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E. T. SPENCE

WORK BEGINS ON OREGON EASTERN

**Building of Entire Line
From Vale to Odell
Assured**

Ontario Optimist: To complete the Vale railroad yards and get all in readiness for the construction of the Oregon Eastern through Malheur Canyon, a large force of men and teams and some heavy construction machinery are being kept busy at Vale now. That tracklaying and ballasting will be completed in the Vale yards within six weeks or two months is the statement of engineer D. H. Ashton, who has been going there very regularly the past several days, getting the work well started. Track laying is already under way, and will continue steadily until the work at Vale is finished.

Asked about construction westward from Vale, Mr. Ashton stated that grading might begin immediately west of Vale and through the canyon as soon as the work at Vale is completed. Grading can continue through the winter with little delay on account of bad weather, but no tracklaying can be done through the winter months. Mr. Ashton stated that the track now being laid in Vale was sufficient to secure the right-of-way, as the government allows a reasonable time to begin construction, and the building being done in the Vale yards is proof of good faith on the part of the railroad.

"The building of the entire line from Vale to Odell is assured" said Mr. Ashton, "and when construction does begin no stops will be made until the line is completed. It will take some three years to complete the road, but constant work will be in progress from beginning to end after actual work is commenced."

Seventy-pound steel is being laid in the Vale yards, which goes to show that connections with the main line are being prepared for, and that this is not merely temporary construction. The completion of this yard work, as well as the completion of the branch from Eugene to Odell, which is now almost accomplished, and the near approach of completion of the Oregon Trunk, up the Deschutes to Prineville and from there to Odell, all point to the fact that preparations are steadily under way for building the Oregon Eastern, which will form the next link in the Harriman network of Oregon. Next Spring and Summer will without doubt see great activity on the main line across Central Oregon.

BIG TIMBER SALE ON RESERVATION

Portland, Sept. 12.—According to a Washington dispatch received in Portland tonight the forestry service and Indian bureau of the United States have agreed tentatively a joint sale of the Indian timber lands of the different reserves.

Under this tentative agreement ten years are to be allowed in which to cut the timber and about eight years for building mills and logging roads to those making purchase of Indian timber lands. This plan is declared to be favored by the conservationists in Washington and it is believed by those discussing it that it is one of the best moves for the development of the resources, especially in the western states where thousands of acres of fine timber have been held by the government because of its being on Indian reserves ever worked out by the Indian bureau in conjunction with the forestry service.

This move is claimed by the Washington dispatch to involve the sale of at least 275,000,000 feet of timber in Oregon, all of which is the property of the Klamath Indian reservation in Klamath county. When seen tonight District Forester George Cecil stated that he had received no word as yet of the proposed sale of the Klamath Indian reservation timber, but he left the impression that this move was not a surprise to him and he was really expecting it.

Davis Creek Items

Chas. Dando, who has been with the N.-C.-O. survey party, left Tuesday for New York City, his home.

Robt. Lund, resident engineer N.-C.-O., who has had the line from Canyon to Sugar Hill, has finished his work and left Wednesday for Reno, Nev.

Mrs. A. R. Berry has been sick for a few days.

Sam Dutton has retired from the hotel business, having rented the old stand to Mr. and Mrs. Wm. Collier and the new place to Kirkpatrick & Berry. However, Mr. Dutton does not intend to leave Davis Creek only for a short visit to his old home in Jackson County, Oregon. He will continue the livery and feed stable.

Joseph M. Garriott has taken charge of the Cannon saw mill, four miles

north of Davis Creek, and things are moving some, for Joe is a rustler.

J. C. Bigelow, of Lakeview, was looking after his interests in Davis Creek a few days last week. His new house is almost completed.

Miss Kate Dutton returned from a visit to Lakeview Friday.

A. G. Duhne, of Fandango Lumber Co. was a caller at Davis Creek Sunday. He came down in his new E. M. F. auto.

C. F. Watkins and L. E. Senger made a business trip to Lakeview the fore part of the week.

The stock yards are almost completed and will soon be ready to receive the beef that will be shipped from this point.

The track laying crew have the track laid to Chas. Easton's place at Sugar Hill.

P. M. Cory has moved his stage horses to the Berry barn near the depot.

A large crop of grain is now being thrashed in this end of the valley.

Jas. Collier has returned from the lower country and is at the Cannon saw mill.

W. W. French has moved into the Kirkpatrick house.

Mr. and Mrs. Wm. Mulvey were visiting at Lake City a few days last week.

SUBSCRIBE FOR THE EXAMINER

SAN DIEGO FAIR PROMISES MUCH

It cannot be gainsaid that when San Diego, first of all perhaps to make such claims, started to talk about holding a big exposition to celebrate the opening of the Panama canal, little faith was entertained by those who heard of it that San Diego could or would undertake seriously such a big proposition. A city with a population, then, of some 35,000 people, it was held that the holding of an exposition was far beyond the ability of that community. But San Diego was ambitious and she was growing, and she was to be the first port of call under the stars and stripes after leaving the Pacific end of the Canal. So the people of San Diego went to work with a will raised \$1,000,000 by popular subscription for a starter and voted bonds for another million to finance the fair, and then people began to take serious notice. Then the state of California voted half a million more to help the thing along, and now there are enough promises of exhibits and subscriptions to make it certain that the Exposition will entail an expenditure of fully \$10,000,000, and there is more to come. The fact is that people love to see an exhibition of clear grit, and San Diego is putting up as fine an exhibition as was ever seen. The city has a popula-

tion now of 45,000 people and practically everyone of them is a booster and unbolder. Under such circumstances there can be no such word as "fail."

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INDEPENDENT COMPETITIVE PROGRESSIVE

H 275 CG F 51
Detroit, Mich. Aug. 9, 1911

T. E. BERNARD,
LAKEVIEW, OREGON.

Another and the third national victory for FLANDERS "20" this month. This time a clean sweep in America's hill climbing classic. The THREE speed FLANDERS "20" won event in her class Saturday at Worcester, Mass. climbing Dead Horse Hill in 1 minute 18.85 seconds, breaking all previous records for her class by 46 seconds, and defeating second car in her class by 37 seconds. She also beat records made by the following high powered and higher priced cars in other classes. Velie Buick Cole, Hudson, Firestone, Oakland, Cameron, Krit and Empire.

FLANDERS "20" was the lowest priced car in the contest. Dead Horse Hill is one mile long with a rise of over 400 feet to the mile. Newspaper accounts say course was slow because of bad surface and one very bad spot near finish line.

FLANDERS time better than time made in 1909 by any car less than three times her price. And faster than time made last year by any car but one of three times her size and price. She averaged a little over 46 miles an hour up to the eight per cent grade. Strictly stock chassis. Event run under A.A.A. rules and supervision. FLANDERS "20" was sensation of the sixty and seventy horse power cars barely beating her phenomenal performance.

Sending you photograph of WITT in victorious FLANDERS on the hill.

She has now only to win the three hundred mile Savanna Road Race to prove her invincibility in speed as she proved her reliability in the Little Glidden; her staying powers in Minneapolis, to Helena Montana reliability run, and her hill climbing qualities on Dead Horse Hill. Watch the little wonder at Savanna.

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