.

The drainage and grade questions being settled the question of cost of building confronts us, the question being will the amount of traffic over the proposed road justify the expenditure of the money necessary to make the proposed improvement. All those questions being decided favorably, then the way and mean of building confronts us, and this is the greatest problem of all.

In a word successful road building can be summed up under four general

heads, first drainage, second grades, third traffic over road and fourth funds to build.

The first questions are for the County Surveyor to answer. The next can be properly left to the County Court and Road Supervisors, of the respective districts, while the last question can only be answered by the Taxpayers themselves. The best methods of building country roads will vary in different parts of the county.

Taking Northern Lake, all that will be required in most places is to keep the road well drained and free from standing water in order to make an ideal dirt road. South of Paisley different conditions confront the road builder and the problems presented by each section must be solved by taking into consideration the local conditions. In the Crooked Creek valley for instance there is enough of loose stone adjacent to the road north of the Lovelace place to make a permanent road bed of stone from the Lovelace ranch to Shellhammers, a distance of a little more than a mile. While the cost of making this kind of a road will be greater than a dirt road, yet after it is once properly constructed it can be considered a piece of permanent road, and considering the amount of traffic to pass over it would more than repay any reasonable amount spent in building it.

Taking the roads south of Lakeview, I am not personally acquainted with them and can not speak as to conditions there, but it strikes me that if the railroad is built into Lakeview this fall these roads will be relieved of the heaviest traffic passing over them, and can be built and kept in repair for a good deal less than at the present time. While all roads to the East, West and North of Lakeview will cost more than to build and keep up than at present, as Lakeview will be a distributing point for the surrounding country, North, East and West. Every taxpayer in the county is vitally interested in these questions and in a measure each must decide for himself whether we are to have better roads or to be content to stand still and do as our fathers have done before us--be suffocated with dust in the summer time, wallow in mud winter time, or stay at home and wait for the rain to lay the dust or sun to dry up the mud.

WM. H. HAYES, Silver Lake.

OREGON EASTERN IS GETTING BUSY

Will Build Thirty Miles Out From Ontario This Year

It is a well known fact that Carl Stradley, chief locating engineer of the Oregon Short Line, under which is the Oregon Eastern, is heavily interested in Lake county realty, and therefore the following dispatch from Vale will be of more than ordinary interest to the readers of the Examiner:

"We are going ahead with construction of the Oregon Eastern railroad from Vale, between now and the first of July," said Right of Way Agent Carl Stradley, of the Oregon Short Line, with headquarters in Salt Lake City, while in Vale.

Mr. Stradley has been in Vale to meet W. P. Davidson, of the Oregon & Western Colonization Company, the latter desiring to come to an agreement over right of way matters for the building of the big local railroad yards. Condemnation proceedings were started against the road land people last week and since then they have been trying to adjust the matter, but no agreement was decided upon and the condemnation proceedings will come up in the circuit court the latter part of this month.

In order to get ready for the laying of the rails on the first 30 miles of the Oregon Eastern railway out of Vale a tract of land must be secured. The railroad is condemning 32 lots in the Aitschul addition to Vale and also three and a half acres just beyond the tract, just outside of Vale city limits. The road land people placed their price at \$100 per lot and at \$350 per acre. The land is not developed, is covered with sagebrush, but with the construction of either the Bully creek or Malheur river projects would be very rich. The railroad people have refused to pay the price and will rush the matter

STUDYING FOREST RANGE CONDITIONS

Reconnaissance Work Now Under Way In Fremont

Supervisor G. D. Brown, of the Fremont Forest, left Wednesday for Silver Lake to look over affairs in the north end of the county. Much reconnaissance work is to be undertaken at that end during the next few months by Messrs. Jacobson and Billings, of the service, their duties to consist of studies of the various forms of plant life such as shrubs, grasses and small saplings, together with securing the elevation of hills, mountains and other land marks throughout the forest. The work will take up practically the whole summer and an attempt will be made to go through the entire forest. Mr. Brown will see that everything is properly started before returning here.

Back to Business

Judge W. A. Wilshire last week returned from his winter's vacation, and has the appearance of having been treated well. Most of his time was spent in Ashland, but he also visited San Francisco, Portland, Salem and other places during his absence.

into court. Another railroad man who was in the city with Mr. Stradley said: "The first 30 miles of the Oregon Eastern from Vale will be built this summer without a doubt. The right of way department was ordered to get a right of way last summer, but on account of many obstacles was unable to do so. The appropriation for the first 30 miles of road was made at that time. Now we mean business and we need the land from the Oregon & Western Colonization Company to complete our work in the Vale railroad yards and to build several miles more of tracks for switching facilities so that we can haul in all the material for the Oregon & Eastern."

SOMETHING DOING IN TOWN TO-NIGHT

G. G. G. Girls Will Give Play at Civic Improvement Club Hall

The members of the G. G. G. club will render a sketch entitled "Six Kleptomaniacs" at the Civic Improvement Society's hall this evening, and it is expected that a large number will turn out for the occasion. Music will be furnished by Gott's orchestra. The girls have put in lots of hard work drilling for their respective parts, and are certainly worthy of success. Following is the cast:

Mrs. Reynolds, an advertiser for kleptomaniacs—Gwendolyn Corbett.

Inez White, a sympathetic friend—Dodie Willits.

Clare Reynolds, the real (?) kleptomaniac—Ellen Bernard.

Claudia Snell, modiste and dress-maker; also maker of fine costumes, cutter and baster—Ruth Bernard.

Mrs. Thaddeus Lynch, who does fingernails and gives facial massage—Marge Bernard.

Budgette De Flanagan, a kleptomaniac who can trace her descendants back as far as ever they made thum—Louise Storkman.

Crocus Washington Jones, a kleptomaniac recommended by President Taft, has seen Booker Washington pass by—Fern Stephens.

Madam Joliette, who had hoped to be ze widow of ten men, but is ze widow of only one—Lura Snyder.

Jennie, a maid who doesn't like "spiriting"—Francis Mayfield.

Carry Brown, der flyin' angel—Erma Sharps.

Act I—Scene, sitting room in Mrs. Reynolds's residence. Time, whatever you like.

Act II—Scene the same. Time, ten minutes later.

FOR BENEFIT OF PUBLIC SCHOOL

Pupils to Give Entertainment Friday Evening, April the 28th

The children of the public school are to give an entertainment at the Opera House Friday evening, April 2, and the following program has been selected:

Song, "The Soldier Boys are out Today"—Boys of third grade.

Wand drill—Girls of seventh grade.

Recitation, "The Rush of the Oregon"—Donnell Bailey.

Recitation, "Jimmie Brown's Sister's Wedding"—Roland Post.

Violin Solo—Lorena Bailey.

May Pole Drill—Girls of first and second grades.

Duet, "Ike and Becky"—Pearl Bartling and Pearl Harvey.

Red Riding Hood—Pupils of third grade and Francis Mayfield of the seventh.

Wind Song—Pupils of sixth grade.

Hoe drill—Boys of first and second grades.

Song, "Won't your Mamma let You Come out and Play."

Recitation, An Escape—Glenn Whorton.

May-day Frolic—Pupils of fourth and fifth grades.

Song of the Blacksmith,—three primary boys.

Recitation, "Clothes Make the Man"—Florence Arthur.

Scene from Ye Old Fashioned Village Skewl—Eighth grade.

The entertainment will begin at 8 o'clock sharp. The price of admission will be fifty cents, the proceeds to be placed in Library fund of the public school.

The affair will be in charge of Prof. Burgess and the teachers, who are now drilling the children for their respective parts. There is no doubt but what it will be a big success, and it certainly deserves our patronage.