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LAKE COUNTY ABSTRACT COMPANY
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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.

MUCH ACTIVITY IN HOAG DISTRICT

(Fort Bidwell Nugget.)

Unusual activity in mining business is very noticeable in the last thirty days. Commencing with the successful financing of the Modoc Mine Company by Messrs. Guyot and Cutler and the starting of work on that property, there has been one continual agitation in mining ever since with new deals and rumors of deals to follow. The control and financing of the Modoc Mines Company has been undertaken by Wm. Wrielev, Jr. (The Spearhead Cheyenne Gum Magnate of Chicago) and his associates. This puts the Modoc Company on the finest kind of financial basis and insures the development of that splendid property.

Manager Cutler informs us that the company will install a steam hoisting plant at the earliest possible moment in the spring and that the company has available a fine compressor and saw mill plant which will be added as soon as development warrants. In the meantime he is working a small force sinking the shaft by armstrong power until the snow goes off and opens the boards.

The bottom of their shaft is in two ounce ore and development will undoubtedly make a mine of this property.

It is said on good authority that the Sunshine mine, after the owners had taken out a car load of ore averaging about \$500.00 per ton has been sold for a big cash price to Mr. F. Wesendanger, the millionaire hotel man of Los Angeles. It is also stated by good authority that there is practically in sight in that mine more than enough ore to pay the purchase price, one shaft on that property showing in the bottom as it stands today a ten-inch streak that will average over \$15.00 per ton in gold. Where is the camp at the same stage of development that can beat it?

It is also pretty generally understood that the Big Four owners are considering a bona fide offer of \$50,000 for their property with others waiting for a chance to bid for it. It is highly probable that this deal will be closed in the near future and if it is, will insure the speedy development of that immense surface showing.

All property in the camp where work is being pushed is showing an improve-

ment and more people are taking hold right now than ever before.

The Consolidated mill and mine will not open till May 1st, on account of having to install a main's attachment to their mill.

Mr. N. E. Guyot is doing splendid work on the outside in interesting mining public in the new camp.

The Fort Bidwell Boosters' Club have decided to co-operate with him and we predict that by May 1st there will hardly be accommodations for the people coming as the press all over the country has finally recognized what a few of us have always thought and that is why we have in the Hoag Mining District the biggest find since Cripple Creek.

Guyot has coined a new name for the district, calling it "High Grade" and the name stuck.

A. B. Glasier has been elected as Corresponding Secretary of the Bidwell Boosters' Club and all inquiries addressed to him or the Fort Bidwell Boosters' Club will receive prompt attention.

The town of "High Grade" will be platted as soon as the snow disappears and a post office established, but Fort Bidwell will always be the starting and supply point for the mines and will have its broad gauge within the next eighteen months.

To Divide Crook

A plan for the division of Crook county is proposed by the Culver Development league. Resolutions have been drafted by the organization urging the other commercial bodies of central Oregon to join in a call for a convention to be held at Prineville in the near future to consider a plan to carve three counties from the present organized county of Crook. The location of county seats is to be left until the boundaries of the proposed counties have been decided upon.

An effort to divide Crook county was lost at the last general election. The county division advocates argue that the county as now organized is much too large for economical administration of its affairs.

A pamphlet containing a memorandum of the dates on which certain acts relative to the primary and general elections of 1912 are to be done or performed by the electors or public officials of the State may now be had by applying to Secretary of State Ocott.

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Record of Union - Southern Pacific in 1910

Figures compiled by the railroads show that during 1910 not a single passenger was killed on the Union Pacific, Southern Pacific or Southern Pacific lines in Mexico, a total of 17,700 miles.

During that period there were carried on these lines an aggregate of 49,491,000 passengers, or, in other words, 3,000,000 passengers were carried one mile.

This is the result of electric block signals and other safety devices, and is believed to have no parallel in the railroad world. - San Francisco Call.

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Coalfax Marysville Stockton Bakersfield AND
Auburn Sacramento San Jose Los Angeles Points

No. 23	Leave RENO	7:45 pm	Arrive San Francisco	7:30 am
" 9 "	" "	12:50 am	" "	10:10 am
" 3 "	" "	1:42 am	" "	2:50 pm
" 1 "	" "	4:05 am	" "	2:10 pm
" 5 "	" "	9:02 am	" "	8:30 pm

ALL TRAINS CARRY PASSENGERS

Sleeping Car on TRAIN 9 stands in front of the RENO Depot and may be occupied any time after 9 pm daily

6 Daily Trains East

Winnemucca Cobre Ely Ogden Chicago Intermediate
Elko Wells McGill Denver Washington AND
Golconda Deeth SaltLake Omaha New York Points

No. 2	Leave RENO	8:30 pm	Arrive Ogden	11:50 am
" 4 "	" "	9:40 pm	" "	4:35 pm
" 6 "	" "	8:20 am	" "	5:20 am
" 10 "	" "	10:00 am	" "	5:30 am
Motor "	" "	1:00 pm	Fallon	4:00 pm
No. 24 "	" "	9:45 pm	Goldfield	9:30 am

STANDARD PULLMAN AND TOURIST SLEEPERS

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RESERVATIONS MAY BE MADE IN ADVANCE BY MAIL OR TELEGRAPH

FOR CONVENIENCE TO THE PEOPLE ON LINE OF N.-C.-O. RY.

WE HAVE ARRANGED TO PLACE A STANDARD PULLMAN SLEEPER, DAILY, IN FRONT OF OUR DEPOT AT RENO WHICH IS PICKED UP BY THE FAST MAIL TRAIN (No. 9) BUT MAY BE OCCUPIED BY PASSENGERS ANY TIME AFTER 9 P. M. Thus giving opportunity for a lay over of SIX HOURS to those desiring to spend a little time in RENO. THOSE WISHING A CLOSE CONNECTION MAY DEPART ON TRAIN No. 23, AT 7:45 P. M. IT SHOULD BE REMEMBERED ALSO THAT TWO FIRST CLASS TRANS-CONTINENTAL PASSENGER TRAINS EAST BOUND, PASS RENO AFTER THE ARRIVAL OF N.-C.-O. TRAIN, AND BEFORE 9:40 P. M.

For Reservations or Information as to Rates, Passenger or Freight, Apply to N.-C.-O. RY. Agents; or to

J. M. FULTON, District Freight and Passenger Agent :: :: :: :: :: RENO, NEVADA