Morning Oregonian.

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DR. MORRISON IS HELD UP

Rector of Trinity Victim of Two Footpads at Nineteenth and Flanders.

LOSES COIN AND WATCH

At the Point of Pistol the Clergyman Is Forced to Hold Up Hands While His Pockets Are Searched.

One of the most daring hold-ups in the history of the City of Portland took place about 7:45 o'clock last evening, when Rev. A. A. Morrison, rector of the Trinity Episcopal Church, was stopped at the northwest corner of Nineteenth and Flanders streets by two daring footpads, who relieved him of a handsome gold watch and $30 in coin.

Dr. Morrison was proceeding at a leisurely gait along Nineteenth street on a visit to a friend, and when he arrived within about 20 yards of Flanders, at which place it is quite dark, he was greeted with the command to "Throw up your hands."

The doctor was somewhat taken aback at the suddenness of the affair, and when a gruff voice reiterated the command he lost no time in complying with the demand, upon which one man stepped in front of him and hastily went through his pockets, while the other stood a couple of yards away holding a revolver in a threatening attitude.

Both Robbers Escape.

At the conclusion of his search, the robber barked away, and his companion, he of the threatening revolver requested the victim to turn about, and not to look, on pain of being shot, after which the highwaymen departed down Nineteenth street at a rapid gait.

The scene of the hold-up is one of the darkest places in that locality, for the sidewalks around the Flanders property are lined with shade trees, which form an ideal spot for such a job.

Dr. Morrison, when seen about the affair, stated: "Yes, it is true. I was proceeding peacefully along Nineteenth street, and as I approached the corner of Flanders I was greeted with the command, 'Throw up your hands.

Describes the Robbery.

"I was so taken by surprise that a second command was necessary to cause me to grasp the situation. One man held the revolver, while his partner searched my person, and upon securing my watch, which I prize very highly owing to its having been presented to me by a former congregation, and all the money, some $30, that I had with me, they departed.

"The earliness of the affair, and the despatch with which they worked leads me to believe that they are experienced hands at this business, and a full description of the pair I have given to the police."

Aside from stating that both robbers wore masks, and that he would be able to recognize the voice of the man who commanded him to halt, Dr. Morrison would give no description of the culprits.

Detectives Vaughn and Day were detailed on the case by Captain Moore, and are now at work endeavoring to locate the highwaymen.

MORE CHOLERA IN POLAND

Lodz Becomes Worst Center of Infection for Disease.

LODZ, Russian Poland, Sept. 25.—Three new cases of cholera were discovered here today. These bring the total number of cases already reported up to 12. One case was reported from Pabianice, near here.

Total Cases in Russian Empire.

ST. PETERSBURG, Sept. 25.—It is officially reported that since September 14 there have been only 27 cases of Asiatic cholera in the entire empire, 17 of which proved fatal. All of these cases were in Russian Poland, 21 in the Government of Lomza, three in Lodz and three in Wloclawek.

Cholera Is Almost Killed.

BERLIN, Sept. 25.—The Official Bulletin issued today announced that two new cases of cholera and two deaths have occurred from noon Sunday to noon today, making the totals 246 cases and 85 deaths. The fresh cases are at Hirschau and Weirhs.

MARIENWERDER, West Prussia, Sept. 25.—One fresh case of cholera has been reported.

BROMBERG, Prussia, Sept. 25.—Two new cases of cholera have occurred in this district.

MATOS DEMANDED CASH

Former Employe of Asphalt Company Gives Another Version.

NEW YORK, Sept. 25.—Testimony to the effect that the New York & Bermudez Asphalt Company did not assist in the recent revolution headed by General Matos in Venezuela was taken here today. The testimony was intended for use in the Venezuelan courts, in a suit for $11,000,000 which the Venezuelan government has brought against the Asphalt Company for damages in connection with the revolution.

Vincente P. Leon, a native of Venezuela, said that he was an employe of the Asphalt Company at the time when the revolution began. He said that General Matos came to him and demanded that the New York & Bermudez Asphalt Company pay to the revolutionists $10,000. He reported this demand to Major Rafferty, an official of the Asphalt Company, who declined to pay this or any other sum. For his part in making this demand, Leon said that he was discharged by Major Rafferty.

Mr. Leon also said that he had received a letter from Luigi, a former sympathizer with the revolutionists, who was released from prison recently. Luigi tried to induce him to return to South America, as a patriotic Venezuelan, and testify in behalf of the government in the present suit, offering political amnesty in return for such testimony.

AWAITS CALHOUN'S RETURN

France Will Not Push Venezuelan Claim Without American Consent.

PARIS, Sept. 25.—The officials here believe that developments in the Venezuela situation await the arrival of Judge W. J. Calhoun, United States Special Commissioner, and Ambassador Jusserand at Washington. The Foreign Office here has been advised that Judge Calhoun and M. Taigny have gone over the case of the French Cable Company, and the officials here are not disposed to proceed against Venezuela or any Southern Republic until after the fullest conference with the United States, owing to the position of the United States towards South and Central America. At the same time it is held that this position entails the cooperation of the United States towards requiring Venezuela to observe the usual obligations to other powers.

Consul Home From Caracas.

NEW YORK, Sept. 25.—Rudolph Dolge, United States Consul at Caracas, arrived here today on the steamer Philadelphia, from Venezuelan ports.

HELPING THE GOVERNMENT

OBERLIN M. CARTER GIVES EVIDENCE ABOUT FRAUDS.

Disgraced Army Officer Now Devotes Time to Securing Recovery of Stolen Money.

CHICAGO, Sept. 25.—Oberlin M. Carter, ex-Captain in the United States Army, who was released from the Leavenworth Penitentiary some time ago, after having served a five years' sentence on a charge of having embezzled several hundred thousand dollars from the United States Government through construction contracts, returned to Chicago today and was examined before Special Examiner Richard Wyman. The former Army officer has completed his sentence and is now spending his time and money in helping the Government in its efforts to recover money and property alleged to have been embezzled by Carter while Government engineer at Savannah, Ga.

The matter now in question is in connection with the civil suits filed in the United States Circuit Court against Carter and some of his relatives for the recovery of the property. The entire case has been referred to Special Master Wyman to take report.

Carter has aged considerably, but he withstood a hard cross-examination in an apparently fearless manner. During today's examination an effort was made to show that previous to the real conspiracy Green and Gaynor, the contractors alleged to have been implicated with Carter in defrauding the Government, had loaned Carter money and placed him in such a position that when he was made engineer in charge and had the letting of contracts they might have a claim upon him. Carter declares that he never borrowed money from Green and Gaynor, but that he had written them concerning his investments, so that they would also invest. The examination will be taken up again tomorrow.

TELEGRAPH LINES IN ALASKA

Greeley Reports Immense Increase in Commercial Business.

WASHINGTON, Sept. 25.—Brigadier-General Greeley, chief signal officer of the Army, has just completed a thorough inspection of the Alaskan telegraph system. The tremendous increase in commercial business handled by the lines gives an indication of the growing importance of Alaskan trade. In the past two months telegraph tolls on commercial business have amounted to more than $32,000, while the cost of Government business on the lines during this time exceeded $20,000. Many thousand code words were transmitted without a single error during the 15 months the wireless system in Alaska has been in operation. The competition between Governmental, commercial and press business on the Alaskan lines has developed to the point where a new system to expedite business has been demanded.

General Greeley was impressed with the necessity of improving the quarters of the men in charge of the Alaskan lines, and will take this matter up at once. This work is attended by many hardships, but the record of the men on duty there is regarded as exceptionally good.

Eighty miles of line is being rebuilt, which will allow the abandonment of 70 miles in undesirable localities.

New Forest Reserve in Utah.

OYSTER BAY, Sept. 25.—President Roosevelt today signed an executive order creating the Dixie forest reserve in Utah. The new reserve embraces 465,930 acres, 24 per cent of which is public lands in Washington and Iron Counties in the southwestern part of Utah.

Would Extend Trade With Chile.

SANTIAGO DE CHILE, Sept. 25.—Wilson Evans, director of the Commercial Museum of San Francisco, has arrived in this country for the purpose of studying the commercial relations of Chile and the United States with a view to the extension of these relations.

Quick-Fire Guns for Poachers.

OTTAWA, Sept. 25.—The Department of Marine and Fisheries has referred to the imperial government the question of supplying the Canadian cruiser Vigilant with quick-fire three-pound guns. Officials here believe that, under the Rush-Bagot treaty of 1817, they can ship guns of that size, but it has been considerable desirable to consult the imperial government before taking the step. If the answer from London is favorable, four quick-firing three-pounders will be at once forwarded from Halifax and placed on board the Vigilant on Lake Erie, and decisive steps will be taken to stop the wholesale poaching by American fishermen

PHILOSOPHY IS PLATT'S CURE-ALL

Aged Senator Not Perturbed by Criticism of His Public Acts.

WILL STAY IN HARNESS

Feeble in Body, but Active in Mind, He Will Not Rust Out—Condemns Hasty Judgment of Public Men.

CHICAGO, Sept. 25.—(Special.)—"Philosophy, my boy," said Senator Thomas C. Platt, of New York, today, as his special car, Courier, rolled out of Joliet for Chicago, "is the cure-all of every evil life has. When discontented with any situation, philosophize, think it over, be judicial with yourself.

"You can't have any too close communion with yourself at any time. When you are able to talk to yourself freely, and to analyze things, you are a true philosopher. Contentment and happiness will then be yours. I'm a philosopher."

Mr. Platt arrived in Chicago from Kansas City and left this afternoon for New York. He then will have completed a Western journey of more than 11,000 miles, in which he looked over every property in which he and his associates are interested.

Will Not Rust Out.

Mr. Platt's body is feeble. His invalid chair is at his command in his private car, but his mind is extremely active and his eyes bright and clear. He was willing to talk on some subjects, and Mrs. Platt listened intently to every word he uttered. In response to a query as to his health, he said:

"I am on my way back to New York, to be just as active in the affairs of that state as I ever have been. You had an editor in Chicago who once said, I believe, that he never intended to rust out. He was right. I don't intend to rust out. I mean to be active to the last minute of my life, and I rather think that I have a number of minutes left.

"My mind never felt better, and I am returning to my duties in New York glad that I have seen a great vision of this wonderful West and that I know more about the United States than I ever did before. My habit of philosophizing has enabled me to assimilate the new knowledge I have gained and I recommend philosophy to you.

Don't Talk Back; Philosophize.

"The newspapers sting a public man. Some of the things they print are true; many never should be published. How are you going to face it, since you cannot successfully reply? Philosophize. You hold public office and your motives are impugned, although you may have tried to be honest with every interest involved. My advice is not to talk back, but to philosophize. Reason it out with yourself and, when you are satisfied that you have done all you can, done all that is fair to all, be content—that is the secret of contented living that I have learned through a long life."

"You do not mean, then, to quit your active interest in New York politics?" was asked.

"I have no reason to," replied the Senator. "New York Republicans were never better united than at the present time and, as I have said, I do not mean to get rusty. I shall be in the harness until my work is ended."

Too Prone to Believe It.

The Senator's attention was called to the revelations in connection with the New York insurance companies, but he was guarded in his comment.

"We are too prone to believe ill of anyone or of any enterprise, if anyone sets afloat a suspicion," he said. "That is something, as Americans, we have got to correct in our natures. I don't believe in shielding wrong, but at the same time too much slander is now afloat in regard to many legitimate enterprises to be good for the whole country. I believe in careful deliberation before I form a judgment, and that judgment is not going to be formed on gossip.

"The general financial prosperity of the country never was better. Through the parts of the West I have covered I found people not only making money, but satisfied with the Government. Few instances of dissatisfaction reached my ears.

Public Judgment Too Hasty.

"If you are going to publish anything of what I have said to you," continued the Senator, after a pause, "make this plain: That the whole American people need to be more calm in forming their judgments. They have been too hasty in the past. While bad men may have got into public life, as they do in private life, every public man is not a bad man, and I believe most of them are striving to be just to the public as well as to the other interests they may represent.

"My wife and myself have received delightful courtesies on all of this trip, and I have been glad to meet and know more than I ever did before of your great West. You are building a remarkable empire west of the Missouri, an empire in which every financier and corporation of the East is now virtually interested. The character of your people is splendid."

Murderous Chauffeur Mobbed.

CHICAGO, Sept. 25.—Surrounded by a crowd of excited pedestrians, all threatening vengeance, Arthur Stewart, 16 years old, a negro, was held prisoner until the arrival of two policemen last night after having knocked down and probably fatally injured Louis Weinburg, 10 years old, while driving an automobile at Twenty-sixth and State streets.

In the automobile at the time of the accident were Mrs. Mary Stewart, the mother of the chauffeur, and William Holliday, of Milwaukee, the owner of the machine. They also were prevented from leaving the scene of the accident, although, when the police arrived, young Stewart was considered to be the only person to blame. He was arrested, charged with operating an automobile without a license. The injured boy was taken to Mercy Hospital, where physicians say he may die.

ANIMALS HELPING ACTORS

Many Pets Appear in Caste of "The Truth-Tellers."

WASHINGTON, Sept. 25.—"The Truth-Tellers," a four-act comedy of modern English life, was given its initial performance tonight at the National Theater. The production was elaborate, was replete with fresh situations, and embraced some distinct novelties. The central figures are taken from a novel by John Strange Winter.

There are some strong dramatic situations running through the play, and, in addition to the cast of 24 speaking parts acted by the members of the company, there are employed five Shetland ponies, two horses, an immense St. Bernard dog, a monkey and numerous other pets. The realistic storm occurs in the second act.

A large audience witnessed the opening production.

Mary Cahill in "Moonshine."

DETROIT, Mich., Sept. 25.—Miss Mary Cahill, in the Detroit Opera-House tonight, opened her season before a large audience, in a new musical play, "Moonshine," under the management of David V. Arthur. Miss Cahill scored an especial success with her songs. The book and lyrics of "Moonshine" are by Edward Milton Royal and George V. Hobart, and the music is by Silvio Hern.

Fay Templeton in New Play.

COLUMBUS, O., Sept. 25.—"Forty-five Minutes From Broadway," a musical comedy by George M. Cohan, the author-actor, was given its initial production at the Great Southern Theater, in this city tonight. Fay Templeton, who is starred in the play, has a role which gives her wide opportunities. The piece is given an elaborate scenic production. The large crowd tonight was enthusiastic.

George Ade's New Comedy.

NEW HAVEN, Conn., Sept. 25.—A light comedy by George Ade, "Just Out of College," with Joseph Wheeler, Jr., as the star, was given its first performance at the Hyperion Theater tonight, and was well received. The company is under the direction of Charles Frohman. Many Yale men were present and gave the playwright a hearty greeting.

Another Independent Theater.

DETROIT, Mich., Sept. 25.—Announcement was made here tonight that the LaFayette Theater, which has been presenting a stock company, will open October 16 as an independent playhouse for productions of David Belasco, Mrs. Fisk and others.

Gambling Suppressed at Denver.

DENVER, Sept. 25.—Judge Frank T. Johnson, of the District Court, issued an order today requiring Sheriff Alex Nisbet and Chief of Police Michael A. Delaney to enforce the laws against gambling in the city and County of Denver. All gambling-houses were closed today by the proprietors, making it unnecessary for the Sheriff or the Chief of Police to take any action.

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The Weather.

YESTERDAY'S—Maximum temperature, 64 deg.; minimum, 52. Precipitation, 0.30 of an inch.

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TERMS OF TREATY OF SEPARATION

Detailed Results of Scandinavian Conference at Karlstad.

NEUTRAL FRONTIER ZONE

Forts to Be Demolished, Free Transit Secured and All Disputes Arbitrated — Sweden Will Recognize Norway.

STOCKHOLM, Sept. 25.—The Associated Press succeeded in securing the text of the protocol signed at Karlstad Saturday by the Norwegian-Swedish delegates appointed to arrange the terms for the dissolution of the union of Norway and Sweden, subject to the ratification of the Riksdag and Storthing.

The historic document, which will become a treaty when ratified by the two parliaments, consists of five main articles and 25 sub-clauses. The first article deals with arbitration; the second with the neutral zone and the demolition of the fortifications; the third with reindeer pastures, etc.; the fourth with inter-traffic and the fifth with common waterways.

The agreement provides for the compulsory arbitration before The Hague Court of all disputes except matters of vital interest, for the period of a decade, with extension for other periods of ten years, unless two years' previous notice is given of an intention to abrogate it.

Neutral Zone on Frontier.

The treaty provides for a zone on either side of the frontier, which shall forever be neutral, and for the demolition of the fortresses within that zone, with the exception of the old portions of the fortifications of the Fredericksten, Gyldenloeve and Overbjerget, which may remain but which are not to be used as fortifications. A headquarter staff and garrison may be maintained at Fredericksten to the same extent as prior to building the new fortifications. No extensions of the Kongsvinger group of fortifications will be permitted, nor of the new forts erected within ten kilometers of the old fortress of Kongsvinger.

Terms of Arbitration.

Article one, relating to arbitration, is sub-divided into eight clauses, as follows:

A—The two countries undertake to submit all matters of dispute to The Hague Arbitration Court, which do not affect the independence, integrity or vital interests of either.

B—In the event of a difference of opinion between the two countries as to whether a given question touches the vital interests of one of them, the matter shall be submitted to the arbitration tribunal for decision.

C—Disputes in regard to the interpretation of the method of carrying out the agreement to be arrived at, in connection with the dissolution of the union, shall not, however, be submitted to The Hague Court.

D, E, F and G provide for the constitution of the court in accordance with the rules of The Hague convention, the exchange of documents and who are qualified to act as arbitrators, etc.

This agreement is to remain in force for a decade from the date of its signature. It may be extended for a similar period if it is not denounced by either party at least two years before the expiration of the term of ten years.

No Troops in Neutral Zone.

Article two, dealing with the neutral zone, is sub-divided into nine clauses.

A—In order to insure peace between the two countries a zone is to be provided on each side of the frontier, which shall forever be mutual and must not be used by either country for war operations, nor can there be stationed nor gathered within the zone armed military forces except as provided in clause F, and such as are necessary to maintain order or to cope with accidents. This zone to be 15 kilometers wide on both sides of the southern portion of the frontier of the two countries. Islands and skerries shall be included in this zone, but portions of the sea itself, with the bays within the neutral line, shall not be considered as within the zone. If either country constructs railroads through the zone, troops may be transported and people living within the zone may be collected there for military duty, but must immediately be transported away. Fortifications, war ports or depots for the army or navy must not be maintained nor new ones established within the zone. This agreement is suspended in case the two countries assist each other in a war against a common enemy, and also if either goes to war with a third party power.

Demolition of New Forts.

B—Therefore the fortifications now existing within the above neutral zone shall be demolished, viz: The Norwegian groups of fortifications at Fredericksten, at Gyldenloeve Overbjerget and Weden and Hjelmkollen Oerje, with Kroksund and Dingsrud.

C—The above-mentioned fortifications shall be demolished as such. The old fortifications at Fredericksten, Gyldenloeve and Overbjerget may remain, but not as fortifications. Concerning the modern arrangements of the last three and concerning the action to be taken in regard to the other fortifications, more explicit agreements are related in a separate treaty of equal force with this.

D—The measures mentioned in clause C must be completed with eight months of this treaty becoming effective.

E—Provides that the above measures shall be carried out under the supervision of a commission composed of three officers of foreign nationality, neither Swedish nor Norwegian, each country choosing one and the third to be selected by those two, or in case of a disagreement, by the President of Switzerland. More explicit rules concerning the control are to be contained in the aforementioned separate treaty.

Old Forts May Remain.

F—Fredericksten may remain the headquarters of the staff of the district, and a place of garrison and site of the non-commissioned officer's academy to the same extent as before the erection of the new fortifications. The Konsvinger group of fortifications may not be extended either as regards the erection of armaments or the garrison, which latter hitherto has not exceeded 300 men not counting conscripts holding their yearly exercises.

In consequence of the above agreements, new fortifications may not be erected within 10 kilometers of the old fortress of Konsvinger.

The succeeding clauses provide that in case of disagreements as to the meaning of this clause which diplomacy may be unable to solve, they shall be submitted to an arbitration tribunal of three members chosen in accordance with The Hague Convention. The last clause reads:

"This agreement becomes effective immediately. It cannot be broken by only one party to the agreement."

Article three refers to reindeer pastures, etc., as follows:

A—For humanitarian reasons both countries agree to grant each country's nomadic Laplanders the privileges contained in the amendment of 1883 to the treaty of 1751, which amendment neither country shall demand to be canceled without the consent of the other.

B—Enumerates the conditions under which Laplanders may pasture reindeer in Norway until the end of the year 1917.

C—In ample time before the end of the year 1917 negotiations are to be opened concerning the above matter.

D—Stipulates arbitration in case of difference.

No Prohibitive Tariff.

Article four deals with inter-traffic as follows:

A—Each country agrees through neither prohibitory import or export laws to in any way interfere with or make difficult the transport or transit of goods. In the case of war complications with or between other powers or in other extraordinary cases, arms and ammunition and other war material shall be deemed contraband. Explanations may be made as demanded by international laws or the security of their own neutrality. Exceptions may also be made for sanitary reasons.

B—Transit goods must not be taxed with export duty or similar charges, nor must any distinction be made in charges of transit.

C, D and E contain rules concerning the charges on transit goods. The principal effect is that no higher charges shall be made than in the case of the country's own subjects.

F—This agreement is for 30 years from January 1, 1906, and may be prolonged for a similar period if notice of cancellation is not given at least five years prior to the end of that period.

G and H contain stipulations concerning the Ofoten Railroad and arbitration.

Keep Waterways Open.

Article five referring to common waterways, is as follows:

A—If a proposition is made for the damming of waterways or for similar work within one country, that country's laws shall decide the matter, although the action may interfere with the water of the other country, the inhabitants of which have the same rights.

B—In accordance with international precedents, it is stipulated that such works may not be carried out without the permission of the other country if a change of water course should substantially interfere with the use of such water for commercial purposes or cause great changes within an extended area.

C and D concern matters of detail.

E—This agreement is valid for 50 years from January 1, 1906, and is prolonged for an equal period if notice of cancellation is not given for an arbitration agreement.

F provides for an arbitration agreement.

The protocol was signed for Sweden by Christian Lundeberg, the Premier; Count A. F. Wachtmeister, Minister of Foreign Affairs; Hjalmar Hammarskjold, Minister of Education, and Karl Staff, and for Norway by Christian Michelson, the Premier; Carl D. Berner, president of the Storthing; J. Loveland, Minister of Foreign Affairs, and Benjamin Vogt, former Minister of the Interior.

Recognition of Separation.

The delegates agreed on the following order of business:

First—To each country's Parliament the above treaty shall be submitted for ratification subject to the ratification of the other country, to be mutually binding when, as stated hereinafter, Sweden recognizes Norway as an independent country dissolved from the union with Sweden.

Second—When the Riksdag and Storthing have presented identical ratification bills a proposition will be laid before the Riksdag asking the Riksdag:

First—On Sweden's part, to cancel the Riksak or charter of 1815, making new fundamental laws on the terms that the union of Norway and Sweden be indissoluble and irrevocable.

Second—To consent that the King may recognize Norway as a separate country from Sweden.

Third—When such recognition is given, treaties will, in accordance with the Riksdag's and Storthing's decision consenting to the above agreement, be signed in accordance with the usual international procedure.

Fourth—After these treaties are signed Sweden shall immediately notify all the foreign powers with which diplomatic relations are maintained of her recognition of Norway as an independent country.

Fifth—Each country then shall request the foreign powers with whom common treaties exist to so modify such treaties that one country in no manner remains responsible for the acts of the other.

Sixth—When Sweden recognizes Norway's independence and the above treaties are signed, negotiations shall be immediately opened concerning the settlement of such matters as must cease or be changed on account of the dissolution of the union between the two countries.

DISAPPOINTMENT IN NORWAY

Too Much Conceded, Say Some Papers, but Ratification Is Sure.

CHRISTIANIA, Norway, Sept. 25.—The agreement reached at Karlstad was published here this evening. The papers got out extras, and crowds thronged the streets. The first impression formed was favorable to the agreement.

The Intelligenssedlern says that the result is really disappointing, and that the advantages which the arbitration treaty should yield cannot be equal to the concessions made by Norway.

The Social Demokraten expresses the

(Concluded on Page 3.)

THREE ROADS TO KLAMATH FALLS

Railways Are Rushing Their Lines Into Reclamation District.

LARGE FREIGHT TRAFFIC

Citizens Would Like to Trade With Portland, but at Present San Francisco Has a Monopoly of the Business.

With work on the first section of the Klamath reclamation project already authorized and to begin very soon, a tide of homeseekers investigating the opportunities of that fertile district of Southern Oregon and Northern California, railroad builders are alert to the traffic prospects of the region, and it is certain that rails will soon replace the freight wagon and the stage for transportation of products and passengers. Estimates place the cost of the Government work at approximately $4,000,000, and it is a conservative estimate that the investment of private capital in development to follow speedily from date of beginning reclamation work of construction will exceed that amount. This will largely be paid out for labor and material, the workingmen coming from outside, and supplies for a small army of men and livestock to be brought in from the outside. It will be no small item to haul $8,000,000 worth of traffic into the country by wagon and offers substantial inducement for effort of railroad managers to complete lines in order that a share of the traffic may be reaped in earnings of the railroad first to tap the country.

Will Begin Work at Once.

A. H. Naftzger, president of the California Northeastern railroad, recently incorporated to take over the franchises and rights of the enterprise founded by the Weed people to build a railroad from Weed, on the Southern Pacific, to Klamath Falls, 22 miles of track having been built by the Weed Lumber Company, and now transferred to the new corporation, announces that the road will be built without delay. Contracts are to be let immediately for building the first section, and the company has inducements in the form of a bonus of $100,000 in cash and lands guaranteed providing the line is completed to Klamath Falls before March 1, 1907. President Weed, of the Weed Lumber Company, who negotiated the railroad project, also secured the franchise for an electric railroad for the town of Klamath Falls, to be completed and in operation within one year after completion of the railroad to that point. These inducements are believed to be incentives, as guaranteeing in the bonus interest on the cost of construction during the first period of stress that new roads sometimes have difficulty in surviving, while the heavy traffic of material and supplies that must be taken into the country give assurance of earnings for this or any other road that will soon connect Klamath Valley with the outside world. From Weed to Klamath Falls the distance is 90 miles, 70 in California and 20 in Oregon, so that the California Northeastern has about 70 miles of track to build, a portion of which is expensive.

Klamath Railroad Too.

The Klamath Railroad, connecting with the Southern Pacific at Thrall, Cal., south of the Oregon line a few miles, is nearest to Klamath Falls, and can first claim the traffic by constructing 34 miles of track. Hervey Lindley is president of the Klamath Lake Railroad, and has been closely identified with the section for ten years. He was impelled to build the road by reason of the magnificent forests of yellow and sugar pine, vast in extent and untouched, that cover the eastern slope of the Cascades south from Crater Lake. Following up the Klamath River from Thrall, the road has one of the best passes of the southern portion of the Cascades. It has been built well and for all time in the portion completed for 30 miles, with the exception of the summit, where the divide is crossed by switchback at an altitude of 4350 feet, which will be abandoned when a tunnel is driven through the backbone of the range. Pokegama, the present terminus, is in the edge of the timber belt, and from that point to Klamath Falls no difficult construction is presented, and the expenditure of perhaps $500,000 would complete a line that might reasonably be expected to repay the sum in handsome dividends. Mr. Lindley is understood to be in readiness to extend the line at no distant date, and this will probably be the first railroad to operate trains into Klamath Falls.

Every Grade Is Found.

At present mail, freight and express matter for Klamath Lake is transferred to stage and freight lines connecting at Pokegama. The road follows up the river, and for 22 miles is through the pine timber belt, in which there is hardly a quarter section through which a logging railroad could not be placed by laying the ties and rails, so even is the topography, though, of course, slightly rolling. There is no underbrush, and the clean pine forest is one of the most attractive in the country, cruising high. At Keno, 12 miles below Klamath Falls, is the present limit of navigation from Lake Ewauna, the small lake at the northern end of which is located Klamath Falls, which is fed by Link River, a mile and a half in length, which drains Upper Klamath Lake, the source from which is to be drawn the water for irrigating 240,000 acres of lands. Thus when the Klamath Lake Railroad

(Concluded on Page 14.)