

NEW HIGHWAYS TO JOIN KLAMATH TO BALANCE OFF STATE DAYS When County Was Not Political Unit of Oregon Pass With Voting of Bond Issue \$500,000 IS TO BE SPENT

Main Trunk Roads Will Connect County With Highways in All Directions; Indians to Help.

By R. C. Johnson. Klamath Falls, June 21.—The days when Klamath county was merely a political unit of Oregon are passing. With its great timber, agricultural and livestock industries it is, through the development of a state highway system, becoming in reality a worthy part of the state. Its earnest desire to have communication and commercial relations with the rest of the state is based not alone on sentiment but is manifested in the practical way of tendering its available funds for expenditure on the state roads within its boundaries.

At the recent special election the voters of the county decided by an overwhelming majority to issue bonds to the amount of \$500,000. This money, with the addition of a few thousand dollars already in the treasury, is to be turned over to the state highway department to be expended in cooperation with the state and federal government on the main trunk roads of the county, connecting it on the south with the California system, on the west with the Pacific highway, on the north forming a link in The Dalles-California highway and on the east joining with its neighbor, Lake county. To bring about this result half a million dollars will be expended out of the joint county, state and federal fund. Besides an appropriation of \$50,000 is expected from the fund of the Klamath Indians in view of the fact that the Lakeview-California highway and the Lakeview road cross the reservation.

\$325,000 TO BE TURNED OVER. The condition on which the county is to turn over \$325,000 to the state is that the money is to be applied to the following roads:

- The Dalles-California highway, \$163,000. Klamath Falls to California boundary, \$39,645. Klamath Falls to Lakeview, \$77,618. Klamath Falls to Astoria, \$40,000. On the Lakeview-Bend road a small corner of Klamath county is intersected and therefore the county will appropriate \$1,000 for this road. Taking up the roads to be improved, the one leading to Coquille will pass through the most highly developed irrigated section of the county. It will traverse the Tule lake country via the towns of Merrill and Malin and will have a total mileage of 36 miles. There is already a well graded county road which will be macadamized. This has been shortened about two miles by the elimination of right angled turns.

GOVERNMENT TO AID. The improvement is a post road project, the federal government bearing 50 per cent of the cost and the state and county the other 50 per cent. The estimate of cost is approximately \$213,000. Of this amount the county is to contribute \$70,000. The survey is about complete and it is expected to call soon for construction bids.

Outside of its importance as a county road this highway will reach the California boundary and runs toward Astoria, will have an attraction for tourists from the fact that, after crossing the California line it passes through the well known lava beds and ice caves of Modoc county, where in the early '70s Captain Jack, Scarface Charlie and Scowchin resisted capture for a long time.

ROAD LONG IN USE. The Klamath Falls-Ashland road will connect the county with the Pacific highway, which it intersects seven miles south of Ashland. Locally this road is known as the Green Springs mountain road. It is one of the early roads of Oregon and over it came the first settlers from the coast to the interior. Before the arrival of the railroad all the supplies into these counties were hauled in on pack trails. The road is a fine, gravel road, and the green and dried fruits of the Rogue river country. This road is 55 miles long. Of this distance 20 miles are in Jackson county and 35 in Klamath. The Klamath county road has been under contract, at an estimated cost of \$190,000. The Klamath county road is being constructed by the same heavy grades but the new location

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will not exceed a maximum of 6 per cent. The entire road is being built by the state and counties alone, and its total cost is approximately \$350,000. It will be only a dirt road when finished, except in low and soft ground, where it will be rock. The contribution of Klamath county is \$40,000. INDIAN FUNDS MAY BE USED. The Klamath county unit of The Dalles-California highway is to be approximately 60 miles in length. It is to be constructed by the county and state, the county contributing \$163,105. A survey of the road is now being made. The Klamath Falls-Lakeview road is divided into five sections—three post roads and a forest road, in which the state and county will cooperate, and one section across the Klamath Indian reservation, which will be financed by the state and county and possibly some out of the tribal fund. This tribal fund is made up of revenue derived from land leases and sales. The road will follow closely along the route of the present one. A suggestion was made that it be located by way of Bonanza and Langell valley. As the line has been run, Bonanza is left about seven miles to the south.

The first section, a post road project, is 32 miles long reaching from a point five miles east of Klamath Falls, the junction with the government road to the boundary of the reservation, on the divide between Youna and Sprague river valleys. The estimated cost of construction is \$113,509.

DIET ROAD IS PLANNED. The next section is 23 miles long and extends across the reservation. Its estimated cost is \$85,512.

The third section is a post road section, 14 miles long, from a point four miles west of Ely to the boundary of the Fremont national forest. The estimated cost of this section is \$112,648.

The total cost of the entire road will approximate \$325,000. The money will be expended in cooperation with the state and federal government on the main trunk roads of the county, connecting it on the south with the California system, on the west with the Pacific highway, on the north forming a link in The Dalles-California highway and on the east joining with its neighbor, Lake county. To bring about this result half a million dollars will be expended out of the joint county, state and federal fund. Besides an appropriation of \$50,000 is expected from the fund of the Klamath Indians in view of the fact that the Lakeview-California highway and the Lakeview road cross the reservation.

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Eugene Man, 82, Will Go After Alsea's Big Fish. Eugene, June 21.—Professor B. J. Hawthorne of Eugene celebrated his eighty-second birthday Thursday. Friday he will go on a lifetime hunting and fishing license from County Clerk R. S. Bryson. Professor Hawthorne is a former practicing attorney of this city and for many years was an instructor in the University of Oregon. As a veteran of the Civil war, Professor Hawthorne is entitled to a lifetime game license. He claims he expects to get some big ones down on the Alsea river, where he intends to spend part of the summer.

WILSON MAY STAY IN NATURAL ARIDITY. Rumor Says Demobilization of Army Could Postpone Act Until Next January. Washington, June 21.—President Wilson has in mind the issuance of a proclamation declaring the army of the United States demobilized when Germany signs the peace treaty. Germany is expected to sign the treaty next Monday. If she signs it on that date, or before June 30, and the president issues his proclamation of demobilization, the result will be that prohibition will be postponed until the constitutional amendment takes effect next January.

This highly important information was obtained tonight from sources close to the White House. It may be relied upon as representing the present state of the president's mind and a certain forecast of his action, unless some unforeseen difficulty develops to change his decision. The president is said to be actuated by a variety of motives. He is said to believe that it would only be fair to the interests affected to allow them an additional time to wind up their affairs. Moreover, such action would ease the revenue situation and lighten the burden of taxation.

Boiler Circulator Is Installed Now On Many Engines. "Boiler Circulator and Cleaner" is the name given to an invention of D. F. McGill, inventor of the "Boiler Baked Ovens, Fourteenth and Burnside streets. The device has been adopted by many of the largest manufacturing plants of Oregon and several of the steamship companies. Locally the Sarah Dixon, No Wonder, Shaver, Henderson and Cascade steamers have had it installed. The device is a tank located in the boiler room and is connected to the boiler and the engine. It is equipped with a pump and a filter. It is said to be a perfect circulator within the boiler, increases the capacity of boiler and engine, causes removal of old scale from boiler, prevents priming and foaming, caused by water conditions, prevents grit and dirt from being carried over to the engine cylinders, saves lubrication, packing, time and consequent annoyance in keeping engine in repair, removes all suspended matter from the water, including rust, scale, dirt, oil and scale forming salts; will neutralize acids and automatically remove scale-forming salts from the boiler, etc. It is a simple, compact, and efficient device. A. C. Larsen, chief engineer for Nickum & Kelly, and others, write of the invention in the strongest terms.

Relatives of Dead Soldiers Ask That Bodies Be Brought Home. Washington, June 21.—General March, chief of staff, says about 50,000 replies have been received from requests to relatives of deceased soldiers to indicate their desires as to whether bodies be left in France or returned to this country. About 75 per cent have answered that they want the bodies returned, and General March has informed Senator Chamberlain that the requests in all cases will be complied with, though he cannot say when the shipment can be made. The desire of the nearest of kin will be followed in each case.

When the bodies are left in France the interment will be made in fields of honor set aside by the republic of France. The war department has promised that the remains of all soldiers who die in France will be returned to this country, either to the former home of the soldier or a national cemetery. When returned to the former home a letter to the President will be sent, and the American peace commission requesting the release of the bodies to the bureau of war risk insurance.

Dunne-Walsh Want Countess Released. Paris, June 21.—Accusing the British government of starting a series of reprisals against Irish men and women as a result of the "atrocity" filed by the Irish-American mission here, the peace congress, which is in session at the famous Sinn Fein woman leader, the Countess of Markievicz, a member of the Irish parliament, has been jailed to prevent her from attending the peace conference. Dunne-Walsh, a member of the peace commission, Frank P. Walsh and former Governor Edward F. Dunne of Illinois have sent a letter to Premier Lloyd George and the American peace commission requesting the release of the countess.

PREPAREDNESS FOR WAR IN PACIFIC IS SOUGHT BY PHILAN. Declares Orient Is Sore Sopt of World and Japanese Cannot Be Compromised With. Washington, June 21.—Senator Phelan of California, as witness today before the house immigration committee, declared that America must be prepared for a "war on the Pacific" and demanded that the requests in all cases will be complied with, though he cannot say when the shipment can be made. The desire of the nearest of kin will be followed in each case.

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DAYTON CITIZENS AND VISITORS PUT AWAY GOOD THINGS. Portland Delegates Help Residents of Valley City Pack Oregon Products in Rapid Fashion. APPETITE LIKE BLACKSMITH'S. Merchants of Metropolis and Astoria Contribute Load of Good Things to Help Matters Along. Two hundred and fifty citizens of Dayton and their visitors were engaged about a quarter of Saturday in packing Oregon products. They had their cooked and bottled and stewed and baked and cut and sliced in all kinds of dainty shapes and styles—and set before them on rose garnished tables by the city manager, A. G. Clark, and A. W. D. B. Dodson, executive secretary of the Chamber of Commerce; George Quayle, secretary of the State Chamber of Commerce; A. G. Clark, manager of the Associated Industries of Oregon; and Sidney B. Vincent, publicity manager of the Chamber of Commerce, were there from Portland helping to do the packing. It is said that the Portland visitors ate like blacksmiths, and that the home products they packed away—in their stomachs—would have sold for at least \$500—present prices. It was a big dinner that was served by the Dayton people, somewhat assisted by the event distress. Watch the product. It was a fine luncheon, partaken of by fine people and in a mighty fine town.

Boiler Circulator Is Installed Now On Many Engines. "Boiler Circulator and Cleaner" is the name given to an invention of D. F. McGill, inventor of the "Boiler Baked Ovens, Fourteenth and Burnside streets. The device has been adopted by many of the largest manufacturing plants of Oregon and several of the steamship companies. Locally the Sarah Dixon, No Wonder, Shaver, Henderson and Cascade steamers have had it installed. The device is a tank located in the boiler room and is connected to the boiler and the engine. It is equipped with a pump and a filter. It is said to be a perfect circulator within the boiler, increases the capacity of boiler and engine, causes removal of old scale from boiler, prevents priming and foaming, caused by water conditions, prevents grit and dirt from being carried over to the engine cylinders, saves lubrication, packing, time and consequent annoyance in keeping engine in repair, removes all suspended matter from the water, including rust, scale, dirt, oil and scale forming salts; will neutralize acids and automatically remove scale-forming salts from the boiler, etc. It is a simple, compact, and efficient device. A. C. Larsen, chief engineer for Nickum & Kelly, and others, write of the invention in the strongest terms.

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Oregon Factories Will Be Listed in Industry Directory. The Associated Industries of Oregon, A. G. Clark manager, is preparing a manufacturer's directory covering all the industries of the state. To accomplish this and in an effort to have the best possible directory, he has issued a questionnaire to 500 and 600 manufacturers. It is asked for the name of the industry, its location, sales office, its line of manufacture and its officers. Inclosed was a self-addressed envelope, yet up to this time only about half the concerns have made reply. As there will be no advertising in the directory the entire cost of its publication will be paid by the local association and the State Chamber of Commerce. Clark says he will make it as light as possible. Mr. Clark is anxious that those receiving the questionnaire mail to him the information the association requires. It will not be sent to the expense of sending a messenger after it. It is desired to make the directory thoroughly complete and accurate. It cannot be written by the association, as manufacturers, and it would seem that the management of the industries can do the best. Clark says he will make it the book to press at the earliest possible time, and this procrastination of factorymen is retarding the work.

Portland Man Invents Instrument Which He Claims Will Eliminate 'Tin' Sound to Voice. C. G. Wakefield, of the Wakefield Music company, 427 Washington street, is the inventor of a radically new idea in the construction of phonographs, and a factory for its manufacture has been taken over at East Tenth and Lincoln streets, formerly the Valentine Manufacturing company. "I have been in the piano and musical instrument business for 20 years," Mr. Wakefield says. "For several years I have been experimenting with phonographs, with a purpose of clarifying the voice and effecting more natural, clear and distinct reproduction of the voice. My desire to, if possible, dispense with that 'tin' sound of the voice, and have it emanate, as it were, from the chest of the singer or speaker, as it ought, and not from the throat of the instrument, as in the case with the phonograph of the present. It always has been supposed that the sound from the horn of the instrument, the sound chamber through the hollow arm tube, and to the ear through that chamber. I proved the first surmise incorrect by corking up the hollow in the arm to which the needle is attached, and discovered that the sound traveled to the sound chamber almost as perfectly as before the hollow in the tone arm was stopped. The sound of the voice, if conveyed to the sound chamber by the metal in the arm itself. I also found that the base of the tone arm was fastened to the back of the phonograph, and wondered if this was best, or should it penetrate the deck and convey the sound directly to the sound chamber. I desired that the voice in clear enunciation perfect, and the sound of greater volume than before."

Mr. Wakefield has given the name Cremona to this new idea phonograph, and the Valentine Manufacturing company has abandoned the manufacture of toys and is devoting itself to the production of this new invention. Up to this time about 25 have been completed, all of which are spoken for. One goes to Los Angeles.

Says Change Made. Charles Cooney, the well known tailor and manufacturer of military uniforms, in his advertisement the other day, mentioned the Sellwood woolen mills, and his copy was changed to worsted mills, the splendid institution now in operation in that part of the city. This latter was an error, Mr. Cooney says. He says he desired that the voice in clear enunciation perfect, and the sound of greater volume than before."

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