

Slavery in California After it Became State

United Press Service
BERKELEY, Sept. 5.—The existence of slavery in California, in defiance of the state constitution, long after its admission to the Union, has been established by the discoveries in the archives at Placerville, Auburn, Mariposa and Eureka by Owen C. Coy, who, as secretary and archivist for the state commission for a historical society survey of California, has his headquarters at the University of California.

At Mariposa Coy discovered the legal record of how on February 5, 1853, Thomas Thorn agreed to set "the negro man Peter Green" free from slavery on payment of \$1,000 or on continuation of his servitude until April 1, 1854, and a further record of Peter Green's legal discharge from slavery on August 7, 1855.

In the Humboldt county records at Eureka, Coy found 105 legal documents regarding the "indenturing" as

apprentices of Indians, both boys and adults, such indentures entitling the white master to the "care, custody, control and earnings" of the Indian for a long period of years, while he was "learning the art of household and domestic duties."

Coy has now explored in behalf of the commission the public archives of thirty-five California counties. Mrs. Mary M. Bowman has examined the valuable private collection of Los Angeles; E. G. Sewell of Santa Rosa has found much historical material about old Sonoma; Father Zephrin Engelhardt is preparing reports in the archives of the missions and of the Catholic church, and exploration is being made into the archives of other denominations and newspaper files and materials in the private hands for California history. The work was inaugurated by the last legislature on the recommendation of the Native Sons of the Golden West.

LETTERS FROM THE PEOPLE

If the railroads are stating the facts in which they say the demands of the brotherhoods cannot be met without ruin to their properties, perhaps the best way they could demonstrate it would be to allow the government to operate the roads and let the result show.

Here it would seem is the chance the roads have long wanted. If it is true that the roads have been regulated to death—the rates are too low and wages too high, that enforced competition. The abolition of rebates and government supervision in general have reduced rail transportation to a starving condition.

There could be no better way to prove it than to let the government take hold and burn its fingers.

The country has been told time and again that the exceptional financial and executive genius of the gentlemen who run the railroads of the United States have kept them going and that in any other hands they would go to smash—and serve the public right. Senator Weeks, in a speech in the senate only the other day said something like that and also cited a list of securities of the leading roads to show the lines were not making money and that people who knew do not consider them good investments.

Now, whether justly or not the public has assigned very different reasons for the financial conditions of the railroads.

They have ascribed it to the expensive receivership, expensive attorneys, expensive lobbying and comfortable little million parties.

If this is a wrong view, if the roads are really victims of over regulations and if only the untiring exertions of supermen, acting from the purest public motives, have kept them from shutting up shop, the executives who are resisting President Wilson's demands ought to welcome the opportunity his interference offers. These gentlemen ought to jump at the very chance to show the government up. They know the government has no such genius as themselves, and that if the government attempts to run the roads it will run them into the ditch. Could there be any better way than to let the public right and at the same time make a monkey of the government than to turn the roads over and let public control hang itself with its own rope.

A. W. PEIL.

Prompt attention to rental collections. Chilcote 25

TRYING TO REMOVE STRANDED STEAMER

EUREKA, Cal., Sept. 5.—Efforts to remove the steamer Bear from the reef near here was resumed today. The Bear became stranded on the reef several days ago.

Owing to favorable tide conditions, it is hoped that the steamer will be removed in ten days.

450,000 Austrians Lost

United Press Service
ROME, Sept. 5.—The war office announces that 450,000 Austrians have been killed, captured or permanently wounded in engagements with the Italians since the war.

If you don't understand your insurance policy, ask Chilcote. 25

One Killed in Riot

United Press Service
CLEVELAND, Sept. 5.—One is dead, several are injured and fifteen are in jail as a result of a riot on the New York Central train passing through late yesterday afternoon. The police are informed that the men in the riot are strikebreakers en route to St. Louis and were quarreling among themselves.

Wood

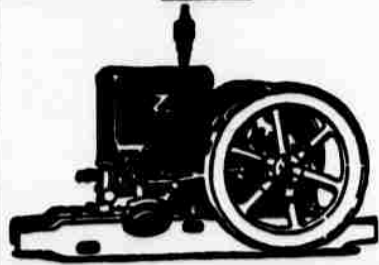
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How America's largest cigarette manufacturer has accomplished "the Impossible" by producing a MILD cigarette that SATISFIES. It is the CHESTERFIELD Cigarette : : : : : : : :

ALMOST anybody can make a cup of coffee. But there are said to be not over a half-dozen restaurants in the United States where they know how to make it right.

Similarly, almost anyone can make a cigarette. Just roll up some tobacco in a piece of pure paper—and there you are.

There are, perhaps, over 800 brands of cigarettes sold in this country today. But not one of them does what Chesterfields do—for Chesterfields are MILD; and yet they SATISFY.

Some cigarettes may be mild, but they don't satisfy. Only one cigarette does BOTH—Chesterfield!

This truly unique cigarette has all of that refreshing taste—delicacy (or mildness) which any good cigarette must have. Yet, without sacrificing any of this delightful mildness, Chesterfields go one step further—they do more than merely "please your taste"—they let you know you've been smoking. They satisfy!

And yet they're mild!

A Step Forward
in Cigarette-Making

WE are proud to be the firm that has brought about this important new development in cigarette enjoyment—for that is exactly what the Chesterfield blend* is.

This cigarette is an outgrowth of long, earnest effort on the part of this, the largest cigarette manufacturing concern in the United States.

The mild, yet satisfying Chesterfield blend is not the result of happy chance. It is one of the results of our many years of cigarette experience—of the heavy volume of our purchases of cigarette tobacco—of the prestige and advantage these enormous purchases give us in securing the choicest leaf from the tobacco fields of the world.

Chesterfields are an achievement.

A New Thing
for a Cigarette to Do

CHESTERFIELDS do the one thing you have always wished a cigarette would do—they satisfy!

Smoke them and we believe you will find that ordinary cigarettes seem by comparison almost flat.

Give Chesterfields (20 for 10 cents) a trial. We believe you will be glad to learn what they can teach you about cigarette enjoyment.

* * *

You have been reading here some rather unusual, almost daring, statements about a cigarette. If Chesterfields were an untried cigarette—if we had not been observing their behavior in other cities—if we did not KNOW that they make good with smokers, we could not afford to make these statements to you over our signature.

But these statements, strong as they are, can mean little or nothing to you until you have actually smoked your first Chesterfield.

You will find that your own dealer has Chesterfields waiting for you.

Liggett & Myers Tobacco Co.

Largest cigarette manufacturer in the United States as shown by Internal Revenue Reports.

*The Chesterfield Blend contains the most famous Turkish tobaccos—SAMSOON for richness, CAVALLA for aroma, MEYRINA for sweetness, KANTIL for fragrance, combined with the best domestic leaf.