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Swindler Sentenced

Klamath Chronicle: Thaddeus E. York, alias Frank B. Houston, arrested in Seattle on the night of the 27th of June last year, for swindling the American Bank and Trust company out of a large sum of money, was sentenced yesterday afternoon by Judge Benson to serve 20 years in the penitentiary on the charge of forgery. He will leave this morning in company of the sheriff for Salem. York was sentenced to 20 years, but a provision is that he may serve two years of this sentence only, and the other 18 he may be allowed his freedom on parole to go where he desires so long as he is good and reports to the court at stated times. This sentence means that for 20 years York is virtually a prisoner of the state of Oregon, while all except two of them are not to be served in prison.

New District Forester

Portland Journal: Oregon's great forest wealth opens such inviting field for experienced men to work in private capacity that the Federal Government loses its district foresters rapidly here. The resignation of C. S. Chapman to take up work with private associations is the second event of the kind in a year, as Mr. Chapman's predecessor, E. T. Allen resigned the district forester's office to become secretary of the Western Forestry & Conservation Association. Associate Forester George H. Cecil will be promoted to fill Chapman's place as district forester. He has had many years experience in the work. Mr. Chapman will become secretary of the Oregon Forest Fire association, his resignation from the government position taking effect January 20.

DOINGS IN LEGISLATURE

Dr. Steiner, Formerly of Lakeview,
Now in The Limelight

SPENT STATE'S MONEY WITH FREE HAND

But One Side of Question Heard, and Doctor's Answer May Therefore Cast a Different Glow Upon Alleged Profligacy

Probably the most interesting happening to Lake county people in Legislative circles during the past week has been the probing of the State Insane Asylum. This is on account of the fact that Dr. Steiner, the superintendent of the Asylum, was formerly a resident of Lakeview where for several years he enjoyed a very large practice. He was also elected a member of the Legislature from this county, and during his residence here, occupied a very prominent position. While there has been no direct charge of graft or anything of the sort, yet the joint committee

appointed to investigate the State institutions considers that there has been extravagance, waste and misappropriation of funds, that is diverting money appropriated for one direct purpose to another, in the management of the asylum.

Among other things the committee report contains the following:

"The superintendent of the Asylum, Dr. Steiner, requested from the committee on ways and means of the last session an appropriation for an automobile. This was refused by the committee, but the elasticity with which appropriations have been used permitted the purchase of the same, notwithstanding the fact that the appropriation therefor was refused.

"The cost to the state in upkeep and the wisdom of this purchase can be judged by referring to the vouchers, copies of some of which are hereto attached. For the building and furnishing of two physicians' cottages there was appropriated \$7500. In the report we received there was expended for this item \$11,799 and some of the expensive furniture placed therein is also shown by the copies of the vouchers attached thereto. The \$100,000 appropriated for the new receiving ward has been expended on constructing what is planned to be the central or main part of such a building and \$129,750 is now asked for, to complete the new wing and furnish the same. The construction is far costlier than your committee, seems prudent."

A resolution introduced by Senator Malarkey to the effect that Oregon

NOTHING DOING IN 1911

Concluded from first page.

ically, and the Oregon Electric co. be built from Salem to Eugene in 1911.

This summary of work was given out by John F. Stevens, chief of the Hill forces in this field on his return from Chicago and the East, where he has been in consultation with the heads of the system. Mr. Stevens said the financial condition of the East is improved greatly, but that work on the two electric lines is all that has been decided for this year.

When the contracts for the Bend-Klamath Falls extension were withdrawn it was understood to be because of the depressed state of railway investments, and when the Pacific & Eastern ownership was announced, it was reported that detailed surveys would be made in the Spring, and the line across the Cascades constructed in due time. But the financial market does not yet warrant, or there are other conditions which prevent immediate action, as the 1911 programme does not reach either enterprise.

For the Oregon Electric construction, a distance of 75 miles is to be spanned, connecting with Eugene.

For the United Railways, the work will be pressed as far across the Coast Range as possible this year, although it cannot be finished before 1912.

Mr. Stevens says he expects the Oregon Trunk to be regularly operating into Madras by February 10, and it will be opened between Madras and Bend as soon as the big Crooked River steel span shall be ready for tracks. While in the East on this trip Mr. Stevens let contracts for the steel of the Columbia River bridge at Celilo, for which the masonry is being placed and also for the Crooked River bridge, where the foundations will be pushed to completion as soon as practicable.

Amalgamation of all the Hill Oregon companies with the North Bank was one of the topics discussed at the general conference, and while this is regarded a probable course in the near future, it has not been given final touches.

has "the best system of government in the world," afforded a vent for the pent up wrath of the opponents of Senators Bourne and Chamberlain. According to the Oregonian correspondent not for many sessions has there been such a sensational meeting in the Senate and practically all day war clouds hovered over Kellaber's resolution and Jonathan Bourne.

Kellaber was accused of holding up the report of the resolutions committee until he could secure the services of a stenographer to place all of the Senators on record in expressing their views on the resolution.

Many of the lawmakers were open in their assertion to the effect, declaring that the sole purpose of putting the resolution up to the Senate was political, and that it was an attempt to place some of the Senators "in a hole," as Nottingham expressed it, and they accused Kellaber of exercising political jugglery in this respect.

Malarkey endeavored to obtain an amendment to the resolution, striking out reference to the Oregon system as being the best in the world, and replace it by a statement to the effect that the Legislature commends the Oregon system to other states.

The resolution found few defenders, it being considered that it claimed too much, as there might be a few governments with which the Legislators were not familiar. While the resolution was defeated by a large majority, yet it is thought that it will be brought up in a milder form later.

Sale of the Hill right of way through Malheur Canyon, Malheur County, to the Harriman railway system was not treated as of any significance by Mr. Stevens, who said that he did not know it had taken place until he saw it in the papers. On the subject of entering the Harney country, he said:

"We have made no plans that include an early invasion of Harney Valley and the country adjacent thereto, but I can safely predict that when we are ready to enter that field the way will not be lacking."

That Hill construction in Eastern Oregon at an early date was a certainty has been taken as a matter of course, especially following the purchase of the Willamette Valley & Cascade Mountain Wagon Road Co. grant lands by what was understood to be affiliated Hill interests, but the statement of Mr. Stevens indicates that no work is to be done very soon on that line.

Such being the existing conditions it behooves the property holders and business men of Lakeview and vicinity to get busy and endeavor to hurry the building of the extension of the N.-C.-O. to Lakeview at the earliest possible moment. It is the easiest thing in the world to get busy and "knock," and tell this and that concerning the "Narrow Gauge," but how much has Alturas accomplished by her continual hammering away at the N.-C.-O.? In public estimation Hill is held on a par in the state of Washington with Harriman in Oregon, and whenever one invades the territory of the other he is held as the saviour of the country. Possibly there never has been a community but that considered itself discriminated against by the railroad serving it, and probably there never will be.

Be this as it may, it is a conceded fact, as stated by President L. W. Hill of the Oregon Trunk on his visit to this county last summer, that this section has reached such a stage of development that further progress is not possible until it is connected with the outside world by a railroad.

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