

## HITCHCOCK MUST PROVE CHARGES OR BE PERSONALLY RESPONSIBLE

(Oregon Daily Journal.)

According to accounts of a recent cabinet meeting the trials in Portland next June of Senator Mitchell and Representatives Hermann and Williamson, accused of land frauds in Oregon, will determine the fate of E. A. Hitchcock, secretary of interior as well as that of the men accused.

At the meeting Mr. Hitchcock explained what had been done in the way of securing indictments.

"That is all very well," President Roosevelt commented. "But the time is soon coming when you will have to prove the charges you have made against these members of congress. If you fail I shall hold you personally responsible."

"So far as I am concerned, Mr. President, I am confident of being sustained in everything I have done in this matter when the cases come to trial," was Secretary Hitchcock's prompt reply.

F. J. Heney, special prosecutor, who was also present, supported Secretary Hitchcock's assurance. He believes that the trials will sustain the government's contentions in nearly every case.

With results so momentous depending upon the outcome of these trials the entire power of the department of justice and of the interior department will be invoked to secure every possible bit of evidence that can strengthen these cases.

"While the president is eager that no one guilty of fraud upon the government shall escape punishment, he is anxious to see that every man accused has fair play," said a high official today. "I am sure he has every confidence in Mr. Hitchcock and is satisfied that the secretary would not proceed without sufficient grounds for action.

### SUE THE CANAL CO.

#### WANTS TO STOP WORK

#### Mrs. Beebe Asks for Order Restraining Building of Sluice Way.

Mrs. M. J. Beebe on Monday filed in Junction proceedings against the Klamath Canal Company asking for an order restraining them from proceeding with the work on Eleventh street in connection with their sluicing and pipe line project. The papers were served on Tuesday and the company filed its answer yesterday denying any injury to the plaintiff.

Judge Frazer by consent of the parties was requested by wire by Judge Benson to be here to try the case on Saturday. Judge Benson left this morning for Pokeyama to meet Judge Frazer and bring him in.

The case is of peculiar interest to the citizens of the town, owing to the granting of a license by the Town Board last December to carry on the work on its streets, after considerable opposition by some of the citizens. The main point involved is whether the Town Board has sufficient control of the streets of the town to grant a pipe line franchise. It will also be an unusual case in that it will in all probability be started and ended in one week and the Judge trying the case having been called all the way from Portland.

W. W. Hazen, former owner of the Exchange Stables, returned the first of the week from a trip to Alberta, Canada. Mr. Hazen says he was so impressed with the country that he purchased a section of land and expects to move his family there in about two months. He bought the land from the railroad and paid \$6 an acre for it. He says that the Alberta country is great for stock and grain and that there is plenty of fine grass for grazing purposes.

### WOMAN'S CLUB WILL START LIBRARY

#### Held a Social Session of the Club Friday Evening at Which They Discussed Project.

The Women's Club of this city held a social session Friday evening at the home of Mrs. A. L. Sargent and Mrs. W. S. Worden, to which a number of their gentlemen friends were invited. Nineteen of the members of the club were present and a most delightful evening was spent. A program consisting of readings, recitations and music was rendered after which refreshments were served.

The ladies are very much interested in the establishment of a library and reading room in Klamath Falls, and after entertaining the men and feeding them with all the good things imaginable, this subject so dear to their hearts was brought up for discussion.

Only one gentleman present had the temerity to express doubt as to the possible outcome of efforts in this direction, but it was evident that he did not realize that the ladies of Klamath Falls "did things" when they started in. Everyone present, however, expressed themselves as very much in favor of the proposition and hoped to see it carried. As one gentleman expressed it "when our ladies can raise money to build a street through a hill of almost solid rock, there ought to be no doubt of their starting a library". The ladies are in earnest and they certainly will have the support of the citizens of Klamath Falls, as all realize the necessity of something of the sort. Definite action toward the establishment of a library will be taken by the ladies in the near future.

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## IRRIGATION AND TRANSPORTATION DEPENDANT ONE ON THE OTHER

Klamath Falls, Oregon,  
March 16th, 1905.

Klamath County at Large.—The Falls City has practically reached its limit relative to the subsidy necessary to induce the extension of the "Weed Railroad" to Klamath County. We must now ask our friends outside to assist in a measure proportionate to the benefit they will receive.

We are ready to admit that Klamath Falls is the party most directly interested, which admission she has already verified by her generous subscription. Now, it devolves upon those less directly interested to contribute also.

Never before has Klamath County possessed the opportunities that she does today. She stands upon the threshold of development undreamed, and the measure of success she will enjoy during the coming years depends entirely upon the wisdom of the choice her people make within the next few weeks. Both transportation and irrigation are knocking at her door. Shall they be admitted or turned away? Let us consider well.

We will assume that neither one alone will satisfy the needs of this vast inland empire. It will require them both to bring about the development we have waited years to see. The problem which now confronts us is a dual one, and will require its solution in each particular to reach the desired result.

**Irrigation Will Not "Set All Right" Neither Will Transportation.—It Will Require Them Both.**

To introduce the discussion, let us ask: Suppose we get complete irrigation, without transportation—What will be the result? In answer we can only suggest: **Over Production and Stagnation of Business.** We all know that in order for the farmer to successfully carry on his affairs, he must have some sort of market. What market has Klamath County to-day? Practically none. There is at the present writing a great surplus of crops which cannot be disposed of; as evidence of that fact, we cite a few instances. William Barks of Lost River has now in his granary 5000 bushels of wheat he cannot sell.

O. Short of Spring Lake has 3500 sacks of potatoes for which there is no call.

From Klamath Falls to Merrill large numbers of alfalfa stacks dot the horizon and a more careful observation would disclose the fact that there are many more instances of like nature.

There has been all fall and winter a scarcity of money in Klamath County due to the fact that beef was low and other products could not be sold. A railroad would have, to a great measure, prevented this.

Every Autumn our stockmen drive thousands of beef cattle over miles and miles of rough, mountainous road, through mud and snow, over mountains and down precipitous trails to Gazelle, for shipment to San Francisco. The loss of time, shrinkage, and expense of those drives is enormous.

**A Railroad Would Cause a Great Saving There.**  
Thus again, the majority of the cattle

go out in the Fall. It is the aim of the rancher to get his stuff out before bad weather, and as a result the market is over stocked, the price is low, and the purse of the shipper is, by no means, filled. Quite a number of our stock men found the market in exactly this condition last Fall and were compelled to take just what they could get.

How much better it would be with transportation to Klamath Falls! Then the shipper could watch the market, in the meantime feed his herd upon the excellent alfalfa so abundant in the Klamath Basin, and then, when the market looks right, ship one car or ten cars, just as he likes, and get for himself all there is in the business. Then, and only then, will our stock men be independent. They are now at the mercy of buyers and commission men, and will so continue to be, until transportation is an actual fact.

Again, with transportation, our County will be a mammoth feeding ground; in fact, the feeding ground of the northwest. Herds and herds of cattle will be driven from the East, through the "gap" to feed and fatten upon our alfalfa of superior quality. Our sandy soil and excellent climate, both so conducive to hearty growth, will prove to be great incentives to stockmen and will make this basin an ideal place to feed.

Every man who has listed his land for irrigation is vitally interested in having the construction work thereon proceed as quickly as possible, and at the least cost. Should the railroad start now, it will be here in time to bring in the machinery, cement and all materials necessary for this construction at greatly reduced expense. In fact, at a greatly reduced cost than if they must be carted into the country by the present modes of conveyance.

This alone, means a saving of dollars for every rancher. Why not save it? Some have said, it will reduce the cost fifteen per cent, and result in a great saving of time. If this be true, let us do all within our power to hasten transportation.

Now, let us suppose that Government irrigation is assured, and that the cost will be twenty dollars per acre.

On 100 acres, the total cost would be \$3200 or \$320 each year for ten years until paid. This amount would be paid regularly, the same as any obligation, and in practically all cases, out of the proceeds from the ranch.

With this condition of affairs, with every ranch producing, as it must, to meet the obligation so sure to come due, there will be no doubt that a great surplus will accumulate. With no transportation, what will be done with it?

How can it be converted into available cash?

How will you dispose of it? Friends, let us be frank and admit candidly, that the above is sure to obtain without transportation, and it would be a very bad condition of affairs, to say the least.

We don't want it to occur, and we can prevent it by having the two propositions, irrigation and transportation,

come hand in hand. Then there can be no question about results. Let us choose the safe policy and take no chances. Let us get them both.

We have \$60,000 now, and if every man who has not yet subscribed will do his part, there will be no trouble in securing the balance.

There is an opinion held by some of our friends that the railroad will come any way; that there is no need of a subsidy, and that the minute Government irrigation is assured, that minute the surveyors will take the field.

Let us not deceive ourselves. We, who are conversant with Klamath land, and who realize so acutely its many advantages, are prone to get erroneous and mistaken ideas regarding our importance. True, we have a great country here; but it means an enormous investment of money to open it to the commerce of the world. And capitalists who furnish this money are critically particular regarding interest, and will not put money into any investment unless the interest is guaranteed.

There is no question regarding the statement that the extension of the "Weed Road" to our territory will cost \$2,000,000 with first class equipment. Five per cent on this amount means \$100,000, the amount our citizens are asked to subscribe. So you see, we are simply to bear only a part of the fixed charges of the first year, and it is not unjust that we do so, since the benefits we shall receive are so many and varied.

Careful thinkers along this line, know very well that there is not at this writing sufficient tonnage to pay, even the expenses of operating the railroad, let alone dividends of any amount.

Therefore, if we do not, as parties to be greatly benefited, assist proportionately, these people must go down into their own pockets for the first year's interest; **And That They Absolutely Refuse To Do.**

**So it is up to us, and unless we act in the right direction in this matter, we may sit here as we are for years to come, until conditions compel transportation, and even then, pay a subsidy, for we have no reason to expect that we will be spared that pleasure.**

The road which builds here now, must come with the idea of building up the country and being content with small margins until the development we are so anxious to see, occurs.

In conclusion, let us, as a county, be a unit. Let us pull together and accomplish great things. If Klamath Falls does not get this road, at this time, the county will not get it, since, with the showing the Falls people have already made, the "Klamath Development Company" cannot help feeling friendly toward her.

**Nature made the Falls City the Logical Distributing Point of this County, and she Cannot help it.**

With her 80 miles of water navigation, extensive water power, excellent water for city and domestic purposes, hot springs, with eleven billion feet of pine timber tributary to the Upper Lake, which must be cut into lumber and

### ANOTHER NEW BOAT

#### FOR THE LOWER KLAMATH

#### Klamath Lake Navigation Company Will Build Steamboat.

Captain G. W. Woodbury, of the Klamath Lake Navigation Company, who returned from Portland a few days ago, stated to a representative of the Republican, that his company would build a freight and passenger steamboat for the lower lake this spring.

He said "We have ordered the boiler and the engine will be built in Portland and is now nearly finished. The plans have not been completed yet but I expect to have them in a few days. The boat will have a 17 foot beam and be 80 feet long. The second deck will be equipped with passenger cabins. The boat will be of light draft as possible so as to reach any point on the lower lake, and will be ready by the first of June at the latest. We expected to have it completed in May but may not be able to do so. The frame work is now being made and will be shipped in, but all of the rest of the work will be done here. It will either be built at our dock in this city or else at the lower end of the lake."

Navigation on the lower lake has been somewhat delayed on account of the impossibility to make arrangements with the railroad, but now that the Weed railroad is almost assured and with good prospects of the McCloud road extending its line near the lower lake, steamboat men feel justified in preparing themselves for the travel and transportation that is sure to come this way. It is believed that with the inauguration of the government irrigation works and the railroad extension that the Klamath river and the Little Klamath lake will in a short time be alive with boats of all descriptions.

### CONNECTIONS MADE WITH MIDWAY

#### Midway Telephone Company Make Arrangements With the Hessig Independent Line.

O. B. Gates, manager of the Midway Telephone & Telegraph Company, stated to the Republican yesterday that his company had made arrangements with Mr. Hessig for the operation of his line in connection with the Midway system. Wires were strung and connection made yesterday with the Central office and now the patrons of the office can talk with Fort Klamath, Klamath Agency, Picard, Topsy, Hot Springs and Ager.

This now gives the people of Klamath county telephone connection with every important section of the county and adjoining points in California.

#### DEATH OF SAMUEL CHAPPEL.

Samuel Chappel died at his home in Klamath Falls, Sunday morning, March 12, at 8 o'clock, aged 73 years, 7 months and 10 days. He had been confined to his bed for several weeks with rheumatism and a few days before his death was stricken with paralysis.

Deceased was born in Rochester, New York, August 2, 1831, and when quite young moved to North Yakima, Washington, where he lived for thirty years. About three years ago he came to Klamath Falls and has resided here since.

His wife and six children survive him. Two of the children live in Klamath Falls, Mrs. Major Hanks and Samuel Chappel. The funeral occurred from the Methodist Church Monday morning at 10 o'clock, Rev. M. C. Starr officiating.

Methodist Church Services for Sunday March 19—Sunday School at 10 a. m., Preaching at 11—Theme, "Helping one another." Epworth League at 7 p. m., and at 7:45 preaching—Theme, "Life Insurance."

pass her very doors, and her central position, she must be the large town of Klamath County.

And while that is true, Fort Klamath, Bly, Merrill, Bonanza, Dairy, Keno and Lorella may all thrive and "wax great," we wish them well, and we will assure them that after the transportation problem is solved and accomplished we will do all in our power to give them adequate transportation facilities.

Respectfully Submitted,  
Klamath Chamber of Commerce,  
By W. S. WORDEN,  
Secretary.

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