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## THE EVENING HERALD OPINION OF A NEW YORK MAN

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 W. O. SMITH, Editor

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KLAMATH FALLS, THURSDAY EVENING, AUGUST 20, 1908

### OF VAST SIGNIFICANCE.

On Monday eight general superintendents of as many divisions of the Harriman system, arrived in Portland in their private cars, for their semi-annual meeting. These officials are from all over the United States, and represent the Union Pacific, Oregon Short Line, O. R. & N., Southern Pacific and Galveston, Harrisburg & San Antonio roads, which are known as the Harriman lines.

It is of vast significance that these men should select Oregon's metropolis for their conference, but it only proves that the times are changing and that instead of the railroad business of the west being conducted in the east, as it has been in the past, the future will see headquarters established nearer the base of operations and the big conferences pertaining to practical railroading, will be held where the officials will be in close touch and can investigate, if necessary, the important matters under discussion.

Twice each year these meetings are held at which rate questions are discussed and all other matters which will lead to the betterment and at the same time facilitate conditions in the general management of the roads. The last meeting was held in Chicago in March.

### MAY BE MANY VICTIMS.

Another atrocious murder has been unearthed in Portland. Walter M. Johnson has been arrested for the murder of Elmer Perdue, July 4, and has been confined in the Hillsboro jail. Johnson is also suspected of killing and concealing the bodies of several other victims. He took several parties to the woods to locate them on timber claims and a number of them are reported as missing.

Johnson may turn out to be one of the most cold-blooded, cowardly murderers of the country. He confesses that he killed Perdue while sitting in a bunk and that he dragged the body to a fallen tree, where he rifled the clothing and then covered the body with sticks, stones and leaves. The confession made by Johnson was obtained only after he had been sweated for several hours.

### ADVERTISE IDAHO PROJECT.

The Boise Valley Water Users association has just devised a scheme to advertise Idaho irrigation projects in the east and south. The states of Iowa, Minnesota, Wisconsin, Kansas, Illinois, Missouri and Texas are to be visited by representatives from that state, who will exhibit moving pictures at the fairs showing what is being done in the matter of irrigation in Idaho.

The Water Users association has also prepared souvenir postal cards by which residents here may inform friends in the above named states of the dates and places of the proposed picture entertainments, at the same time sending them tickets of admission.

### WILL BUY BALLOON.

It has been announced that Captain Baldwin's dirigible balloon will be purchased by the war department for \$7,000, and that Congress will be asked for \$100,000 with which to build other airships of similar pattern. The announcement by Major Squires that Captain Baldwin's balloon fulfilled all requirements determined the sale.

### BATTLESHIPS OF THE FUTURE.

From the United States Geological Survey, the last place at first thought that such a prediction would emanate from, comes this prophesy of Robert Heyward Fernald, mechanical engineer, who for several years has been connected with the first investigations of the survey.

"The war vessel of the future will be a swift, smokeless, noiseless craft lying low in the water, with every vulnerable part below the water line, the entire deck being given over to the work of the guns. There will be no smoke, because there will be no smokestacks. In the night, too, there will be nothing to betray the presence of this invisible fighting demon of the enemy."

The developments and the result of the fuel-testing operations at St. Louis have gone far toward forming Mr. Fernald's opinion. Mr. Fernald believes that the gas engine, or internal combustion motor, as it is called by engineers, will be installed in naval vessels of the United States within the next few years.

I expect to see the United States ahead of every other nation in fuel innovation. The gas engine in my opinion, is feasible on any vessel because of its economy over the steam engine, but it is especially desirable on the fighting ships, for the reason that it makes no smoke. The gas is generated in a producer which has no chimney and needs none. The coal is turned directly into gas, which goes straight to the engine.

The smoke nuisance has been a serious problem to the navies of the world for a number of years. In the daytime the presence of an enemy's ship has been discovered miles away by the smoke from its stacks, and in the night the flames belching from the tops of the stacks have spoiled many a well-laid plan of attack.

The vessel would have a free deck for the play of its big guns. There would be no towing stacks to puncture or destroy, thus, perhaps, crippling the boat. Then it would be unnecessary to carry as much coal for the same power can be developed with one-third less than the steam engine uses. The gas producers and the gas engine would take up less room and weigh less than the same power Scotch boiler and steam engine. If it were necessary it would be possible to carry more coal, which would give the vessel a radius of travel far greater than at present.

Of course, I do not expect to see the gas engine confined to the use of the navy. The fact that it shows such economies will compel its installation in all sorts of vessels. One of the big items of expense to a modern ocean liner is its coal bill. These vessels will consume 10,000 tons of high-grade coal on a round trip. With the gas engine this could be reduced to 6,000 or 7,000 tons, a saving of several thousand dollars. One of the big steamship companies of the great lakes is about to take the initiative in this movement. Plans have been made for a freighter that will use a 2,000 horse-power gas engine.

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### Says Crater Lake Surpasses Yosemite, Yellowstone park, Niagara Falls or Mammoth Caves of Kentucky

(Medford Tribune.)

"While my opinion may not be that of an artist, still I should say that for grandeur, for true scenic beauty, Crater lake surpasses the wonderful Yosemite valley of California. Never before was I so entranced as that moment when the waters of Crater lake spread before my view, and I say this after visiting Yosemite, Yellowstone park, Niagara Falls, the Mammoth caves in Kentucky, and other places of scenic wonders in America. It is the wonderful color of the water; I think that took away my breath, as the analysis of the water, the wonderful strength of the mountains, when I recall my first view of the lake."

Such was the tribute paid to southern Oregon's natural wonder, beautiful Crater lake, by Howard S. Reeside, president of the American Security & Trust company of New York upon his return Sunday evening from his trip to the lake.

Mr. Reeside was unfortunate in his endeavor to find a bear and bring back a buck or two, but nevertheless is satisfied with his trip.

"I intend," continued Mr. Reeside, "to return to southern Oregon next summer and bring with me a number of my New York friends, including my wife and family. I know of a number of people I can start in this direction and I am certain that they will agree with me that Crater lake is the grandest natural wonder in these United States. When we come next July it will be for two months camping in this section of Oregon. I want another chance at your hunting and will also cast a few flies and see if I can land a few of the steel heads that sport in the Rogue river."

"I am much interested in the movement to have a highway built to the lake from Medford, such as is talked about, and I am going to lend my aid with both a subscription and my influence. Congressman Fitzgerald of Long Island, N. Y., is my son-in-law and you watch his vote in regard to an appropriation by Congress with which to aid the project. There are also one or two others I think I can induce to support a substantial appropriation for such work."

Only one natural wonder under the domain of Uncle Sam can approach it, and that is the active volcano, Kilauea, on the island of Hawaii, in the Hawaiian Islands. There is a wonder that appeals to you by virtue of its activity and molten rock. Crater lake appeals to the aesthetically minded primarily.

### ASHLAND TIDINGS NEWS.

A camping party composed of Thomas Finson, Geo. Spencer, Misses Nan McCallen, Anna Stewart and Bessie Woods leave this evening to take in the Klamath Lake resorts.

Miss Louise Sargent, one of the bright and popular young ladies of Klamath Falls, is visiting in Ashland for a week, a guest with Miss Lyle Watson at the Watson home on East Fork street.

Messrs. L. A. Neil and G. W. Looney have returned from a trip to the Fort Klamath region where they have been buying fall and winter beef for Neil-Looney Meat Company of this city. They will feed out there and drive the fattened hoves to Ashland for slaughtering.

Mr. and Mrs. J. W. McCoy and their daughter, Margaret and F. E. Engle, left Saturday on a camping expedition of a couple of weeks, during which they expect to take in the attractions of Crater Lake National Park. At Odessa, they will be joined by Miss Gertrude Engle.

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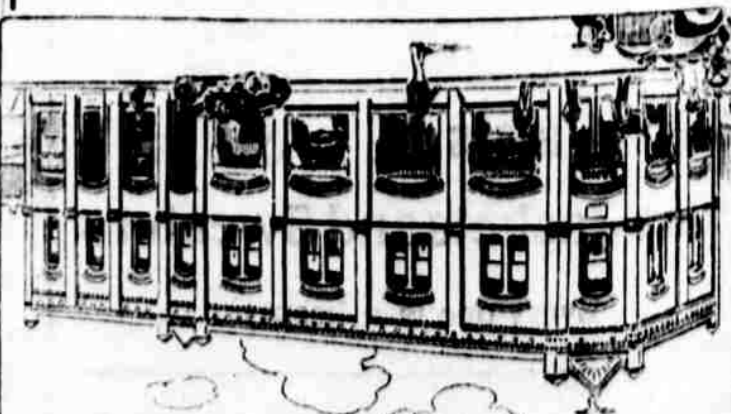
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