

WORTH THE NOW

Klamath Marsh Needs Care in Handling.

COST OF DRAINAGE IS SMALL

Private Interests Will Have to Be Considered in Blasting Rock Ledge on Williamson River—Odell First Saw the Value to the State.

SALEM, Or., Oct. 20.—(Special)—Great care in selling the swamp lands on Klamath marsh will be necessary if Oregon is to realize the full benefit of the title she has to the land through a Federal grant.

In its present condition only a comparatively small portion of the land is of value, but if properly managed and drained it will be worth \$1,000,000, or nearly half the total assessed value of all the property in Klamath County at the present time.

The state's claim to this great tract of land was established by General W. H. Odell, ex-clerk of the State Land Board, who furnished the proof of the swamp character of the land and prosecuted the state's claim before the Federal Land Office.

Protest Made No Impression. In 1898, when he heard that the Government had begun making allotments to Indians on the Klamath reservation and was locating some of them on Klamath marsh, he filed a protest with the Department of the Interior and claimed that the lands belonged to the state under the swamp land grant.

The state had no funds applicable to the prosecution of its claim, but General Odell volunteered to do the work. He made two trips to Klamath County, examining the marsh and securing the testimony of W. H. Byrnes and others, who knew the character of the land.

"In its present condition this land is not worth over \$100,000, or about \$1 an acre. Some of the land is now producing hay and is good pasture, but the greater portion of it is too wet to be of any use. If the state should put it up at auction it probably would bring over \$100,000.

Reclamation Must Be Made Certain. "The great danger," continued General Odell, "is that some private interests will intervene and prevent reclamation of the marsh. I do not believe it will be practicable for the state to sell that land in 20-acre tracts, as it has been doing in the past.

"Possibly," General Odell replied, "I had not considered that, for it has not been a part of the state's land policy. If the state should reclaim the land, it would be selling it. It could then be sold in 20-acre tracts.

"Yes, I think perhaps the same end might be accomplished by the passage of an act, before the land is reclaimed, for the reclamation of land in drainage districts and requiring all the land in the district to bear a proportionate share of the expense.

Private Interests Have a Say. "I think also that there is danger of private interests attaching to the ledge of rock on Williamson River, whereby the reclamation work might be prevented. There is a water power there and if that property passes into private ownership the owner could object to the cutting away of the rock and the lowering of the water. The land at that point is owned by the United States Government and it is of great importance to the state and to the industrial interests of the country that some action be taken so that the control of the water shall not pass from the Government into private ownership.

Wagon Crushed Out Her Life. ELLMA, Wash., Oct. 20.—(Special)—Last evening as William Donaldson and his wife were driving up the steep hill leading to their home near Irving, the doubletree of the wagon broke, letting it run backward down the hill. Mr. Donaldson was thrown from the wagon and his back somewhat injured, and hardly knew what happened.

Damaged by the Search. GRANT'S PASS, Or., Oct. 20.—Because she was searched, so she alleges, by City Marshal John Lockhard when that officer had no warrant justifying him in such action, Miss Cora Ramsey wants him to pay her \$10,000, and will go to law to enforce collection of her claim.

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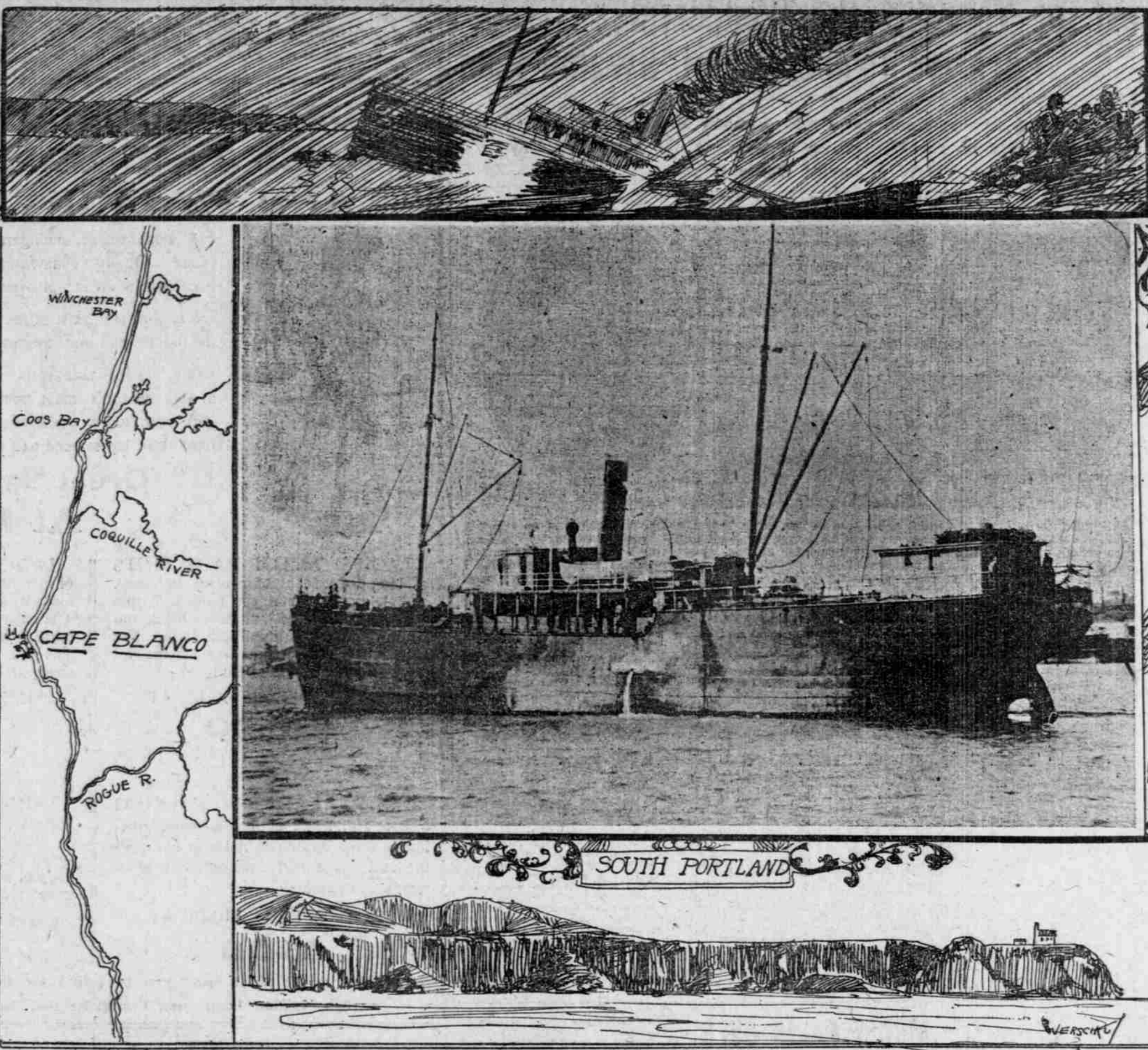
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Cabin—Mrs. Fischer Bent of Nova Scotia; Guy Bent, her son, aged 12; H. Weber, S. Baker, of Alameda; J. S. Lahey; Mrs. W. B. Tyrrell, of Portland; Mrs. Tyrrell's son, aged 14.

Steerage—A. L. Bailey, of North Dakota; P. Merine, C. Hallenbeck, D. McKay, Paul Retinmuth, J. C. Wright, J. Watson.

Most of the passengers were from Eastern States bound to California. So far as could be learned, only two were from Portland, Mrs. Tyrrell and her son. Mrs. Tyrrell's husband is chief clerk in the office of the British Consul James Laidlaw.

Officers and Crew. The South Portland was manned by 23 men in command of Captain James McIntyre, who was considered a thoroughly competent navigator.

List of the officers and crew: Officers—James McIntyre, captain; Charles Bruce, first officer; Kliggore, second officer; James Ward, chief engineer; Charles Huanon, first assistant engineer; T. Pinzotti, second assistant engineer; William Holman, steward.

Crew—Emanuel Pasemtski, chief cook; George Jackson, second cook; E. Humphrey, cook; John Reimer, seaman; James Alwood, seaman; C. Johnson, seaman; K. Christlun, seaman; John McKenzie, seaman; Charles Peterson, seaman; W. Hughes, fireman; P. Robertson, fireman; H. Doherty, fireman; P. Wolf, fireman; J. Derisoll, oiler; John McKown, oiler.

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ROOM NORTHWEST

James J. Hill Tells How Land Irrigation Will Help.

GREAT ADVANCE OF SECTION

Railroad Magnate Shows Freight Is Sixteen Times Greater Now Than Twenty Years Ago—Humorous Reference to the Merger.

BISMARCK, N. D., Oct. 20.—A new irrigation congress, primarily a state organization, but indirectly affecting the entire Northwest, was formed here today. James J. Hill, president of the Northern Securities Company, delivering an address late this afternoon.

Referring to the Great Northern Railway, Mr. Hill related only one, indirectly, had increased since 1882 from 107 miles to 668 miles in 1902.

"Now, here," said Mr. Hill, "is the material growth of the Northwest. In 1882, we moved 1,007,000 tons of freight; in 1902, we hauled 16,128,000 tons. In 1882, our rate for carrying a ton of freight, that is, the average rate of freight over the whole line, 100 miles, was \$2.50. In 1902, it was \$1.52, and in 1903 it is 85 cents, which is one-third of what the rate was 21 years ago.

"Had the company received the same average rate per ton per mile in 1903 as in 1882, it would have collected \$30,820,109 for freight earnings during the past year, while actual collections were \$30,916,000, a decrease of \$94,891. That means that if the rate of 21 years ago had been in force you could not have raised grain enough to pay the cost of cultivating the soil and of paying us for carrying it to the markets. The reduction in freight rates has been brought about by increasing the volume of traffic, so that we have created new traffic by making it possible for you to cultivate the soil and raise crops which we carry to the market.

"Before you can get the traffic you must make it, and I want you to bear in mind that whatever benefits you, indirectly or directly, whatever gives you pleasure, directly or indirectly, will, in almost every case, put money into my treasury."

Mr. Hill referred only once, indirectly, to the merger, when he stated, laughingly, that he was charged with owning all the railroads north of St. Louis, but declared he was kept pretty busy looking after his own line.

Going to the subject of irrigation, Mr. Hill gave some interesting history, after alluding to the diminishing public domain and gradual settlement of the country that is capable of producing without irrigation. Just five years ago, he said, being the necessity for the remaining public lands for the creation of homes, five railroads, his own among them, were subscribed \$25,000 a year to pay for a campaign of education on the subject of irrigation and started it all over the country. He related the gradual development of the irrigation sentiment until last year it was successfully brought to a fruition on the floor of Congress.

The land not susceptible of agricultural pursuits but which would be valuable if irrigated, Mr. Hill gave as follows: North Dakota, 16,000,000 acres; South Dakota, 5,000,000 acres; Idaho, 30,000,000 acres; Washington, 15,000,000 acres.

"You can add 1,000,000 farmers to this state and provide them each with a farm of 30 acres with intelligent irrigation."

Mr. Hill predicted that the graduation of the size of farms until each farmer had only as much land as will yield him the highest returns for his labor. He predicted the subdivision of the great farms into smaller ones, he predicted the coming of many advantages and comforts.

M'KENZIE BRIDGE OPENED. Coburg People Again Have Access to Eugene. EUGENE, Or., Oct. 20.—(Special)—The wagon bridge spanning the McKenzie River near Coburg is again open for travel.

It has been so long since the bridge has been open that several weeks past is again allowed the use of the bridge.

This bridge has been giving considerable trouble this season. It was discovered to be giving out in some points early in the summer, which was due to natural decay and wear and tear. Work was begun to repair the weakened portion, and this work was just nearing completion when along came a drive of logs for the Coburg mill, and, striking the false work, supported the bridge, and the improvements were being made, tore this out and a portion of the approach with it.

Then the work of rebuilding had to begin, and as a result the people of Coburg and vicinity, who do a great deal of business in Eugene, have been put to some inconvenience for several weeks.

Nordby Will Build on Old Site. RAINIER, Or., Oct. 20.—(Special)—Thomas Nordby, who purchased his partner's interest in the Nordby-Olson site for a mill, has the old junk about cleaned up and will proceed to erect a sawmill on the site of the one recently burned.

College Graduates' Ignorance. Boston Herald. The other night we were invited out to dinner and met an Englishman who is visiting this country to study up our institutions. Among the other guests was an eminent graduate of Harvard.

In the course of the dinner conversation the Englishman asked how many states there were in our Union. The Harvard graduate answered at Yale and his accuracy being doubted, the question was referred to the eminent graduate of Yale, who promptly confirmed the Harvard graduate's figures. And the visiting Englishman would so doubt have accepted this information as correct if a rule member of the dinner party had not resorted to an innuendo to show that the Harvard and Yale graduates were both wrong. It's a fair question as to what the Englishman in the case thinks of the status of university education in this country.

"Yaller" Journalism of the Future. (Leonard H. Robbins, in Newark News.) (3 o'clock Extra.) MURDER!!!

P. Y. Spassan, the millionaire, will be shot and killed in the study of his home, 709 Blue avenue, at 5 o'clock tonight by an assassin whose identity will not be discovered until tomorrow morning.

Mr. Spassan will be reclining in an easy chair, smoking an after-dinner cigar. The shot will be fired through a window. Detective Graves and Shoen will be detailed on the case, and up to midnight tomorrow will have no clue.

(4 o'clock Extra.) CAPTURED!!! Sluggish Slozgs, Boverly had man, will be arrested at 9 o'clock tomorrow morning for the murder tonight of P. Y. Spassan. He will confess his guilt before Magistrate Bloomer. The Mayor will commend Detective Graves and Shoen publicly at 11 o'clock. Mrs. Spassan, wife of the late victim, will be prostrated with grief.

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