

PRISONER MAY BE CALLED TO STAND

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leged slayer of Dan McDonald, Ewauna camp blacksmith, in September, 1923.

It was rumored about the streets yesterday afternoon that Hanson would be brought to Klamath Falls for the entire trial and used as one of the strongest links in the chain of state evidence.

The date for the hearing of the case has not definitely been set with the exception that on September 25, when Judge Kelly was in the city he set the time as 30 days later.

Warden Questions Hanson Warden Archer directed the following communication to Klamath Falls signed by Hanson and a notary public.

(Warden Archer)—Hanson, these questions I am going to ask you have been sent to me with the request that I ask them of you. So far as I am concerned you may answer them or not, as you see fit. I have no interest in them, one way or another. The first question is:

Q. Were you at any time during the years 1923 or 1924 in the employ of E. L. Elliott, who at that time was acting as special prohibition prosecutor for Klamath county, Oregon?

A. (Morton Hanson): Yes.

Q. Did you take any part in delivering some 29 sacks of sugar that was found by Wolf brothers who were in the employ of Elliott.

A. Yes.

Q. By whom was the sugar delivered?

A. Different parties: I don't just remember who they were.

Q. Who received the money for it?

A. It was split.

Q. Split between whom?

A. Between four or five men.

Q. Who were the men?

A. Well, the money was split between the two Wolfs, Fred Snyder and myself and Elliott. I don't know if the prosecuting attorney got any or not.

Q. Do you know if this sugar was sold and delivered on instructions from Elliott?

A. I won't say for sure. I did not hear him give the instructions. It was instructed by somebody to sell it.

Q. What was done with the money received for the sugar?

A. It was divided as I have stated above.

Q. By whom and how were you paid for your services?

A. I was paid through the prosecuting attorney's offices. Elliott would make out the time, and we would go down to the prosecuting attorney's office and he would write out a check for it.

(Signed) MORTON HANSON. Subscribed and sworn to before me this 2nd day of October, A. D. 1925.

THOS. W. PARRY, Notary Public. For the State of Washington, residing at McNeil Island, Wash.

LOOKS FOR SNOW

CHICAGO, Oct. 5.—Snow will fall in the northwest during the next 26 hours, according to reports of the federal weather bureau here.

CONGRESS TAKES UP SETTLEMENT OF LAND

(Continued from Page One)

it, the Oregon congress is off for a fresh start in which will be featured plans for full redemption of every claim that was ever made for the possibility of western reclaimed lands by utility of water.

State Aid Supported This keynote was sounded in the opening address and report of James M. Kyle, president of the organization. Not only did he recommend that means be found for bringing new settlers of the proper character into the country, but also that the state establish funds for the aid of new settlers and those already on the ground. He also suggested that the present congress be reorganized, even as to name, for the purpose of more readily embracing the new and broader scope of the work. A motion to this effect was passed unanimously and the resolutions committee instructed to report on a new constitution.

Speaker after speaker placed emphasis on the settlers' many problems. "The entire irrigation and reclamation question is in a chaotic state," said United States Senator C. L. McNary, "and chiefly," he continued, "because the cry has gone

out because of failures of the farmer, that irrigation is a failure." He deprecated the lack of sympathy for western projects on the part of the east, both in and out of congress, as due to lack of information and understanding.

Attacks Not Renewed Senator McNary did not renew his attacks on Secretary of the Interior Hubert M. Work for his failure to have carried out the enactment of congress, except by implication. "No one man shall stand in the way of fulfillment of the debt the United States owes the western states," he said. "There has been small return for the millions that the government has derived from the sale of government lands from within the borders of the state."

But, as was anticipated, Secretary Work was handed several bouquets of cactus, plucked from the deserts, he has refused the chance to bloom. As a man "lacking breadth of vision" together with further indictment, his resignation was requested in an address by Marshall Dana, delegate from Portland. Dana spoke on the subject "Let's Look at the Facts."

Against State Bond Issue President Kyle, and others expressed themselves as against the proposed state issue of forty million power bonds, which is closely allied to the entire subject of irrigation, and this was expected to have aroused Governor Pierce to gird his loins for a mighty splash into this particular irrigation puddle, one he warmly espouses. But the governor, although slated for appearance on the first day's program, did not appear. Word was received by Walter E. Meachem, secretary of the congress, that he would be present Wednesday.

W. W. McLaughlin, associate chief of the department of agriculture, with headquarters at Berkeley, Calif., was given the governor's place on the program. Under title of "Capital Requirements of the Settler," he presented in intricate detail the causes of failure down on the irrigation farm, or on any farm nowadays.

Real Farmers Is Need The type of settler who goes into southern California he washed his hands of, as being not a farmer, but a rural city dweller, out of the picture for practical purposes. He attributed a wide range of reasons for many failures of farmers. A new settler could be financed until he was successfully established if he had \$1500 at the start, McLaughlin said, but he agreed with the estimate of Dana, who named \$2500 as a proper figure.

"But if the farmer has a wife who is not satisfied to live on the land, capital will not be a determining consideration as to his success or failure," he said.

Franklin T. Griffith, president of the Portland Electric Power company, dean of a number of power company delegates who are participating, was another strong advocate for prompt settlement of the settlers' problems.

COUNCIL SELECTS POLLING PLACES

(Continued from Page One)

enth street. The election judges are to be Bert C. Thomas and Maude Goeller. Clerks named in the ordinance are Edna Aekley, Louise Humphrey and Harry Goeller.

That the council should, and probably will, act on the matter of improving the city cemetery, was the opinion expressed by Alderman E. H. Balsiger.

"The petition explained the exact condition," he declared. "The cemetery is in a 'deplorable' condition and, in my opinion, should have some immediate attention."

As a result of an agreement last night, formally adopted by the council, the Warren Construction company, under the supervision of the street department will attend to repairs necessary in the city's pavement. The work is to be done on a cost-plus basis and will be

similar to the activities, carried on in other cities, by the street department itself.

Mayor Goillard did not preside at last night's session. He is in Portland. It was said attending the hearing of the Interstate Commerce commission, which is to decide what the Southern Pacific and the Northern lines will be permitted to do in this territory.

FIRST DAY'S SESSION BRINGS FIRE ON O. T.

(Continued from Page One)

Beside Attorney Hart sits Ralph Budd, president of the Great Northern railway, conducting his side of the case; while beside Ben C. Dey sits William Spruille, president of the giant Southern Pacific corporation, directing the affairs of his road.

Examination Is Hot A Bit of heat developed late this afternoon when Attorney Dey attempted to extract from J. G. Woodward, vice president of the Northern Pacific, testimony that would tend to show no necessity for the Northern lines coming to Klamath. Woodward had declared on direct examination by his attorney, Hart, that what the Northern lines desired was more long haul tonnage.

"With the completion of the Nation cut-off, can you see any reason why you could not get a reasonable share of the Klamath lumber tonnage by the Southern Pacific, turning it over to you at the Portland gateway?" Dey inquired.

"Yes. In the first place you wouldn't give us any of your own business, unless you were crippled with car shortage. You would take the haul through California and turn it over to the Union Pacific at Orden. Far more, I wouldn't want our long haul shippers, even when they would insist routing their products over our road to be put under your club. You would call them on the carpet and say: 'You hadn't better let this happen again.' And they'd have to come to your terms."

Budd on Stand President Budd of the Great Northern was perhaps the most important witness of the six Northern line officials put on the stand today.

Budd declared that the output of Klamath lumber mills could be doubled within five years through the entrance of his lines into the Klamath country. He showed figures, which he declared, bore out this statement.

"In central Oregon the most important product is lumber. Mills have been established at Bend, where approximately 19,000 carloads of lumber are cut annually.

"Additional traffic is needed, therefore, to secure the investment already made in the Oregon Trunk and S. P. & S. railways. By carrying out the original intention of building into the Klamath country, I believe this requirement will be met; that benefit will result to the Oregon Trunk, to the public generally and to the lumber manufacturers, who are operating and will operate in that region; and that no injury will be done to any other carrier. It was confidently expected when the Oregon Trunk was built to Bend that later it would be completed into this territory and enjoy the traffic it could obtain by so doing.

Standing Timber Heavy "The stand of merchantable timber which will be reached by extending the Oregon Trunk from Bend to Klamath Falls is estimated at 25 to 40 billion feet. The present output of lumber from mills located in the vicinity of Klamath lake and the Sprague and William

son rivers is approximately 12,000 carloads annually. With the entrance of the Oregon Trunk into that territory, I believe the output of lumber will be more than doubled. The increase in production will be due principally to two things: First a large percentage of the timber in that territory is pine, which is considered by expert timber and lumber men to have reached a stage of maturity which justifies, if it does not require, early cutting to prevent deterioration; and second, the supply of pine timber in the southern part of the United States is becoming exhausted, and it is logical to look to Oregon for a part of the supply to take its place. The owners of the Oregon Trunk, namely the Northern Pacific and Great Northern railways, therefore have determined to resume the construction, which was stopped in 1910, after \$225,000 had been expended toward construction, and to build the line from Bend to Klamath Falls if permission is obtained from the U. S. C. to do so. It is estimated that after five years from completion of the line 25,000 to 29,000 carloads will be shipped annually from the territory reached by the extension. If the Oregon Trunk should handle 14,000 carloads per year the freight revenue that will accrue to the lines of the so-called Hill system from these shipments is estimated at \$4,400,000 per year. As it will be moved over existing tracks, except south of Bend, this large contribution of earnings to the system lines will be brought about by the construction of approximately 175 miles of railroad at a cost of approximately \$6,500,000. The out-of-pocket cost of operation for handling these additional 14,000 carloads is estimated at \$2,200,000 per year. Adding \$500,000 for taxes and interest on the cost of the proposed line make \$2,700,000, leaving \$1,700,000 per year to apply on the present system investment, which will not need to be increased to handle the additional traffic."

Engineer Cross-Examined Attorney Dey for the S. P. & S. drove hard at A. J. Mitchell, chief engineer for the S. P. & S., when he subjected him to a lengthy cross-examination. The Northern line engineer declared his road would develop new agricultural territory. At the same time he was forced to admit that the Northern line surveys did not leave the Nation cut-off or the O. C. & E. After it got into the Klamath country at a greater distance than eight miles.

Budd admitted that the two opposing lines would be built in close proximity according to the surveys, and advocated a joint usage of the O. C. & E. by the Northern lines.

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Special for Wednesday Veal Stew 12 1/2 lb.

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HAINES THE FURNACE MAN

1023 Main Phone 323

as predicted exclusively by the Klamath News today morning. He declared, however, that Strahorn's road was not up to the Northern lines' standard, and claimed that the only conditions they would consent to common use would be under provision that they might lay heavier rails. In general, however, he asked for common use because of its economic saving.

Every Northern line's executives who testified, declared that the coming of their lines to the Klamath country would not adversely affect the Southern Pacific.

W. P. Kenney, vice president of the Great Northern declared: "There is enough timber standing in the northwest yet to make it possible for operators to chop what stands they wish to cut. They have picked Klamath as the base of their big operations. Klamath will be the lumber center of the northwest. But the owners of the large timber stands in Klamath want two

railroads. Would it not be advantageous in both the Southern Pacific, the Northern line and the Klamath country itself to help the lumber development there through construction of a new road? There will be traffic for two. Without reforestation the Klamath country provides timber for gigantic lumber operations for fifty years, and with proper reforestation for an indefinite period."

Wrinkles "Some wise people wear glasses so they can see better easier, and get more comfort without squinting and straining the eyes. This squinting causes wrinkles to form.

These wrinkles can be avoided by having glasses fitted so as to relieve the excessive strain on the muscles.

Which is best? Wrinkles, eye strain and discomfort—or glasses?

DR. GOBLE

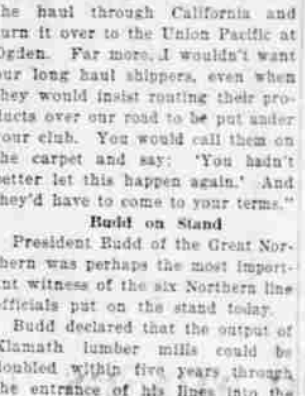
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