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FURNISHED apartments at the Oregon House, Klamath, near Sixth street; private family; close in. Phone 85.

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FOR SALE—Good ranch, under the 4th, 11 miles from Falls; for sale cheap; good terms. G. B. Comd, 7-41

FOR EXCHANGE

TO EXCHANGE—My 225 acres near Midland. Good soil; good location. Want good town property or smaller ranch. E. G. Argrave, 635 Willow St., during day 318 Oak St. 6-31

MISCELLANEOUS

WANTED—To make switches from combings. 402 Klamath ave. 2-31

PROFESSIONAL CARDS

CITY AND COUNTY ABSTRACT CO. ABSTRACTS INSURANCE Members Oregon Association This Man

MISS EMMIE BOYD of Berkeley, Calif. Teacher of Piano and Voice & Harmony Phone 2912

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The Evening Herald

W. O. SMITH Editor

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KLAMATH FALLS, OREGON MONDAY, OCTOBER 11, 1910



CONFIDENCE IN STRAHORN

ABSOLUTE confidence is expressed on all sides in the plan of Robert E. Strahorn for the construction of 400 miles of connecting railroad lines in Eastern Oregon for the purpose of developing this vast section.

The standing of the forty or more bankers and merchants of Portland who are backing Mr. Strahorn in this project should be sufficient assurance to the people of this section of the ultimate construction and success of the proposed railroad. These men do not lend their names or put their money in purely promotion schemes. They are all hard-headed business men.

During all his preliminary work Mr. Strahorn has consistently discouraged publicity, and no announcement was made until he had secured all the data and facts necessary for him to know what could be done. He had assurance of financial support in case he found the project feasible, before he started his preliminary work, so the organization of the company followed immediately on his report.

Now that his recommendations have been accepted, he has written a very complete story of the actual conditions as he found them in the great territory, which is published in full in this issue. This story of Strahorn's is well worth reading. It is not a story one would expect from a promoter, but such as would be made by a conservative, hard-headed engineer who has won and expects to keep a reputation for reliability.

YESTERDAY CLOSE OF QUAIL SEASON

HAVE AFFORDED GOOD SPORT FOR TEN DAYS. LITTLE FELLOWS EMERGE FROM HIDING. DUCKS NOW SOUGHT

The quail season closed yesterday—and today the little gray fellows appear under every sagebrush, as if they knew they were safe, while yesterday many almonds hunted far and wide for them without getting the limit.

For ten days the quail have afforded good sport for the hunters. There were thousands of them in the county—partly because of the protection of recent years, their feeding in the winters, and particularly last year's mild winter. As the season was only ten days, and it only required one of the ten to convince the birds they'd better keep under cover, their numbers did not suffer to any great extent. Next year, according to hunters, there will be a dozen quail for every one now, and the county will have to put a bounty on 'em to protect the crops.

From now on, ducks, the big mallards, the canvasbacks, and the diving teal, will occupy the center of the stage. As soon as the storms come, the duck sport will be at its best. Geese, too, are beginning to come in, and this sport will not be slighted.

According to reports from various breeding sections, there are more water fowl this season than for several years. It is generally supposed that the new national game laws which went into effect last year has already resulted in an increase in numbers.

Your are invited. Come and spend a pleasant evening, opera house, Friday evening. Bring the children. Ladies of Sacred Heart church. 11

Strahorn Is a Firm Believer in the Road to Central Oregon

By ROBERT E. STRAHORN

Very extended and painstaking personal observation and careful consideration of surveys and reports of competent engineers, traffic men and business men, leave me with a profound impression that the railway development of Central Oregon and adjacent territory is the most important and probably difficult single problem that ever has or probably ever will confront Portland and Oregon generally. Here is a region as large as two first-class Eastern states, with a great diversity of resources, which, however, are so widely separated by extensive zones of untried and at present almost unproductive wastes that five different railway lines have balked at its outer edges on the theory that the country must be better developed to warrant any further extensions. The one redeeming feature is the exceptional enterprise and splendid developing influence of the Oregon-Washington Railway & Navigation company in continuing from the east toward Harney Valley.

Let us not start with the impression that lack of railroads is all that ails central Oregon. It is true that they have over there about 1,000,000 acres, four times as many as the cultivated area of the great Yakima Valley, of productive arid lands susceptible of irrigation and with water available for the purpose. Yet, aside from the few splendid small examples of what can be thus accomplished, many of the projects designed to reclaim this vast area give little promise of early completion in their present organization.

It is also true that they have about 500,000 acres, an area as large as that now cultivated in the famous Boise Valley, of probably as rich, lasting and easily drained swamp lands as can be found anywhere. But some are in Indian reservations, the opening of which is necessary to their prompt and best utilization when drained, others in the hands of corporations not interested in the opening up of the country, and still others in capable and willing hands, but poorly financed.

They claim 10,000,000 acres of dry farming lands in which soil contents and climate are pronounced by experts as justifying expectations of yields of 15 to 20 bushels of grain per acre and from which, if only 5,000,000 acres should ultimately prove entirely reliable, there would be a production equalling that of the Pacific Northwest now. While I personally believe in the merits of this vast resource, a better demonstration than has yet been made of the reliability of these dry farming lands is necessary before much outside capital will venture into railroads on their own account.

Resources Sadly Neglected Then they have Crater Lake National Park, the Ice Caves, wonderful lakes and other unusual scenic, climatic and sportsmen's attractions, and a considerable list of other assets, such as soda, potash and other salts and minerals in great abundance, the utilization of all of which is dependent upon better railway facilities, more capital, better organization and more aggressive exploitation.

The fact is that nowhere else have I seen such a prodigious array of resources so sadly neglected, so many projects, more or less meritorious, so tangled in their organization or so

Boot and Shoe Repairing While You Wait SATISFACTION GUARANTEED M. K. Lauro No. 1000 Main St., Near 10th

THREE FACTORS

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First National Bank

IN AN INTERVIEW GIVEN OUT IN PORTLAND CONCERNING CONDITIONS IN CENTRAL OREGON, THE RAILROAD BUILDER TROWS CONSIDERABLE LIGHT ON AFFAIRS AS THEY EXIST TODAY AND EXPLAINS MANY VEXED QUESTIONS

ing current and absolutely unavoidable demands.

I know that if asked, any of these railway interests will frankly tell you that under prevailing conditions they cannot see any adequate inducement for railway building in Central Oregon. Just as President Sproule recently advised the Portland Chamber of Commerce.

Situation Must Be Faced

We had better face the situation as it is, instead of enthusing over the reports from time to time that they intend to soon build. This latter very pleasant reflection delights everybody but it raises false hopes, sometimes stimulates investments for undertakings that are not justified, and destroys local or independent initiative in this transportation problem which otherwise might be placed in the way of solution.

Granting all this, and that what traffic experts claim is true, that even lines of average cost as originally planned across Central Oregon, will not pay, and that building by either competitive interest would simply mean war with another—which is equivalent to an insurance that no remedy will be done—what is the remedy? My opinion is that here is one field which should be, and necessarily will be served by an independent system, if it is to be adequately done in our time. That it must be built of an entirely different character than that heretofore considered. That it will depend upon local initiative. That if built on the lines I would recommend, be controlled locally, be operated independently as a connecting line between these five other lines mentioned, be permitted to charge liberally for hauling traffic to and from them, and its tributary country be adequately developed, it will justify all the local effort, money and sacrifice that can be devoted to it.

But the country insistently cries: "We can't develop without transportation facilities." The railways reply: "We can't build until you do develop." The only solution for such a deadlock is that this other organization and constructive work and the railway building must go along together.

While the position of the railways is logical, and we must admit that the Hill and Harriman interests are just as anxious as any of us to build, there are other reasons for their inaction, the best of which is found in a simple reference to their unfortunate race up the Deschutes. Those lines do not pay even operating expenses, to say nothing of interest on the \$22,000,000 invested.

After such an experience in parallelism it is conceivable that they would repeat the error in the comparatively less and undeveloped territory ahead of them? If either one in its desire to realize on its Deschutes canyon investment should make the extensions, thus commanding Central Oregon traffic, would it hand over any of the slender business this monopolized to its competitor? If not, is it not plain that its competitor would quickly be forced to abandon operation of its Deschutes canyon line and charge off the investment?

Again, the O. W. R. & N. and Oregon Trunk get well into the timber and the Deschutes arable country from the north at Bend, the Southern Pacific already gets the business of the Klamath country from the south, the Nevada-California-Oregon takes the Lakeview and Warner Lake country business out by way of Reno, and the Oregon Short Line will soon be in a position to fairly serve the Harney country from the east.

Portland Lones One San Francisco, Boise, Salt Lake and the East get the business to the very great loss of Portland and Oregon generally. Added to all this is the generally persistent clamor for common point rates after branch lines are built, which in effect means that the traffic shall be delivered between their stations and main line points for nothing, thus preventing the new extensions from earning anything on their cost.

Considering these things why should they under the present stress of financing their rapidly mounting operating expenses, the ruthless but not the less steady reduction in rates, and the loss of tonnage through the Panama canal and the constantly increasing exactions and cost of governmental supervision, spend more money in Central Oregon?

Unhappily the day has gone by when the railroads are permitted to earn a reasonable surplus from which to extend lines to develop new regions. Even if they could borrow the money at justifiable rates, it is quite a different matter to draw upon a comfortable surplus for pioneering work offering doubtful returns, and using a credit already over-streined in meet-

Miss Lucille Covington, a lecture bureau manager of Chicago, but whose home is in Alpena, Mich., has begun a suit for \$100,000 for breach of promise of marriage against Dr. John Wesley Hill, former pastor of the Metropolitan Temple in New York city, and one of the best known ministers and lecturers in the country. Dr. Hill has long been a friend of former President Taft.

There was much mystery about the nature of the suit until Nathaniel Schmidt of New York city, counsel for Miss Covington, filed in the state supreme court a complaint, which he said was signed by Miss Covington, making these charges: "That on or about the 15th day of July, 1910, in Chicago, state of Illi-

nois, and at diverse places and on diverse occasions thereafter, in conversation, the plaintiff, who was then unmarried, at the request of the defendant, promised to marry him on request, and he, the defendant, promised to marry the plaintiff within reasonable time.

"That the plaintiff, confiding in said promise of said defendant, has always since been and now is ready and willing to marry the defendant.

"That defendant has refused and still refuses to marry the plaintiff in accordance with this promise aforementioned, although a reasonable time has elapsed before the commencement of this action to the damage of the plaintiff in the sum of \$100,000, wherefore the plaintiff demands judgment against the defendant for \$100,000.

But Dr. Hill is already married. Miss Covington was manager of the lecture bureau of the Western Vaudeville Association of Chicago, she said, when she met Dr. Hill. He asked her to marry him so often she consented, she says, and then went to New York, where she managed his lecture tours.

SOCIETY GIRL TURNS FARMER

FORMER PORTLAND WOMAN AT EDEN, IDAHO, BOSSING CATTLE RANCH—RIGHT THERE AT CURING HAMS

United Press Service EDEN, Idaho, Oct. 11.—Edith Hatfield used to be a society girl in Portland, Ore. Today she officially designated her self a "farm boss."

Her husband died and left her the big Diamond H ranch near here. She was nervous, and in poor health, and weighed 125 pounds. Today she is "boss" of the Diamond H, does her own housework, gets meals for a big crew of ranch hands, knows how to rope a steer, raise pigs, cattle and alfalfa. And besides, she's the personification of health.

Her hobby at present is curing hams, and she says these are better and sweeter than the most famous Smithfield that ever happened.

It's a great life, this ranching, avers this acion of a prominent Missouri family.

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We can match any missing settings and can make special, distinctive pieces of jewelry for you.

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