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THE EVENING HERALD

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KLAMATH FALLS, SATURDAY, OCTOBER 10, 1908.

CANADIAN ELECTRIC POWER.

Consul James M. Shepard, writing from Hamilton, gives further particulars concerning the proposition of the provincial government of Ontario to furnish electric power from Niagara Falls to the municipalities of that province, within a circuit of 150 miles concerning which he says:

The government commission, composed of two members of the cabinet of the Ontario government, has the charge of this department and has given it careful study and attention. The commission has in its service expert electricians, who have spent a year or more in figuring out the possible cost to the municipalities as their share for the construction of the power line from Niagara Falls to the several points of delivery. This cost is to be shared pro rata between the municipalities entering into the scheme. It is proposed to furnish the electric energy to the municipalities at the price for which the government contracts it from the supplying company at the Falls, to which is to be added the necessary expenses for maintaining the line and keeping it in working order. An extra charge is to be added for the construction of the line, which will continue to be a fixed charge for 30 years. At the end of that period the transmission line becomes the joint property of the municipalities, who will thereafter pay all necessary cost for upkeep and management, as well as for the electric power furnished, the government retiring from further control in the matter.

This is an attractive theory for those who favor municipal ownership of public utilities; but after figuring upon the cost of power and the construction and maintenance of the line the government experts have not, thus far, been able to give a definite statement of what the cost per horse power will be for the municipalities. The expectation of the government commission is that it will be so low that the expense to manufacturers will be less than that of steam power, there being no coal supply in Ontario.

Hamilton is the first important point at which power would be furnished by the government, and the lowest estimate per horse power, delivered here, is \$17.80. The cost

would increase to other municipalities in proportion to distance of construction and upkeep of the transmission line. The government contract proposes to bind the municipalities for a period of 30 years not to contract with any private company or corporation for a supply of electric power.

In the city of Hamilton there is a corporation which began in a small way many years ago to furnish electricity derived from its steam plants for street lighting and for the street railway system. Less than 10 years ago this company utilized the water power at Decow Falls, 34 miles from Hamilton, constructing a power house, machinery, buildings, and a pole line to this city for the transmission of electrical energy. Contracts were made with the manufacturing establishments to furnish them power at a price far below the cost of steam power and now there are very few factories, and those only small affairs, that are not run by electricity. Natural gas, with which the city is supplied, furnishes a cheap power to small users.

The city of Hamilton is now proposing to install electric power to operate the waterworks system and the sewage disposal plants instead of steam, and to that end a by-law was passed by the City Council on July 17 authorizing a contract to be made with the local company for power at the rate of \$16 per horse power.

Hamilton is substantially a manufacturing city, having now nearly 300 large manufacturing establishments, largely built up during the past eight years as the result of cheap power. They are mainly controlled by American capital, induced to locate here by reason of the cheap power. About \$35,000,000 capital is employed, furnishing labor to over 10,000 men and women in the factories.

The City Council and the company are negotiating for a rebuilding and equipping of the street car lines, increasing the mileage, and the purchase of new cars. To enable the company to undertake the cost at this time the city has agreed to guarantee the bonds of the company to the amount of \$500,000. The new equipments of waterworks pumps and

motors and new cars and rails for the street railroad should interest American companies.

An Italian paper recently surprised the world with the news that the first Napoleon had once ventured into the field of the drama, and hardly has the world ceased to speak of the imperial tragedian, says C. A. Brater, in a Berlin paper, when documents came to light which show that Louis Philippe, the citizen king, also tried his hand at stage business. His genius, however, was in another direction: The discovered manuscripts show that the king was a collaborator with Eugene Scribe on the libretto for Halévy's "Henry VIII." The royal librettist also furnished a melody for that work or, rather, induced the composer to interpolate one. The king sang the song, Halévy noted it down carefully, and when it was recorded Louis Philippe said: "Forty years ago I sang it for beautiful women in London, and could give you now the address of the music shop where I purchased it."

The Department of Railways in Prussia, in its determination to add to the comfort of travelers, has ordered that all employes shall greet passengers with a smile and do their best to make patrons feel as welcome as a friend. Punishments, ranging from fines to dismissal, are provided for disobedience of the order. Employes also are instructed to answer all questions clearly and promptly, and when there is room for dispute the men are informed that they must be "as polite as if they were addressing the inspector of the road."

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Klamath Falls, Oregon

NOTICE FOR PUBLICATION.
Department of the Interior, U. S. Land Office at Lakeview, Oregon, September 16, 1908.

Notice is hereby given that Jennie E. Ballinger, of Klamath Falls, Oregon, who, on August 17, 1908, made Timber and Stone application, No. 0382, for s.w. 1/4, n.w. 1/4, Sec. 31, T. 32 S., R. 9 E., W. M., has filed notice of intention to make final proof, to establish claim to the land above described, before County Clerk Klamath Co., at his office, at Klamath Falls, Oregon, on the 28th day of November 1908.

Claimant names as witnesses
W. A. Delzell, J. P. Butcher, Jean C. Crayens, Wilber White, all of Klamath Falls, Oregon.
J. N. WATSON,
Register.

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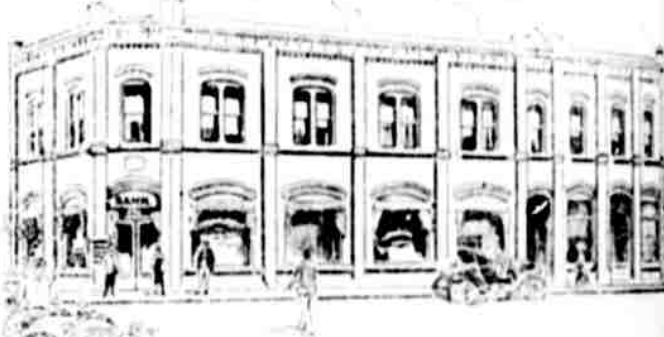
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