

The Evening Herald.

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THIRD YEAR, No. 961

KLAMATH FALLS, OREGON, FRIDAY, SEPTEMBER 17, 1909.

PRICE 5 CENTS

MORE RAIL-ROAD DOPE

STORY COMES BY THE WAY OF MEDFORD.

KLAMATH IS THE POINT

P. Porter Visits the "Him" and Makes Some Calculations and Remarks.

J. P. Porter of Porter Bros., railroad contractors, who accompanied Charles H. Carey, chief counsel of the Hill lines, on his trip from Medford recently, practically admitted in Medford that the main line of Hill's railroad would be built to Klamath, as will be seen by the following interview:

"By inference only, J. P. Porter of Porter Bros., who have the contract for building the extension of the Pacific and Eastern, admits that the road is to be extended over into Klamath valley and connect there with the main line of the road which his firm is at present constructing through Central Oregon. While Mr. Porter does not state directly that this is the case, he made the remark, with a laugh, that 18 miles of road would hardly pay for shipping the necessary equipment for its construction.

"Mr. Porter, accompanied by the Hon. Charles H. Carey of Portland and J. Q. Howard, arrived at Crater Lake Sunday noon, where they were met by Harry H. Hicks, who accompanied them to Medford, arriving yesterday afternoon. The party left Medford immediately for Salem, where Mr. Porter has entered one of his horses at the state fair.

"Mr. Porter has charge of the field work for Porter Brothers and has led a railroad war for his firm in Central Oregon. At present they have some 2,100 men at work on this extension of the Oregon Trunk line. George Carey is the attorney who recently won for them the sweeping decision which gave them such great advantage over the Harriman forces and put an end to the trouble in Central Oregon which was rapidly leading to bloodshed. The party left Medford Friday morning in a powerful horse power machine, traversed

Central Oregon to Ft. Klamath and then to Medford by way of the lake. "We mean to rush the work of extending the Pacific and Eastern," said Mr. Porter. "The work will be in the hands of H. N. Randall, who has been with our firm for a number of years and is one of our most trusted leaders. He took an important part during the troublesome days in the Deschutes canyon. He will have full charge of the extension of the Pacific and Eastern.

"Porter Bros. build railroads. We pay little attention to who owns them, but I believe that Hill at the present time is not interested in the Pacific and Eastern road, though he may acquire an interest later. I cannot state authentically that the road will be built for a greater distance than our contract at the present time calls for; but look at it from this standpoint: What object would there be in building a road only from Medford to Butte Falls?"

"Mr. Porter was asked regarding the size of the contract. Was not 18 miles a small contract for a firm of the size of Porter Bros. to fool with, especially as they had their hands full in Central Oregon.

"Porter Bros. take contracts for every distance from one mile up. Nothing is too large or too small for them to handle if there is money in it, but I will say that at the present time we are very busy and are not looking for small roads."

"Mr. Porter was then informed that certain parties were thinking of investing in certain timber near the Fish Lake pass, and were only awaiting the confirmation of the fact that the road was to be extended into the Klamath valley.

"Tell them to buy the timber," was his reply.

"Mr. Porter showed a great interest in the country lying between Medford and Crater lake, and asked innumerable questions regarding its resources and possibilities. He was most enthusiastic over Central Oregon and stated that there could be no doubt but that the Pacific and Eastern would prove a valuable feeder to any line to which it might connect. At the present time Porter Bros. have men scattered along the country from the Dalles to Medford. Not one break appears in the chain. Engineering parties are busy, grading is under way, and more men are constantly being added to their forces.

"Mr. Porter declined to make a statement regarding the story which recently appeared in the Oregonian as to the main line running through Medford to Crescent City and down the coast. He simply stated that he was building roads where he was told to build them, and that he did not know where the outlet, if there was to be an outlet, would run.

"The elevation of Fish Lake pass is some 5,000 feet, which means considerable of a grade, and regarding the feasibility of putting a road over it Mr. Porter was most dubious, if that grade was to be on the main line.

"We are simply building in Oregon at the present time," continued Mr. Porter. "Whether we will build into California or not is a question which I cannot answer. I do believe, however, that an era of railroad building is at hand in Oregon, and for that matter throughout the entire Northwest. Transcontinental lines must be fed, and Oregon furnishes a great field for the construction of such roads. Where these roads are to be built and where they are to connect is a matter that the future alone can decide."

"This was Mr. Porter's first trip to the rim of Crater lake, although he came through last year by Arant camp. While enthusiastic about the lake as a scenic attraction, he looked at it probably differently than any other man who has ever stood upon its brink. He immediately began to figure out how many times a railroad would have to encircle its precipitous sides in order to reach the water on a two-per-cent grade. Four complete circuits was his verdict, and, he concluded, it wouldn't be much harder to do than to build down the Deschutes with the Harriman forces rolling rocks down on you."—Medford Tribune.

You had better bring that umbrella now, 'cause this good weather is not going to last always. I have a new stock of covers. McHattan.

IRIG FALL OPENING

Friday, Sept. 17, 1909. We invite the ladies to our opening of ladies' and misses' hats and tailored suits. Stitts Dry Goods Co.

For fresh lime, call at George Diehn's.

Fred Starr of Weed is registered at the Livermore.

The sills were laid today on the foundation of the new Jacobs block. Work on the White building is going on rapidly, workmen now being engaged on the interior finishing.

J. H. and T. A. Carleton arrived from Medford last night. They left this morning for Bend in their auto.

Will G. Steel, superintendent of the Crater Lake national park, arrived on the train last night from Medford. He left this morning for Crater lake.

Today has been a great day for the ladies—the day of days when they saw the new style hats for fall wear. All the millinery stores in town held their formal openings and were busy entertaining their friends with the wonderful creations in art.

There seems to be an ominous silence in regard to the county fair that Klamath county is—not going to hold. However, every day sees a fine bunch of grain added to the exhibits in the various real estate windows and fruit is in evidence on every hand.

A shipment of cattle to be made direct to the new Portland union stockyards which opened Wednesday of this week passed through this city last night. They are owned by Alturas parties, and are being driven through to Ashland, from which point they will be shipped. There were 186 head in the bunch.

WHOSE OLD NORTH POLE?

PEARY-COOK CONTROVERSY IS GROWING

WHAT A MUSS IT IS MAKING

Newspapers Range Themselves on Either Side of North Pole Explorers.

The lie direct is beginning to be passed between rival partisans of Commander Robert E. Peary and Dr. Frederick A. Cook as to which one of these explorers reached the north pole.

The New York World asks: "The question used to be: What lies about the north pole? Now it is: Who lies about it? With Cook and Peary in the field of authorship, African hunting stories may not get better than third place in the list of the six best sellers. Peary must be ready with his facts. In the latter stages of the controversy native testimony will not weigh heavily against such scientific proofs as a man who has been to the pole with instruments of precision should be able to cite. The whole world will await with impatience Cook's detailed story of his journey, his log and map, his account of ice, weather conditions and possible islands, his astronomical observations. If he does not prove his case his place in history will still be secure as one of the most audacious and memorable impostors in the annals of science. If he does prove it, many apologies besides Peary's will be his due."

The Louisville Courier-Journal objects to Peary calling Cook a liar and thinks that although Peary reports that he is in good health, it is plain from his utterances that he "returns with a sharp and persistent pain in his mid-st." Also, "Commander Peary has sacrificed in advance a considerable proportion of his profits in telegraphing that Cook is a liar and a faker. It would seem that a man intrepid enough to reach the north pole might be large-minded enough to refrain from clubbing the other fellow pending developments which must establish positive proof. Dr. Cook may be a fraud, but up to now he has carried himself like a sportsman and gentleman, which is more than can be said for Peary."

Forthcoming lectures on the north pole will have great financial value according to the Chicago Record-Herald, which says that Dr. Cook "expects to make \$500,000 lecturing on his dash to the pole, and that Peary probably expects to make twice that sum telling how Cook didn't dash." The Brooklyn (N. J.) Eagle, published at the home of both rival explorers, takes Dr. Cook's part, but asks that in the meantime judgment be suspended. "The friends of Dr. Cook," the Eagle continues, "will contrast his conduct with that of Commander Peary, greatly to the detriment of the latter. They will compare Dr. Cook's reception of Peary's news with Peary's reception of the Cook report, and from these premises argue that Cook is generous and that Peary is jealous. That conclusion may be just to Cook, while grotesquely unjust to his rival."

"The burden rests on Dr. Cook, not on those who have hesitated to accept his story," affirms the New York Tribune. "The testimony which those who know him well offer concerning his character and the statements which have been made by Mr. Bradley about the adequacy of Dr. Cook's preparations are strong arguments in favor of believing that the Brooklyn

explorer really discovered the pole."

The Philadelphia North American is on the fence, and observes that "a little reflection will convince most people that whatever credit goes with the achievement of the farthest north must be to Dr. Cook and to Commander Peary alike as if the other had never laid claim to having reached the pole."

Peary has found a strong defender in the London Pall Mall Gazette, and it thinks that "so far as Peary is concerned there is no question whatever of the accuracy of his statements. The veteran explorer is believed on his word. Everybody feels that he has merely succeeded in setting the crown of completeness to the long and patient work of his life. In the meanwhile Dr. Cook, in his lecture last night, did not support his story with any proof whatever."

The London Evening Standard says that we are on "the beginning of a dispute which may become historical." A London dispatch says: "Cook is now classed here with De Rougemont, whose name became synonymous with colossal faking."

Various German newspapers attribute the doubts raised in England to envy of the United States or to a general spirit of unwillingness to admit that persons of any other nationality are capable of performing difficult and splendid feats. Most of the Paris newspapers agree that Dr. Cook has passed into the background since Peary entered upon the scene, and some declare that Peary's appearance will mean that Cook will be doubted more than ever.

DON'T FORGET THE EXCURSION

The Presbyterian excursion tomorrow promises to be a success in every way. The boat will leave the landing at 5:30. The buses and street car will leave the city at 8 o'clock; round trip on the bus, 40c.

We want all the bachelors, spinners, married men with their wives, swains with their sweethearts and boys and girls to visit the formal opening of The Vogue Millinery tonight, tomorrow and the next day. The largest stock of pattern hats of the latest creation and imported novelties ever displayed in Klamath Falls will be on exhibition. Watch Monday's window for school girl specialties. Located in old Boston shoe store stand. Mrs. B. M. Gruttner, proprietress. Open evenings.

AT THE OPERA HOUSE

Last night No. 24 polled the greatest number of votes in the baby contest. An especially fine entertainment tonight, including "The Press Gang," a stirring romance of colonial days, and "Faded Flowers," showing Grandma as, in her thoughts, she drifts back to her youth again.

The special attraction tonight is a film d'art by Pathe Freres, "The Hunter's Grief," written by the famous French author, Jules Sandeau and acted by an exceptional company from the Odeon theater in Paris. The story told is stirring and beautiful, and this film alone is well worth the price of admission.

"The Western Hero," a beautiful colored film showing life at an army post in our glorious West. The Indians capture a young lieutenant and the old scout fearlessly follows on their trail, hoping to free his friend. "Broke Again," is a feeling with which many are well acquainted. The amusing scheme through which a young student finally gets his rich uncle to pay his bills, would make any one laugh.

AT THE IRIS

Young man, you may win the lady's gold watch at the Iris, and with the watch you may win a wife.

BOTH ROADS AT WORK

HILL AND HARRIMAN INTERESTS ARE BOTH BUSY

SECURING THE RIGHT OF WAY

Harriman People Seem to Be Getting the Worst of It in the Courts at Present.

The following special dispatch to the Journal from Madras gives information regarding the railroad situation in that neighborhood:

MADRAS, Sept. 16.—The Oregon Trunk people are very busy in this vicinity at present, Chief Engineer Kyle and Right-of-Way Agent Clark having spent the past week between this place and Bend. Right-of-way is being secured between Madras and Redmond, only contracts for which were taken by the Central Oregon people, after the line was surveyed last winter.

The construction force on both sides of Crooked river is being increased every few days by men who are sent in from the outside and by others who are seeking work from this portion of the state.

The activity of the Harriman interests is no less marked in this vicinity than that of the Hill people, they having about ten construction camps between Madras and the mouth of Trout creek. Every day two to five loads of lumber pass through the town to be used for bunk houses, etc.

The Oregon Trunk has no construction crews in this vicinity, the work being confined to places where there is conflict with the Harriman people. One Harriman construction crew is located two miles north of town, where there are some heavy fills, and blasting is heard at all hours of the day.

Although the Harriman people seem to be getting the worst of it in the decisions of the courts and the land office, there is no letup in their construction work, and wherever possible they are securing houses from ranchers along their survey which will be used for offices, winter quarters and warehouses.

O. A. Stearns was displaying this morning some very fine samples of Bartlett pears which were grown in his garden on the West Side. The largest of the pears weighed 1 1/2 ounces, and the average weight of each one was 12 2-5 ounces.

For fresh lime, call at George Blohn's.



Hannan Shoes Now Here

Hanan Shoes embody everything that is best in modern footwear. See the new Fall Styles at the exclusive agency,

K K K STORE

Hanan Shoes, Walkover Shoes, Nap-a-Tan Shoes "You can't Better the Best"

Let Us Fill Your Prescriptions

When a man says, let me fix your watch or let me paint your house, you've got to believe him capable of doing a good job before you have him do it. That's reasonable. When we ask you to let us put up your prescriptions it is natural that you should be told how capable we are of doing it. How that every prescription we handle is filled to the letter. How we test every article in our store before placing it in stock and that some bit a thoroughly qualified pharmacist is allowed to handle your prescription in any way. We have established our ability to fill your prescriptions surely in having been located here for five years and still growing and more every year. Let us fill yours.

Star Drug Store "They Have It"