

# Lakeview Saddlery



A complete line of wagon and buggy harness, whips, robes, bits, rines, spurs, quilts, roses, 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

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BLUE PRINTS OF GOVERNMENT TOWNSHIP PLATS, \$1.00 EACH  
WHITE PRINTS OF GOVERNMENT TOWNSHIP PLATS, \$1.25 EACH

LAND REPORTS MADE

## SHOES OF MY OWN MANUFACTURE SUITABLE FOR HARD USAGE FOR SALE

If you cannot be fitted properly, or you have bad feet, I'll make you a pair of Shoes or Boots to measure that will fit you, and will make them, if necessary, in one day. I absolutely refuse to make Dress Shoes be-

cause I am not equipped for it, but if you want a pair of Shoes that will wear, you can get them here at reasonable prices. Nailed bottom Shoes from \$5.00 Hand-sewed welts from \$6.00 Satisfaction Guaranteed.

LEO HASEL, SHOEMAKER, LAKEVIEW, OREGON

## 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

## CONSOLIDATED STAGE CO.

P. M. CORY, Lessee  
LAKEVIEW OREGON

Operates Stages, carrying United States Mails, Express and Passengers on the following routes:-

ALTURAS TO LAKEVIEW LAKEVIEW TO PLUSH  
KLAMATH FALLS TO LAKEVIEW  
AUTOMOBILES OPERATED IN CONNECTION WITH THE STAGES

	FARES:-	One Way	Round trip
Klamath Falls Route		\$10.00	\$18.00
Davis Creek Route		4.00	7.00
Plush Route		4.00	7.00

OFFICES:-  
Lakeview Sullivan Hotel  
Plush American Hotel  
Klamath Falls Stage Office  
Davis Creek

## 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, Nevada, 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 7:45 P. M.  
" 9 Leaves Reno for San Francisco at 12:50 Midnight  
This train now carries passengers and sleeper may be occupied after 9 P. M. daily  
" 3 Leaves Reno for San Francisco at 1:42 A. M.  
" 4 Leaves Reno for the East at 9:40 P. M.  
" 2 Leaves Reno for the East at 8:30 P. M.  
" 24 Leaves Reno for Goldfield at 9:45 P. M.

## SPLENDID DISPLAY GETS BEST MARKET

An interesting and significant incident occurred after the close of the Northwestern Land Show in St. Paul out of which the western apple box comes triumphant. A large measure of the success of western apple shippers in securing the best markets has been the attractive manner in which the product was placed before the consumer. The following letter was printed in the St. Paul Dispatch on December 21st, and represents the average easterner's impression regarding the capacity of the western apple box:

"To the Editor of the Dispatch:  
"I was at the Land Show and saw apples and apples. I asked for the price of them. The manager said: 'This apple sells for 10 cents. Well if the apple growers can find enough Crocus, who are willing to pay them 10 cents for each apple, it certainly concerns nobody but the parties in interest. But I really did not go to the show to look at the apples, but to look for packing cases which would hold a bushel, and failed to see one.

Long years ago the East supplied us with apples, and they were mighty good apples. They came in barrels. They do today, in barrels of the same size.

When the Western apples came on the market they came in bushel boxes. Then the Western apple grower had a bright idea. Why make the boxes hold a bushel? So the bushel boxes shrank until they now hold, I do not know how many pecks, but certainly not four I know there are many people who will not buy Western apples until the growers pack their apples in bushel boxes, which hold four pecks. E. REIFF.

North St. Paul, December 21.  
F. D. Culver, of the Furley-Culver Company of Carlton, Washington, whose company won the Sweepstakes Cup at the Land Show for the best ten boxes of apples grown in the American Northwest, took up the gauntlet on behalf of the apple growers of Washington and achieved a public victory, which should be of immeasurable value to every western apple grower.

He procured a sealed bushel basket from the State Commissioner of Weights and Measures, and in the presence of the Commissioner and his assistant and representatives of the Great Northern Railway, emptied a box of apples, which had been packed in a standard box under Association rules into the sealed bushel basket furnished by the Commissioner. The accompanying illustration shows the overflowing bushel that resulted.

## LAND DECISIONS OF MUCH INTEREST

The following important law points have recently been decided by the Secretary of the Interior:

Purchase of land after final receipt and prior to patent gives an equity on. Such person is not a bona fide purchaser within the meaning of the Pre-emption law and protected by the provisions of that act against further inquiry by the Land Department as to acts of entrainment. Citing Hawley vs. Diller (178 U. S. 476).

When purchase was made in good faith, and the face of the record appeared regular and valid in all respects, the Department will consider the equitable rights of such purchaser.

When a leave of absence is granted a homesteader, a charge of abandonment will not lie against the entry until the expiration of 6 months after the time for which leave of absence was granted.

The rule for determining the desert character of lands is substantially as follows: Lands that one year with another for a series of years will not with out irrigation produce reasonably remunerative crops are desert within the meaning of the law.

A showing that crops, even remunerative ones, have grown on lands for a few seasons under unusual conditions as to rainfall, does not conclusively prove their non-desert character. Citing case of Peterson vs. Parinson (37 L. D. 522).

When a commutation proof is rejected by the Commissioner upon only one ground—such as lack of cultivation—the case will not necessarily be closed, but the entry may be held intact, subject to future compliance of law, upon proper showing.

In offering commutation proof, it must be shown that the residence was substantially continuous. If in making such proof, an entrant admits his absence from the land for short periods, the showing thereupon becomes so indefinite that it cannot with certainty be determined that the entrant has lived continuously upon the land for the requisite period of time.

Commutation proof cannot be accepted when it fails to show that the required residence and cultivation continued to the date on which application for notice of intention to make proof was filed.

## NEW VIEW AS TO COLONIST RATES

That colonization work in Oregon is seriously hampered through the failure of the railroads to put in effect homeseekers' rates extended throughout the year, is the opinion of Frank Ira White, a Klamath Falls land dealer, who, in Portland expressed his dissatisfaction with the effect of colonist rates, says The Oregonian.

"Colonist rates do not meet the requirements of the movement to locate farmers from the states east of the Rockies on Oregon farms," said Mr. White, "and the experience of years ought to convince traffic officials of the railroads as it has the men engaged in efforts to colonize farm lands throughout the Coast states, of the necessity of round-trip rates extending through every month in the year. The desirable homeseeker is not a man who pulls up stakes and crosses on a one-way rate to locate in a strange land. Indeed, the bulk of the colonist rate movement is of the floating element that is not particularly desirable to any community—the fellows who would as readily start on a journey to Siberia or the moon if a colonist rate were established at a price within his means.

"The man that Oregon needs is the successful tenant farmer of the corn states, or the son of the substantial old resident of the congested agricultural districts who is looking to the Pacific coast states to establish himself as his parents did on the old location two or three decades ago.

"The homeseeker worth while is the man who makes an initial trip of investigation and after finding the spot that satisfies return to dispose of his holdings and come back later to remain. He is not attracted by the colonist rate because it comes at a season when his farm work prevents leaving home. In the corn states the first of March is too late for the farmer to go out seeking a change of base in the current year, for it is the date on which tenants take possession of land rented for the ensuing year. In most years the actual work of farming operations begins in March in Kansas, Missouri, Iowa, Illinois and states further south, and in any event preparations for actual field work keeps the good farmer at home from March until harvest is over."

"No tax shall be imposed upon any trade, labor, business, person, occupation or profession under the pretext of a license or the exercise of the police power within said county" is one of the bill's provisions. In the same paragraph the bill recites: "It is not intended to impair the police power of the county, city or state."

Sedentary habits, lack of outdoor exercise, insufficient mastication of food, constipation, a torpid liver, worry and anxiety are the most common causes of stomach troubles. Correct your habits and take Chamberlain's Stomach and Liver Tablets and you will soon be well again. For sale by all dealers.

## RAILROAD PROFITS SHOW A DECREASE

Tables prepared by the Bureau of Railway Economics from the reports made by the railroads for that month to the Interstate Commerce Commission show that the business done by the railroads of the United States in the month of November was somewhat less than the business done in November, 1910, when measures by the average per mile, the only basis which comparison can properly be made.

The total operating revenues of railroads include their receipts for freight and passenger transportation, for mail and express service, and for all other traffic service rendered. The average receipts in November, 1911, for a little more than 90 per cent of the total mileage of the country, were \$1,054 a mile, a decline of \$18 a mile from the receipts in November, 1910. There was a decrease in average receipts in both freight and passenger service. The decline was unevenly distributed. The lines of the eastern part of the country show only a slight decrease for November, 1911, in comparison with November, 1910, while the lines in the southern part show a slight increase and the lines in the western section a falling off. In the total operating revenue, the receipts for freight transportation represent 71.7 per cent and receipts for passenger transportation 20.8 per cent, the remainder coming from mail, express and other sources.

Operating expenses also show a lower average per mile of line. These include all costs of maintaining track and equipment, the cost of operating trains of securing traffic and of administration, but do not include new construction. Expenditure for maintenance of tracks and buildings was reduced by an average of \$2.40 in a mile as compared with expenditure in November, 1910. For the maintenance of equipment there was an increase averaging about 10 cents per mile. By the reduction in expenditure for maintenance of track and buildings the roads were enabled to make a slight offset to the shrinkage in operating revenues.

The net revenues, that is, the difference between total operating revenue and total operating expenses, averaged \$16 less per mile of line in November, 1911, than in November, 1910, which is a decrease of 4.3 per cent. This so-called net revenue is, in fact, gross profits out of which must come taxes, amounting in November to \$9,676,976 or an average of \$43 a mile, rental, interest on bonds, dividends, and appropriations for improvements. The falling off of 1.6 per cent in operating revenues contrasts with an increase of 12.7 per cent in taxes.

## DEMOCRATS RIDE OVER REPUBLICANS

Washington, Jan. 29.—The Democratic metal tariff revision to make reductions averaging 35 per cent from the existing steel and iron duties of the Payne-Aldrich law, passed the house today by a vote of 209 to 109. Republican effort to amend or debate the bill were brought to a sudden end when Democratic Leader Underwood refused to permit the offering of further amendments, and forced the house to a final vote. Twenty insurgent Republicans, including La Follette, of Oregon, and La Follette and Warburton of Washington, voted for the measure, while the Democratic delegation from Colorado, dissatisfied with the great reduction proposed in the lead tariff, voted against the Democratic majority.

## DON'T EXPERIMENT

You Will Make No Mistake if You Follow This Advice

Never neglect your kidneys. If you have pain in the back, urinary disorders, dizziness and nervousness, it's time to act and no time to experiment. These are common symptoms of kidney trouble, and you should seek a remedy which is recommended for the kidneys.

Doan's Kidney Pills is the remedy to use. It has cured many stubborn cases in this vicinity.

Can Lakeview residents demand further proof than the following testimony? Mrs. George Bell, Washington St., Klamath Falls, Ore., says: "Some time ago I began to suffer from pains in my back, due to disordered kidneys. The kidney secretions were also unnatural, causing me annoyance. Hearing of Doan's Kidney Pills, I procured a supply and began their use. They completely cured me. I can highly recommend Doan's Kidney Pills to other kidney sufferers."

For sale by all dealers. Price 50 cents. Foster-Milburn Co., Buffalo, New York, sole agents for the United States. Remember the name—Doan's—and take no other.

A piece of flannel dampened with Chamberlain's Liniment and bound on to the affected parts is superior to any plaster. When troubled with lame back or pains in the side or chest give it a trial and you are certain to be more than pleased with the prompt relief which it affords. Sold by all dealers.

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Treasurer..... Frank Fitch  
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## CHURCH DIRECTORY

FIRST METHODIST CHURCH—SUNDAY  
School at 10 a. m. Preaching every Sunday at 11 a. m. and 7:30 p. m. Sports League every Sunday evening at 6:30. Prayer Meeting Thursday at 7:30 p. m. Choir meeting at 8:30 p. m. Ladies Aid every Wednesday at 1:30 p. m. Everybody cordially invited to all services.  
REV. M. T. WILE, Pastor.

FIRST BAPTIST CHURCH OF LAKEVIEW  
Preaching service at 11 A. M. and 7:30 P. M. on 1st and 3rd Sun. Sunday school at 10 A. M. Junior Society at 2:30 P. M. Baptists Young People's Union at 6:30 P. M. on each Sunday. Prayer Meeting at 7:30 P. M. Wednesday evening. Everybody invited to all church services.  
REV. A. F. SIMMONS

CATHOLIC CHURCH—EVERY SUNDAY MASS  
at 8:00 and 10 a. m. Rosary at 7:30 p. m. Mass on weekdays at 7:30 a. m. Services in the New Church.  
MATHIAS SCHMITT, S. J.

FIRST PRESBYTERIAN CHURCH OF LAKEVIEW  
Meets in the Masonic Hall. Sunday School at 10:00 A. M. Morning service at 11:00 A. M. Evening service at 7:30. Prayer Meeting on Wednesdays at 7:30 P. M. All are cordially invited.  
REV. W. S. FRYE, D. D., Pastor.

FIRST BAPTIST CHURCH OF OREGON LAKE  
at New Pine Creek, Oregon. Preaching service at 11 A. M. and 7:30 P. M. on 1st and 3rd Sun. of each month. Sunday school at 10 A. M. Prayer service at 7:30 on Wednesday evening of each week. All are cordially invited to attend the services.  
REV. L. E. HENDERSON

## LODGE DIRECTORY

LAKEVIEW LODGE NO. 21, A. F. & A. M. Meets every Saturday at 8 o'clock or before 10:00. January 27th, March 2nd, March 30th, April 27th, May 25th, June 29th, 1912. Special meetings upon call, generally Saturday evenings. Visiting brethren welcome. W. Lair Thompson, W. M.; J. A. Orton, Sec'y.

A. O. U. W.—LAKEVIEW LODGE NO. 111. Meets every second and fourth Thursday of each month in the Masonic Hall, Lakeview. Chas. Tomlinson, W. M.; Wm. Gunther, Sec'y.

ORDER OF HONOR—LAKEVIEW LODGE NO. 77, D. of H., A. O. U. W. Meets 1st and 3rd Thursdays of each month. A social hour at 7:30 o'clock from Oct. 1 to April 1, and at 8 o'clock from April 1 to September 30. D. H. Bemis, N. G.; C. Cheney, Secretary.

O. O. F.—LAKEVIEW LODGE NO. 61, I. O. O. F. Meets every Saturday evening. Follows Hall, at 7:30 o'clock, from October 1 to April 1, and at 8 o'clock from April 1 to September 30. D. H. Bemis, N. G.; C. Cheney, Secretary.

O. O. F.—LAKEVIEW ENCAMPMENT NO. 1. I. O. O. F. Meets the first and third Thursdays of each month in Odd Fellows Hall, Lakeview. C. D. Arthur, C. P.; A. H. Chamberlain, Sec'y.

REBEKAH LODGE—LAKEVIEW LODGE NO. 22, I. O. O. F., Meets the second and fourth Fridays of each month in Odd Fellows Hall. Mrs. Julia Cheney, N. G.; Miss Louise Storkman, V. G.; Alice Gunning, Treasurer; M. D. Moss, Sec'y.

O. E. S. ORIENTAL CHAPTER NO. 5, LAKEVIEW, OREGON. Meets on Tuesday, on or before full moon and two weeks thereafter, in Masonic Hall, at 7:30 o'clock. Visiting members are cordially invited.  
LUKE HARKIN, W. M.  
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Suite No. 1  
Watson Block Lakeview Oregon