

# Lake County Examiner

HAS THE CIRCULATION—PRINTS THE NEWS—REACHES THE PEOPLE

THE EXAMINER IS THE OFFICIAL PAPER OF LAKE COUNTY

VOL. XXXIII

LAKEVIEW, LAKE COUNTY, OREGON APRIL 18, 1912.

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## THROUGH TRAIN SERVICE

### RUN TO RENO IS EASILY MADE IN TWELVE HOURS TIME

#### New Schedule of Passenger Trains All That Can Be Desired—Lakeview Gets Four Freight Trains Weekly

The service, both passenger and freight, afforded by the N.-C.-O. is so much better than anticipated that even the biggest knocker along the line has put way his hammer since the line has been extended to Lakeview. The through passenger train which was put on Monday makes the run between here and Reno, a distance of 238 miles, in 12 hours schedule time, and trains arrive at both terminals on time.

The regular passenger train is made up of four cars, including a Pullman, day coach, combination smoker and baggage, and combination mail and express car, which afford much more comfort than many of the day trains on the big lines. The running time is much faster than was thought possible by many, and the fact that the schedule is maintained so that the old roadbed is in good condition and indicates that faster time will be made as soon as the newly constructed portion becomes settled.

Likely is the division point, two crews running between here and Reno and one to Lakeview. H. R. Crisler is the conductor between here and Lakeview, while Ed Anderson is the engineer, his fireman being A. C. Pratt.

Geo. Paine handles the baggage and express, while the mail is cared for by four clerks who make the through run alternately. Tim Keiser, who was engineer on one of the gravel trains during construction, is in charge of the yards and engines at this end of the

run. Of the entire bunch of train and engine men, Mr. Pratt is the only married man, but it is doubtful if such conditions will exist long, for railroad boys are always popular with the fair sex and no one could long withstand the wiles of Lakeview's handsome young ladies. Mr. Pratt's family arrived in Lakeview Wednesday night and will make this their home.

### Terrible Disaster

What appears to be the greatest marine disaster in history occurred Monday morning when the great ocean liner, Titanic, on her maiden trip ran into an ice berg, and sank before the aid summoned by her wireless telegraph outfit could reach her. Of the 2100 persons aboard only 868 are accounted for, who were rescued from the ships boats by the cutter, Carpathia. Others may have been rescued by the Virginian, which answered the summons for aid, but it is doubtful.

The Titanic sank before 3 o'clock in the morning and it was not hoped that the Virginian could reach the scene before 10 o'clock. Among the passengers were many noted ones. Col. John Jacob Astor, Benjamin Guggenheim, Geo. D. Widener, Isador Straus, John A. Roebling, W. T. Stead, Jacques Futrelle, Charles M. Hayes, president Grand Trunk Pacific Ry., and many others.

a few remarks said that he had come to Lakeview with the intention of establishing a creamery, and he was still of that mind. How soon he will get things to going he was unable to state, but he was meeting with good success among the farmers, and just as soon as possible the dairy stock will be secured and the creamery started. With regards to the route proposed by Burns in lieu of the one suggested by our club—via Plush, and Warm Springs to Burns instead of via Valley Falls, Abert, and Butte P. O.—the club decided that it is better to attempt to secure the establishment of the route via Abert Lake independently of Burns if we can not secure their co-operation. It is now necessary to send the mail 409 miles to get mail to one of the postoffices of Lake County, Butte P. O. which is but 85 miles distant, whereas by the establishment of 60 miles of new route over good roads, direct communication can be given between the two county seats. The Warner Valley route would necessitate the establishment of 140 miles of new road, and this end of the route between Lakeview and Plush furnishes some very disagreeable roads for several months in the year.

## COMPLETION OF CANAL ASSURED

### Chief Engineer G. W. Rice Returns From Conference

G. W. Rice, chief engineer of the Oregon Valley Land Co., and J. F. Hanson, of the Hall Construction Co., a few days since returned from Kansas City, Mo., where they had been called in connection with the work likely to be prosecuted this summer. Mr. Rice informed an Examiner representative that he considered it certain that the entire project would be completed this year, although plans had not been perfected when he started on his return home. However, he expects orders within a few days to commence work on a large scale so that it can be finished this year.

The first work will probably be the construction of the South Drews branch, which will be followed by the completion of the flume work and the building of the laterals throughout the entire project.

### Pine Creek Excursionists

Agent Class, of the N.-C.-O. informs the Examiner that a party of 15 excursionists to New Pine Creek will arrive this evening, having reached the N.-C.-O. to Doyle over the Western Pacific. Mr. Class was unable to secure any information relative to the Denver excursionists although it is likely they will come in tomorrow.

The first through train from Reno arrived Monday practically on time, and brought in thirty-five passengers.

## GOOD ROAD BILL IS RECOMMENDED

### Committee Makes Careful Investigation Of Proposed Acts

The committee of the Commercial Club on Good Roads legislation in its report on the bills proposed by the Governor's conference filed a complete report, the essential features of which are as follows:

Provision is made for a State and County Bond issue for a State Road Board, a State Highway Commissioner, a State Highway Fund, a Road Bond Retirement Fund, and a Bond interest account. The legislative assembly is authorized to issue bonds for building and maintenance of roads in an amount not exceeding 2 per cent of the entire assessed valuation of the State, and the several counties are prohibited from contracting debts for this purpose in excess of 2 per cent of the valuation of property in each county. The State Road Board is composed of the Governor, Secretary of State, and State Treasurer; this Board is to have charge of the State Highway Fund, Retirement Fund and Interest Fund. The State Highway Commissioner is to be

appointed by the Governor, and in request of the several County Courts, is to act in an advisory capacity. His salary is to be \$3,600 per annum, and he to have \$12,000 additional to defray the expenses of his office.

An issue of 30 year gold bond, \$10,000,000 in the aggregate, is authorized, to be issued annually at the rate of \$1,000,000, for a period of ten years. The bonds are to be sold to the highest bidder, but never at less than par. The interest and retirement at maturity are to be taken care of by State tax levies, beginning for the retirement at the end of ten years after each separate issue. To the State Highway Fund is to be added two-thirds of the yearly license on motor vehicles.

The Highway Fund is to be apportioned (1) one-third to be divided equally between the first and second Congressional Districts, to be expended under the direction of the State Road Board; (2) two-thirds to be divided into three equal parts, and apportioned, one-third among the thirty-four counties equally, one-third in proportion to respective areas, and one-third in proportion to the assessed valuation. Counties with an assessed valuation

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## RUSSIAN COLONY DESIRES LOCATION

### Agents Will Tour Lake In Quest of a Suitable Location

Representatives of a Russian colony are in communication with Postmaster Ahlstrom relative to securing at least 100,000 acres of land. The agents are now in San Francisco and last evening Mr. Ahlstrom wired them that they could secure the desired land here in Lake County and requested them to come and investigate what we have to offer. It is quite likely that they will reach here in a few days, when they will be shown different large tracts which can be purchased at very reasonable prices and which are adapted to agriculture.

Prof. L. R. Alderman, State School Superintendent, and Prof. J. G. Swan, School Superintendent of Klamath County, came in on Monday evening's stage to attend the Teachers Institute now in session.

### Hicks Acquitted

An Associated Press dispatch under a Portland date says: A man need "not retreat to the wall" before killing his assailant, when the circumstances indicate that death or great bodily injury may result from the assault.

Thus the jury was charged in the case of Bert Hicks, a manufacturer, charged with killing James Wortman, a union iron picket, last November. A scuffle between Hicks and Wortman took place, according to the evidence and Wortman was killed.

## SHERLOCK MAKES FIRST SHEEP SALE

### Amon Leonard of Davis Creek Buys 1000 Five Year Old Ewes

The first sheep sale of any importance reported this spring in Lake County took place a few days ago when Thos. H. Sherlock sold to Amon Leonard, of Davis Creek, 1,000, 5-year-old ewes, the price being \$5.50 per head. While the price seems rather high, considering the unsettled conditions of the market generally, yet at the same time Mr. Leonard gets the wool and lambs, which should make the price of ewes quite reasonable.

The sheep are in exceptionally fine condition, full fleece and shear probably not less than 8 pounds each. The wool is clear and of fine quality, and Mr. Sherlock considers that he sold them at less than their real worth. The sheep were part of a bunch owned by Thos. H. and Richard L. Sherlock, and were wintered in the neighborhood of Button Springs in the Northern part of the county. The remainder of the bunch consisting of 1000 ewes and 100 wethers and lambs, is also offered for sale, particulars of which may be had from the former at Davis Creek and the latter at Silver Lake.

## CHARTER IS SUBMITTED

### PROVISION MADE TO BOND TOWN FOR A SEWAGE SYSTEM

#### Election Will Probably Be Held By July 1st—Estimated Cost of System Will Reach Approximately \$65,000

At a special meeting of the City Council, held Monday evening, the proposed new charter was submitted by City Attorney W. Lair Thompson for the approval of the members. It is quite a voluminous document, and presumably covers everything from lizzard to municipal affairs. It is modeled after the latest and approved charters of other towns where conditions are similar to those existing here in Lakeview. Much more power is permitted the Common Council and Mayor than under the present charter, which is considered obsolete in this age of high living, as it were.

Perhaps the most important feature of the document is the provision providing for bonding the city for a sewer system and other conveniences necessary in this aforesaid a. of h. l. Mr. Thompson stated that Engineer Rice, who is preparing plans for the sewerage system, estimated the cost thereof at \$50,000 with an additional \$15,000 for the caring for the waters of Bullard Creek. This would make a total of \$65,000 for the system alone, with no provision for any extras or for any other purpose. It is probable that \$75,000 will be necessary for the completion of the entire system, and that amount may be inserted when the measure is submitted for the approval of the people at a special election which will probably be called for about the first of July.

The only objection found by the mem-

bers of the Council was that it placed too much responsibility upon the individual members instead of upon the town itself. The measure was drawn up by Mr. Thompson so that in case of damages for injuries sustained by defective sidewalks or otherwise the responsibility would fall upon the property owner or the officer whose duty it is to notify property owners of repairs necessary to be made.

Another innovation is to have the city officials to serve for a term of years, instead of but one, as at present. This should be of much benefit, for a new city administration gets a line of work started just about the time its official capacity ends, and the succeeding administration may not approve of it, and hence there is a hesitancy on the part of the members of the council to start an improvement which they may not possibly be able to finish and which may not be carried to a successful conclusion by their successors in office.

Under the law it is necessary to have the proposed charter published at least 60 days before the election, and the document will be printed in pamphlet form for circulation among the voters of the town. There will be no change in any of the existing ordinances until after the adoption of the new charter, should it be adopted, and all existing regulations will continue in full force and effect until a change is found necessary.

## WASHINGTON MAN ASKS ABOUT BRICK

### Sends Telegrams Desiring Information About Big Building

What does this mean? E. C. Ahlstrom, our postmaster, received a dispatch from Spokane Friday evening asking for quotation for immediate delivery of 2,000,000 common building brick. It was thought some mistake had been made, and a wire was sent asking if Lakeview, Lake county, was meant, or Stockdale, near Portland, which was formerly called Lakeview. Sunday this reply was received: "Please advise quickly quotations as requested." Immediate delivery is out of the question for 2,000,000 home made brick, and the importation of this brick will demand the use of 250 cars—which is some brick for this vicinity.

Monday morning the bank of Lakeview also received a telegram from the same parties asking for further quotations on cement, and other building material necessary for the construction of a commercial building that would use this amount of brick, and asking the possibility of securing crushed stone for making concrete. These requests come from C. B. Pride of Spokane, and we understand that this man built the Davenport Hotel in Spokane, one of the finest in the west. Are we to have a modern hotel? At least it looks promising.

### Sheep Wintered Good

Thos. H. Sherlock the first of the week came in from the desert and reports that the water is practically all gone, although the storms of the past week may possibly permit the sheep remaining on the winter range a few days longer than would have otherwise been possible. Mr. Sherlock says the sheep are in exceptionally fine condition with scarcely any loss whatever during the past winter. The lambing season is now at hand, and the outlook is certainly bright for the sheep men generally.

## AUTO SERVICE TO KLAMATH FALLS

### W. L. Clapp Preparing To Inaugurate A Daily Service

Klamath Falls Northwestern: W. L. Clapp is to start a regular service on his automobile stage line between Lakeview and Klamath Falls next Monday. He was to leave with a load of passengers for the Lake county metropolis this morning and expects to start a car from either end of the line Monday morning, making the trip each way every day during the remainder of the season. He said the road is in fair condition over the mountain now and with a few more days of good weather it will be excellent. He said he did not anticipate encountering anything that will cause a break in the regular daily schedule from this time on. The trip of 110 miles will be made in about eight hours.

Clapp is a booster for the changing of the stage road by way of Bonanza and through the Klamath Indian Reservation rather than the present route by way of Dairy. The present road to Bonanza makes an extra drive of eleven miles while if the reservation road is opened to allow travel by machine it will place Bonanza on the direct route to Lakeview, and make the distance four miles less than at present.

Clapp believes that the Bonanza people should provide means to clear this route of boulders and trees and then ask the County Court to legalize it as county road and keep it in repair. He pointed out that Bonanza would benefit from the travel.

The proposition of establishing a mail route from Plush to Burns is now being urged upon the postoffice Department. There is no mail accommodations for people living west of Steins Mountain, east of Plush and South of Burns to the Nevada line, and then some, and while the route might possibly not accommodate a great number of people, yet at the same time that county is settling up and some provision should be made whereby they can enjoy a regular mail service.

## ANOTHER CREATIVE STALWART GONE

### Leland B. Whorton Finally Succumbs to Paralytic Stroke

Another of the stalwart pioneers of Lake County has gone the way of all the earth. Tuesday morning saw the peaceful and painless departure of the rugged spirit of Leland B. Whorton. He was of almost unbreakable constitution, and had borne up miraculously under repeated attacks of partial paralysis during the past few years, and although 84 years of age was in full possession of all his faculties until the final attack completed the prostration of his sturdy and unflinching soul. The entire community suffers in almost as great a degree as the widow and children, and the wiping out of this landmark of pioneer Lake County hastens the obliteration of the old which is rapidly being superseded by the new. Such a life cannot fail to perpetuate itself in the influence which it bears on those who knew him.

He was born in Howard county, Mo., January 4, 1828; was married October 17, 1850, in Davis County, Iowa, to Nica Jane Veatch. He emigrated to Cottage Grove arriving there October 6th, 1864. After residing there 22 years he came to Lake County in June, 1886. Six children were born, three surviving, besides the widow. The children are Minnie L. Willets, George B. and Manley Whorton. He was buried April 17th, 1912, under the auspices of the A. F. & A. M. of which he was a member since 1859. He was buried from the M. E. Church, Rev. M. T. Wire officiating.

Surprise Valley Record: Robert McCulley and Walter Rea, who recently acquired the property on Main and Townsend are erecting a store building on it and the floor is laid and the walls are now up. The building will be 40 by 80 feet and the young men will conduct a furniture and hardware business in it, and it will be finished just as soon as the lumber can be brought down from the mill.

## BUSY SESSION FOR COMMERCIAL CLUB

### Many Important Issues Are Brought Before Meeting

The Lakeview Commercial Club met at an adjourned session Monday night, and an interesting meeting was held. The committee on Good Roads legislation, composed of O. C. Gibbs, A. W. Orton, and Chas. Combs, filed a report on the compromise legislation which was prepared at the Governor's conference held in Portland during the winter, concluding with the statement "From the foregoing report it is clear that the several acts are beneficial to Lake County and we therefore recommend their favorable consideration." Remarks by Dr. Daly, who was signally prominent in the preparation of these bills, entirely concurring with the report of the Committee, a synopsis of which appears elsewhere. Communications were read from C. B. Pride, of Spokane, relative to quotations on a large quantity of brick and building materials; from the National One Cent Letter Postage Association expressing surprise at the action of the Club in refusing to endorse the movement; from Hon. Jonathan Bourne on the same matter; from the Portland Rose Festival association asking Lakeview to prepare a float for the Rose Festival; from the Alturas Fourth of July Committee asking the good will and assistance of Lakeview in their celebration which is to be held July 2, 3, 4, 5 and 6; from the Nevada Sugar Company, relative to the sugar beet experiment; from the State Immigration Commission asking for data to be used in the official pamphlet of the State; from the Burns Commercial Club relative to the establishment of a Lakeview-Burns post road; and from the Oregon Development League offering to take care of all displays forwarded to the Portland Chamber of Commerce, and to process all perishable products without charge. S. C. Caulfield was present as a guest, and in