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50 PER CENT. VEGETABLE MATTER. KLAMATH'S GREATEST BARGAINS AT \$25 PER ACRE AND UPWARDS. EASY TERMS

## THE EVENING HERALD

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W. O. SMITH, Editor

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KLAMATH FALLS, WEDNESDAY, SEPTEMBER 2, 1908

### STAGE DRIVERS.

Last Sunday's Oregonian had an extremely interesting article on the "Passing of the Stage Driver." It was of more than passing interest to this community, since two of our Knights of the Ribbons were the subjects of the illustrations in the article—Al Decker and James Sampson. Mr. Sampson is the oldest stage driver in the state, having followed that calling for over fifty years. In speaking of it he said:

"No, a stage driver is no good any more. There was a time when he was important. He had to know his business and you bet he was taken care of properly because the stage line needed good men, but now a driver is lucky if he gets to sleep with the wheel horses.

"I must admit that the stage driver was more needed in the early days. The whole business has degenerated. In the olden times we had good stages, the stock was well-fed, the harness kept shiny and some pride was taken in the business. But now the lines are being crowded out by the railroads and the owners do not expect to have their routes for very long, so cannot afford to spend much on keeping them up. People regard it now as a hardship if they must travel by stage instead of railroad. They have forgotten their old friend the stage driver to meet their new friends the conductor and the engineer, and have relegated the stage coach to the scrap heap in order to ride on the cushions of the railway cars. The way it is now I would rather do anything else than drive a stage but how can I? Fifty years in the business has unfitted me for anything else and I guess I will hang onto the job somewhere as long as there is a line running or step from the box and lay down the reins to the new order of things.

"What becomes of the old drivers? Oh, I don't know. A lot of them die and the others I guess just give up and sit down and wait to die. Why shouldn't they? The business is very nearly done for and once a stage driver, always a stage driver.

"The pay used to be better than it is now. Of course a man can make a living driving a stage as he is paid a salary and board, but the worst feature is that there is no discrimination as the value of a man. A first-class driver who can be depended upon to take care of the horses and the passengers and properly protect the mail, gets no more than some greenhorn who thinks he can drive."

Mr. Sampson has on a number of occasions in the early days been chased by Indians and managed to find shelter in a stage station and time and again he has been held up by robbers.

"I have never tried to fight when held up," said he. "It is the height of folly for a driver to start any shooting when the robbers have the drop on him for it only endangers the passengers and someone gets killed. The robbers will get you anyway as they only have to kill a horse in order to stop your escape.

"I will never forget one time I was held up in New Mexico. There was \$25,000 in bullion on the stage and this was all taken. Old John Chisholm, the cattle king, was a passenger. The robbers took all he had with him in money and also a fine \$500 gold watch. This had been a present to him from friends and he valued it highly. He offered to send \$500 to the robbers at any place they would designate if they would only return the watch, but he never got it back. The old cattle man also had a bottle of whisky and he rebelled at giving this up. He insisted that the robbers take just one drink and leave him the rest and to this they agreed. The gold, of course, was never recovered and it was a good haul for the highwaymen. I have frequently carried large sums of money on the stage and in those days when we had valuables we generally anticipated trouble."

Mr. Sampson has never had any serious accidents, has never caused the death of a passenger and has never lost a horse on his stage badly hurt,

during all the fifty years he has been driving.

"But this is largely luck," said the old driver, "and while I always followed my early training of taking every precaution, my lack of bad accidents cannot be attributed to skill on my part. The best drivers will have accidents just the same as the best railroad men will have wrecks. I just never happened to strike my run of bad luck, but might get it tomorrow and make up in accidents for the whole fifty years."

Mr. Sampson, however, has excellent papers showing high recommendations as a driver. These were given him by stage proprietors for whom he has worked in different parts of the country, and by men with whom he became acquainted. And this acquaintance of the old-time driver extends from the early day Middle West desperado to the leading business men and prominent citizens of their times, for those were times when everybody wanted to know the stage driver.

### THE FERTILE DESERT.

The desert is the most fertile area in the United States. That sounds like a paradox, yet it is true. Where did the great civilizations of antiquity arise? Where but in the fertile deserts? Egypt, Syria, Palestine, Persia, Arabia, Northern India, the north coast of Africa, were all arid lands. The Incas in Peru, the Toltecs and Aztecs in Mexico, reared their civilizations upon desert plateaus. The history of the Jews is a history of a desert folk. It was within the encircling walls of the desert that they evolved their national and their religious consciousness. Out of the desert sprang all these things as the water gushed from the rock at the blow of Moses.

"The desert is the most fertile because it is a savings bank without any withdrawals. Plants need potash, magnesia, lime and other foodstuffs, just as we need animals and plants. Now in the humid lands, such as in our Eastern States, the rains have fallen for tens of thousands of centuries, and they have washed out the food of the plants. But in the arid lands the rains have fallen sparingly or not at all. Some of the desert lands of our West contain three times as much potash, six times as much magnesia, fourteen times as much lime, as the humid lands of the East. The desert is an inexhaustible storehouse of food for the plants of thousands of years to come, a storehouse to be drawn upon as soon as the land is irrigated.—Success Magazine.

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### NOTICE FOR PUBLICATION.

(Not Coal Land.) Department of the Interior, U. S. Land Office at Lakeview, Oregon, August 19, 1908.

Notice is hereby given that Dunn W. Buzzell, of Merrill, Oregon, who, on Dec. 16, 1904, made Homestead Entry, No. 2226 (Serial No. 02822), for 20 1/4, Sec. 13, T. 37 S., R. 10 E., W. M., has filed notice of intention to make final Commutation Proof, to establish claim to the land above described, before Register and Receiver, at Lakeview, Oregon, on the 5th day of October, 1908.

Claimant names as witnesses: Mark Howard, of Merrill, Oregon; Frank Johnston, of Klamath Falls, Oregon; Roy Whitney, of Klamath Falls, Oregon; Chas. Wagar, of Klamath Falls, Oregon.

J. N. WATSON, Receiver. 8-24

### NOTICE FOR PUBLICATION.

(Not Coal Land.) Department of the Interior, U. S. Land Office at Lakeview, Oregon, August 6, 1908.

Notice is hereby given that Gertrude L. Heileman, of Klamath Falls, Oregon, who, on May 25, 1908, made Timber and Stone Application, No. 1188, (Serial No. 02823), for 20 1/4, Sec. 17, T. 38 S., R. 10 E., W. M., has filed notice of intention to make final proof, to establish claim to the land above described, before County Clerk, Klamath Co., at his office, at Klamath Falls, Oregon, on the 12th day of October, 1908.

Claimant names as witnesses: Augusta J. Hayden, W. W. Mendonhall, Wm. Heileman, H. E. Hayden, all of Klamath Falls, Oregon. J. N. WATSON, Register. 8-19-10-11

### 2500 ACRES FREE.

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### NOTICE FOR PUBLICATION.

U. S. Land Office, Lakeview, Oregon, July 15, 1908.

Notice is hereby given that the State of Oregon has filed in this office its applications under the provisions of the act of Congress of August 14, 1848, and the acts supplemental and amendatory thereto, for the following described lands, to-wit:

List No. 085, for 20 1/4, Sec. 4 and NW 1/4, Sec. 9, T. 33 S., R. 21 E., W. M.

List No. 086, for 20 1/4, Sec. 3, T. 34 S., R. 14 E., W. M.

Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reasons, to the disposal of applicant, should file their affidavits of protest in this office, on or before the 10 day of September, 1908.

J. N. WATSON, Register. 7-24-9-11

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