

# Lakeview Saddlery

A complete line of wagon and buggy harness, whips, robes, bits, plates, spurs, quilts, rosettes, etc., etc.



Everything in the line of carriage and horse furnishings. Repairing by competent men.

THE BEST VAQUERO SADDLE ON THE MARKET

AHLSTROM & GUNTHER, Props. Successors to S. F. AHLSTROM

# THE LAKEVIEW ABSTRACT & TITLE CO.

Abstracts to O.V.L. Property

\$2.50 for each tract of land in Lake Co. for each Town Lot in Lakeview, Oregon, including first deed from the Company.

Get our special prices for Abstracts of Title to any real estate in Lake County.

H. W. MORGAN, Manager, LAKEVIEW, OREGON

# NEVADA--CALIFORNIA--OREGON RAILWAY

Daily Service Except on Sundays

Train No. 2 leaves Alturas at 5:05 A. M. Arrives at Reno, Nevada, at 6:05 P. M. Train No. 1 leaves Reno, Nevad, at 8:45 A. M. Arrives at Alturas at 9:50 P. M.

S. P. Co's Trains leave Reno as follows:

No. 23 leaves Reno for San Francisco at 7:30 p. m. No. 3 leaves Reno for San Francisco at 2:45 a. m. No. 4 leaves Reno for the East at 9:25 p. m. No. 2 leaves Reno for the East at 9:50 p. m.

# LAKE COUNTY ABSTRACT COMPANY

Incorporated.

A Complete Record

We have made an entire transcript of all Records in Lake County which in any way affect Real Property in the county. We have a complete Record of every Mortgage and transfer ever made in Lake County and ever Deed given.

Errors Found in Titles

In transcribing the records we have found numerous mortgages recorded in the Deed record and indexed; and many deeds are recorded in the Mortgage record and other books. Hundreds of mortgages and deeds are not indexed at all, and most difficult to trace up from the records.

We have notations of all these Errors.

Others cannot find them. We have put hundreds of dollars hunting up these errors, and we can fully guarantee our work.

J. D. VENATOR, Manager.

# WILLOW RANCH ORCHARD TRACTS

Apples Apples Apples

Keeping Qualities

NO BLIGHT  
NO INSECTS  
NO FAILURES  
BIG PROFITS

10 ACRE TRACTS

Planted, Irrigated, Sprayed and Cared for Price \$150 per Acre One-third down, balance \$20 per month No Taxes, No Interest

Tri-State Land Company Lakeview, Oregon

Write for Booklet and Information

# HILL'S PRIZES ARE TO BE BEST EVER

Ribbons, cups and medals aggregating thousands of dollars in value will be offered by James J. Hill to farmers and fruitgrowers of Oregon exhibiting their products at the various agricultural, county, state and district fairs next fall.

Mr. Hill's greatest and most valuable offering will be the \$1000 gold cup for the best 100 pounds of wheat grown in the United States and exhibited at Madison Square Garden, New York. He is eager to have this prize go to an Oregon farmer, as he has a peculiar interest in this state. Many Oregon wheatgrowers are preparing to enter exhibits in this competition.

Further prizes will be given exhibitors at the state fair at Salem, including ribbons in many class contests and a cup for the best collection of grains and grasses. The terms for the cup competition have not yet been arranged but it is likely that vegetables also will be included in the collection of farm products entering for this award. Mr. Hill is now corresponding with R. F. Meredith, secretary of the state fair, to complete arrangements for all his prizes.

A cup has already been selected for the best collection of farm products at the Lane county fair. Ribbons also will be awarded for separate exhibits of various farm, orchard and garden products.

Mr. Hill has agreed to give 164 ribbons at the Central Oregon Fair at Prineville. A cup will be given for the best individual display of grains and grasses. Competition for the prize will be limited to individual farmers, thus barring land companies and commercial bodies.

Negotiations have been opened with the secretaries of various other fairs and agricultural exhibits to be held in Oregon this year. It is likely that Mr. Hill's interest in the Northwest will be manifest by awarding cups, ribbons and medals at all these events.

It is probable that Mr. Hill will attend a few of the fairs that will be held in Oregon this year. He has received invitations from nearly all of them and as he is to be in the state any way, he may arrange his time to include several in his itinerary.

All the prizes given by Mr. Hill will be offered in the name of the Great Northern Railway.

# ROOSEVELT ON ALASKAN AFFAIRS

New York, Aug. 10.—Theodore Roosevelt, in an article in the current number of the Outlook entitled "Alaska Again," discusses some general phases of Alaskan development and takes issue with the newspaper statements that during the Roosevelt administration the same course was pursued as is being pursued later in connection with the Controller Bay affair.

The colonel says the government itself must control the development of Alaska and adopt as its guiding principle the idea of shading that development in the interest primarily of the people as a whole, syndicates or other developing agencies, thus receiving a benefit only as an incident to conferring with it.

Roosevelt begins in reference to an article in the New York Tribune, of July 2, from a Washington correspondent, justifying withdrawal of the forest reserves on the ground that similar action in eliminating certain areas of the Eyak and Valdez arm from the forest reserves was taken by Garfield and Pinchot. This he denied and declared that while he acted upon some recommendations from Pinchot and Garfield he was entirely coincident of the principles in accordance with this act.

At the time of this elimination, Roosevelt declares, no suggestion was made to him nor was there any public knowledge that there was the slightest danger of the Guggenheim syndicate or any other syndicate obtaining control in Alaska, as developments of the past three years have shown.

Concluding, Roosevelt declared he did not believe in the policy of state owned railroads, as a general thing, but he is quite willing to see the Panama railroad owned and run by the government, as it actually is, and in the same way, if further difficulty occurs in connection with what has been known as the Controller Bay railroad he felt it would be a good thing for the United States to build and operate this short line railway, with terminals which would connect the bay with the Alaskan coal fields. Then, with these coal fields given over to private developers on the lease and hold system as the most simple system possible, on such terms as to guarantee ample profit to those engaged in the work of development, all trouble in connection with the Alaska coal fields would vanish.

# KITE FLYING IN COURSE OF STUDY

Salem, Or., Aug. 14.—Construction and flying of kites will be included in the course of study being arranged by Superintendent Alderman. Kite flying causes people to look heavenward, he argues, and consequently will be of great favor to the pupil. Too many people look at the ground, says Superintendent Alderman, and the young idea should be instructed in the art of looking into the clouds.

"In addition to this, the pupil will have a chance to work out a practical problem to success," he said today. "Will it fly?" is the question the pupil will ask himself, and when he succeeds in causing the kite to fly he will have some tangible result. Too many of the courses in school work are intangible and indefinite far as results are concerned.

Another new course will be instruction in the building of bird houses. This will be in connection with the manual training work.

# PAROLED CONVICTS AT WORK IN SALEM

Salem, Aug. 14.—Although the proprietor of the Hansen Sash and Door Factory in Salem denied having employed a paroled prisoner to work in his establishment, W. Miller, the secretary of a local union, has stated that an employee of the factory told him that there was such a man at the report. Why the factoryman denied having employed a paroled prisoner is not known by his employers, other than it is possible he could have hired him without knowing that he was a prisoner on parole.

The proprietor of the Club Stables openly announces he is engaging paroled prisoners to work about his place of business, and pays them as good wages as a free man, and it has also been learned that the White Horse restaurant, one of Salem's leading eating houses, has employed an ex-convict or paroled prisoner here. This fact was made known recently when Governor West inquired of a Salem police officer whether or not the "man working in the White Horse" was making good.

The officer informed the Governor at the time the man was doing all right with the exception of "rushing the crawler" once in a while. These statements were made in Governor West's office.

When approached yesterday, Alec Swart, who admits that he is an ex-convict, having served two years for horse-stealing from Lake county, and who is now driving a gravel wagon here, said that he recognized Cranston Oliver, a paroled man who had served a year of a sentence imposed in Crook county. Swart claims that he saw Oliver working on the outside of the Salem Iron Works building on some machinery being repaired by that firm. The proprietor of this institution also denied having employed convict labor.

# SURPRISE VALLEY PROMOTING ROAD

Cedarville, Aug. 16.—At a meeting held here a few days ago and which was intended to be kept from public notice for the present, a movement was launched for the building of a railroad the whole length of Surprise Valley and to Gearlach, Nev., to connect with the Western Pacific Railway at that point.

The proposition that is being advocated is the raising of \$400,000 in Surprise Valley in stock subscriptions. Bonds would be issued for a like amount and other additional capital would be provided from another substantial source to make up the required amount to build the line. The project would be one of comparatively small cost. In Surprise Valley, where most of the land is improved and cultivated, free rights of way probably could not be secured, but in the Nevada portion of the route it is believed practically the whole right of way could be secured free, as there is little improved territory, and most of it is vacant land. The land under private ownership would be so greatly benefited that the owners would no doubt be glad to give free rights across it.

It is understood no heavy work would be required to build the road, and it would have a good business field in a few years. It would run from Fort Bidwell south through Lake City, Cedarville and Eagleville, and then across the desert to Gearlach. This desert country has more or less stock that would furnish business, and some of the land is being developed for agricultural purposes.

Storkman uses only the best of tobaccos in the manufacture of his cigars. Try them and be convinced.

# TELEGRAPH GIVES WAY TO TELEPHONE

The work of train dispatching, one of the most exacting in the whole field of railroad management, is to be made much easier for the dispatchers of the Southern Pacific Company. On several entire divisions and on parts of other divisions the work has already been lightened to a great extent. The strain that the dispatchers usually work under is being and will be alleviated by the use of the telephone for train dispatching.

The old method of using the telegraph key for all dispatching has been found too slow. Where it formerly required a considerable time to transmit train orders by telegraph a comparatively short time is now required. By a system of repeating all messages and writing them down as they are sent and delivered, the operator and dispatcher are able to keep even a more complete record of all that transpires than if using the telegraph. Practically the only difference between the two systems is that the telephone urges direct conversation and the telegraph only written words transmitted by the comparatively slow Morse alphabet. With the telephone the dispatcher gets in closer touch with every man on the road through the use of that instrument than he ever was able to do with the telegraph.

At the present time the telephone dispatching is in operation between Salinas and Santa Barbara on the Coast Division of the Southern Pacific lines; over the entire Sasata division; on the Sunset, the Sunset and Western and the McKittrick branches, and will soon be installed between Sacramento and Sparks. Exchanges are being established and any operator on the line need only take down his receiver and pronounce the name of his station to secure the immediate attention of the dispatcher. The dispatcher has full control over the line, and no operator is allowed to call up another station. The dispatcher will do the calling for him if business requires it. It is only a question of time until the telegraph will serve only as an emergency service on the Southern Pacific lines. Another advantage of the telephone system is simplicity, it being possible for any member of a train crew to tap the telephone line and tell of a train wreck, while it requires an expert to tap a telegraph line.

# CAN A DOG TELL RED FROM GREEN?

Can a dog tell green from red when displayed on a switch alongside the track of a railroad, and can it learn the significance and importance of the green and red signals as applied to railroading? H. W. Sheridan, superintendent of the Sacramento division of the Southern Pacific Company, says that it can, and Sheridan has a mass of evidence to prove his assertion.

Sheridan secured his evidence recently while conducting an efficiency test about 100 miles north of Sacramento, California. With several assistants he changed the light on one of the switches from green to red, then waited to see if the crew of the next train would observe the wrong light and stop the train before it reached the switch.

The dog began to bark as soon as the red light was shown in place of the green. It ran around the signal for several minutes and then to the quarters of the section foreman, a half mile away. Shortly after the foreman appeared with a lantern and shot gun, led by the dog, and Sheridan and his assistants had a difficult time in explaining the red light to the satisfaction of both dog and its masters.

These efficiency tests are conducted throughout the year for the purpose of keeping train and engine men on the alert. After crew has run over the same line day after day without mishap, they, in common with other mortals, are likely to become careless and fail to observe a danger signal at a critical moment. Such an oversight is fraught with danger that makes one shudder to think of it—a hundred lives might be snuffed out in the twink of an eye should a train or engine man fail to observe a signal. To guard against such a contingency the Southern Pacific Company has 21 efficiency tests, ranging from the changing of the color of signal lights, and extinguishing lights entirely to placing fuses and torpedoes on the track. Failure to observe any of these signals means severe discipline for the offender. Last year the Southern Pacific made 7026 of these tests and in only 41 cases did the crew fail to observe the signal, giving a percentage of 99.42 per cent perfect.

The dog that caused Sheridan's temporary discomfiture, knows the significance of every light, according to the section foreman owning it, and walks a certain stretch of track with its master. It is possible that the animal could be sent out along the track alone and would be competent to report a light out altogether, or at least the wrong one burning.

# OFFICIAL DIRECTORY

Table listing various officials including President, Vice President, Secretary of State, and others.

# CHURCH DIRECTORY

Table listing church services including First Methodist Church, Baptist Church, and Catholic Church.

# LODGE DIRECTORY

Table listing lodge meetings including A. O. U. W., Elks, and other organizations.

# PROFESSIONAL CARDS

Table listing professional services including Arthur W. Orton, J. F. Cobb, J. D. Venator, and Charles Umbach.