

TAXPAYERS ASK FOR LEVY. Circulating Petition Urging Construction of Crater Lake Highway.

Shall Klamath County do its part towards securing the construction of the Crater Lake highway? That is the question that is agitating a great portion of this county and one that steps are now being taken to solve. With a view to ascertaining the sentiment of the taxpayers of this county, a petition is being circulated for the signatures of the property owners of the county. Following is the caption of the petition:

To the Honorable County Court of Klamath County, Oregon:

We, the undersigned citizens and taxpayers of Klamath County, hereby petition your Honorable Body that a special levy be made upon the assessments for the years of 1908 and 1909 to provide a fund of \$25,000.00 for each year's taxation to be expended in constructing a first-class highway over that portion of the proposed Medford-Crater Lake-Klamath Falls State Highway within Klamath County; said fund to be expended in building said highway in connection with the expenditure of a like amount by Jackson County in constructing the portion of said road from Medford to Crater Lake.

It is the desire and intent of your petitioners that said fund shall be provided exclusively for construction of the Crater Lake-Klamath Falls highway separate from and exclusive of whatever funds may be found necessary for road purposes in other directions; and is further the sense of your petitioners that unless funds are provided for building a good road between Klamath Falls and Lakeview by appropriation of the Legislature that your Honorable Body shall also make a special levy sufficient to also construct the Klamath County portion of a highway between said points to connect with the portion of a similar road to be constructed by Lake County.

It is the wish of the Chamber of Commerce to ascertain the opinion of property owners and taxpayers in this way, for they are the people who have to foot the bill. If it can be shown to the County Court that the majority of the taxpayers of the county are in favor of the proposition, it is quite certain that the members will vote the money that will be required from this county.

That there is opposition is evident, but how extensive this is will not be known until the petition has been generally circulated. It is believed that most of the opposition would disappear if a proper understanding of the situation was presented. In the first place the road is to cost approximately \$500,000. One-half of this amount is to be furnished by the government. Of the remaining quarter of a million, the state will appropriate \$100,000, Jackson County \$50,000, Klamath County \$50,000, railroad and other interests \$50,000. The question is, what will Klamath County get out of this in return for its \$50,000? First, there will be spent in this county over half of the entire amount. The expenditure of this sum will certainly benefit the big majority of the people—farmer and business man alike. Then it will have about forty miles of the best road in the state constructed in the county, outside of the reservations. This forty miles of road alone would cost the county over double what it will have to pay for the entire work. To the average man this would look like a pretty good bargain. Following the construction of the road will come the harvest of tourist travel. Everyone knows what tourists have done for California—or any other section to which they have been attracted and they will do the same for Klamath County, if they are given the opportunity. But before the opportunity, will have to come better highways and accommodations.

What will it cost the taxpayer? Under the present valuation and tax levy it will make an addition of ten per cent on his taxes for the two years. That is, the man who pays \$100 in taxes a year will have to pay \$20 additional each year for two years if he pays \$10 a year it will cost him fifty cents a year additional. Those who have been voicing their opposition have looked at the aggregate amount as if they had to pay it all; but if they will sum it up right down to themselves they will find that what they have to contribute is so small that they will be ashamed to make a kick. There are very few men in the county who would refuse to contribute fifty cents a year for two years to a fund that would produce the good the Crater Lake highway will produce. Few, if any, of the large taxpayers are kicking, and fewer of the little fellows will complain when they realize how little it is going to cost them.

As for the Lakeview road, no argument is needed for that. Everyone wants it and it is practically certain that it will be built. Both enterprises are going hand in hand and let it be hoped that both will stand together on the good, solid ground of success.

ABE RUEF GUILTY.
SAN FRANCISCO, Dec. 10.—THE JURY IN THE RUEF CASE, AFTER BEING OUT FOR 25 HOURS, RETURNED A VERDICT OF GUILTY AT 4:10 THURSDAY AFTERNOON.

WATER COST TOO HIGH.
The Directors of the Water Users Association at the regular monthly meeting Saturday decided to take action to see if the government could not be held to their original estimate of \$18.50 as the cost of water rights under the Klamath Project. The Directors were unanimous in their disapproval of the high cost as set forth in the official announcement received from the Department. The matter was thoroughly discussed and the general feeling was that \$20 an acre was too high. Many of the members stated that the land owners would not have seriously objected to \$20 but that anything over that was more than the system ought to cost.

R. S. Smith, the attorney for the Association, and Claude Clatsain, the secretary, were appointed to receive affidavits from land owners and others as to the statements made by Engineer Newell and other officials of the Reclamation Service as to the cost of the work, when the farmers were being asked to sign up their land. As soon as these are received it is probable that the matter will be taken up with the Secretary of the Interior, and Congress may be asked to investigate the matter.

A committee was appointed and instructed to secure the assistance of other land owners in getting more land signed up under the Keno canal.

FIRST JURY CASE NOW BEING HEARD.
The taking of evidence in the case of the Long Lake Lumber Company vs. A. Kinney, began when Court convened at 9:30 a.m. Wednesday. Convened at 9:30 this morning. Benson & Stone represent the plaintiff and Harris & Irwin, the defendant. At 2:30 the evidence for the plaintiff was in and the attorneys for Kinney began the defense. In examining the first witness a contention arose between Attorneys Benson and Harris over the admission of certain evidence. The defense had denied each and every claim of the Long Lake Lumber Co., and had entered a counter claim. Benson argued that as the defense had denied all the claims of the plaintiff, they had no grounds upon which to enter a counter claim. Authorities on both sides were read. At this time the Court took a recess until 4 o'clock, when the Judge will rule on the objection. It is expected that the case will go to the Jury by Thursday noon.

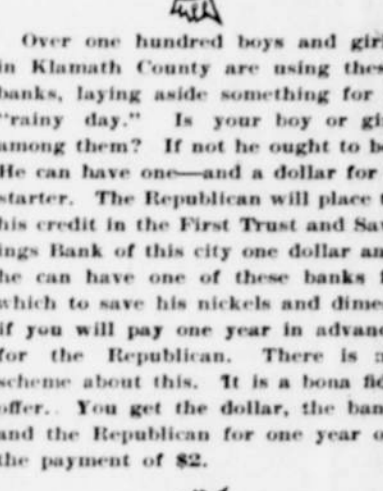
BIG ATTENDANCE AT ELKS' MEMORIAL SERVICE.
The Elks of this city held memorial services at 2 o'clock Sunday afternoon at the Presbyterian Church. There are about thirty members of the order in this city, but the attendance was not confined to members as the church was well filled. Hon. H. L. Benson acted as chairman of the meeting. The opening prayer was given by Rev. Pratt. Mr. Ferguson, attorney for the Reclamation Service, who belongs to the Pendleton lodge, delivered the address. He is a very interesting talker and he was listened to with close attention.

A class of about twenty-four will go to Ashland the first of January to be initiated into the Elks lodge there.

On the convening of Circuit Court on Monday, the Grand Jury for this term was drawn by the Clerk. The Jury was composed of the following men, they being the first seven whose names were drawn from the Jury list: W. H. Casebeer, foreman; John Shepard, Lester Kirkpatrick, C. H. McCumber, Henry Stout, Solon O. Allen, and E. L. Allen.



Over one hundred boys and girls in Klamath County are using these banks, laying aside something for a "rainy day." Is your boy or girl among them? If not he ought to be. He can have one—and a dollar for a starter. The Republican will place its credit in the First Trust and Savings Bank of this city one dollar and he can have one of these banks in which to save his nickels and dimes, if you will pay one year in advance for the Republican. There is no scheme about this. It is a bona fide offer. You get the dollar, the bank and the Republican for one year on the payment of \$2.



THE "RILEY EVENING."

At the Riley Evening next Thursday night at the Baptist church there will be special music in connection with the program. Prof. J. T. Butler will preside. A male quartet will furnish splendid music. Mrs. E. J. Morgan will sing, and Prof. Geo. A. Wirtz will render violin solos. Tickets of Klamath Falls are all invited to this evening of music and poetry. A general admission of 35c will be taken and 25c for all school pupils. A volume of Riley's poems is offered to the one selling the highest number of tickets up to 7:30 p.m. of Thursday night, and many of the young hustlers have entered the race.

SHERIFF WANTS ASSISTANCE.
Sheriff W. B. Barnes appeared before the Council Monday and asked the assistance of the city officers in stopping the sale of liquor in the city. He drew attention to the instructions of Judge Noland to the Grand Jury, which was to the effect that city peace officers had the same power of arrest as state officers.

Mayor Stiltz stated that he was not in favor of the city going to the trouble and expense of finding evidence against the saloonmen unless the city received the benefits of the fines. He said that there was then on the table an ordinance providing for the punishment of this offense by which the city could secure the fines. If it is the wish of the Council it would be taken up and passed and he would guarantee that the saloons would be put out of business.

Members of the Council refused to take any action on the matter, appearing willing to let the sheriff do what they considered his own work. One of the Councilmen made the remark that they had no assurance that the county officers would stop the sale of liquors in other towns of the county and why should they be asked to do the work here.

The Court appointed W. P. McMullan as bailiff for the December term of Court.

FAVORS CRATER LAKE ROAD. O. A. Stearns Advances Strong Argument for Its Construction.

There seems to be some opposition to the Good Roads movement in the eastern part of the county, or at least to that part of the projected road that does not pass through their immediate vicinity. While favoring the Klamath Falls-Lakeview portion of the scheme, they balk at the Crater Lake end of it.

Now it seems to me that they take a very narrow view of the matter; they forget that that part of the system means the bringing of more than three times as much outside capital to be expended in construction work as we are called upon to put up; that it renders possible, nay probable, that the movement once started will so commend itself to the people themselves, that they will continue the good work of their own accord until all branch roads, as well as main arteries of travel will be macadamized, thereby adding vastly to our material comfort and wealth; for good roads enhance property values more than cost of construction.

Taking such a narrow view, as our eastern brothers seem to take, if general all over the county, would forever defeat any steps for county improvement in roads, as all such systems necessarily have to commence somewhere, and the people living along the line of the early constructed portions would of necessity be the first benefited, while eventually all would receive either a direct or indirect benefit from the moment of its inception. The building of the Crater Lake road, as contemplated, would cost some \$50,000 within two years, while it would insure the bringing into circulation at least \$150,000 additional from state and nation. More than that it would increase the volume of outside travel and trade.

Many people do not seem to realize that we have in Crater Lake and its adjacent surroundings an asset vastly greater than all the agricultural and other resources combined. An asset that increases each year in direct relation to its accessibility to the tourist and traveler. The people who travel for sight seeing, health and recreation, are, as a rule, people of means, accustomed to all the comforts and luxuries of modern travel. They hesitate long before venturing where they have to suffer inconveniences incident to stage travel over rough mountain roads, but are lured nearly as much by the pleasures of good accommodations en route as by the beauties of natural scenery.

I believe the records of the superintendent of the Crater Lake Park show that nearly six thousand persons visited the lake the past season. Assuming that each of these visitors spent within the county only five dollars, which is perhaps less than half the actual expenditure, and we have a revenue from this asset for this year of \$30,000, more than half enough to build the road. It is certain that the travel will double as soon as the railroad reaches this place and as every one who views this great natural wonder becomes a walking advertisement of its glories, the number of visitors will increase with each succeeding year, provided, good roads and good accommodations are provided for the visitors.

True we may expect quite a large income from the freight shipments over the Lakeview road when completed, but not a tithe of that from the Crater Lake end of it. And yet, I have yet to learn of any kick from this end of the county against the building of the road to the county line.

I am afraid I have too many people in the county like one of our early settlers in School District No. —, which had just been organized and were contemplating the erection of a school house. Settlements were far apart and bachelors predominated. School districts were large and it was impossible to erect school houses centrally as it would accommodate the fewest scholars, so situated. It was judged best to build at a point where the greatest number of children could attend and where the most money could be subscribed towards the construction. As there was more labor

than money those days, it was found necessary to vote a tax of 2½ mills to raise money to purchase material. Accordingly notices calling for a school meeting to elect officers and for the purpose of levying a tax of 2½ mills to aid in construction of a school house, were duly posted.

Our early settler referred to whom I will call K, was a man of family who lived remote from any settlement, but who had never taken any hand in organizing for a district. He was thoroughly aroused, denouncing the action of the directors as highway robbery, and a gross imposition upon the tax burdened community. He spent the week before the election in visiting other portions of the district haranguing the people, and stirring up opposition against the voting of the tax, so that when the meeting was held every male resident of the district was present, and when the tax proposition came up it was buried by an avalanche of votes, so that the school house had to be built by four patrons of the school. An examination of the tax roll disclosed the fact that Mr. K, who had spent six days in work creating opposition and as many nights in sleepless anxiety, paid taxes on \$124, and that his portion of the assessment would have been thirty-two cents.

Now figure up how much a three mill tax would deplete your income for two years; against this place the advantages, social, commercial, and financial, that would accrue to you through the building of a good road from Crater Lake to Lakeview and you have a parallel to the case of Mr. K of early fame.

It is an old and true axiom "that it takes money to make money." And we all know that in any business it is sometimes necessary to spend money in order to make money. Many a good mine remains idle for lack of money to put it in productive shape; many a productive community is impoverished through lack of markets for their products, that money, used properly in developing transportation would render prosperous. Many will say that it costs too much to build good roads, and cite you to the two mile experiment from the city to Altamont where some \$27,000 was spent in building a road that lacks considerable of being what it should be. They do not consider that the road in question was in the nature of an experiment, constructed by inexperienced men, and contrary to all accepted good roads methods. That was a costly mistake that will hardly be repeated. The best authorities place the cost of building good crushed rock roads at from \$1500 to \$5000 per mile, depending on the nature of the soil and accessibility of material. Future roads will be built under the direct supervision of expert road builders.

In my opinion the opportunity now offered the people of this county to secure state and national aid is one we cannot safely reject. Its acceptance means the financial upbuilding of the whole county and the creating of markets for everything the farmer can produce for years to come. It means the placing of this county among the most progressive, populous and prosperous in the state of Oregon. It means the proclaiming to the world that we have greater natural scenic beauties than can be found elsewhere in the known world, and which will always be a source of such an opportunity will never again be open to us. Now, now is the time to grasp it.

O. A. STEARNS.

MAYOR STILTS WILL TOUR UNITED STATES.

Mayor John R. Stiltz left Tuesday morning for an extended trip through the southern and eastern states. He expects to be absent about three months. He will go by the southern route, stopping at San Francisco and Los Angeles. From there he will go to Houston Texas, New Orleans, Atlanta and Savannah. At the latter place he will make quite a stay visiting friends. He will then take in New York and Washington. On his return he will stop at Chicago and will visit his brother and sisters in Omaha and other Nebraska cities, and will return home by way of Denver and Portland.

BIG BARGE LAUNCHED. Final Step in Completion of Railroad Grade to This City.

The launching of the big barge which has been built by the Southern Pacific Company for their new dredge occurred Wednesday at Holland on Lower Lake. This is quite an event in the progress of the railroad work. The dredge is 40 by 80 feet and it is to be used for the mammoth dredge which the Company recently purchased in San Francisco, and which was so large that it had to be taken to the channel in sections. This means that work is to commence in the near future on throwing up the road bed across the marsh on the east side of the straits. This work will be done by the Southern Pacific Company and not by contract, as the company does not wish to take any chance in having any delay in the work. The two small dredges will go ahead and start the opening and they are to be followed by the big dredge and the road bed completed as fast as they advance.

The warehouse, which is being built by the railroad company at Holland for the storage of freight when the terminus is moved, is nearly completed. This building is 30 by 50 feet and adjoins the wharf and dock on which the men are now working. The track has been finished to the edge of the marsh and rails have been laid part way on the road bed across the swamp, and there is no question now but what the Southern Pacific intends to move the terminus to Holland as soon as the track is finished, which will probably be about the first of the year.

The passengers have been carried to Worden for some time now, but Wednesday the dining car and office cars were hauled from Calor and that station will be abandoned.

SOON REACH WATER.
F. M. Thompson, the Southern Pacific agent at Calor, was here Thursday straightening out some freight shipments with the merchants. Mr. Thompson states that the freight business has not yet been changed from Calor and probably will not be until the road reaches the water at Holland, which will be within three weeks. The company is now building a big warehouse on the channel for the storage of freight when the change is made.

The steel gang began laying track this morning across the swamp and it is expected that the rails will all be laid to the channel in about fifteen days. Work trains will then be run over the line to settle the embankment across the swamp so that the track can be ballasted before beginning passenger and freight service. The change to Holland, which will make all rail and water connection with Klamath Falls, is scheduled to take place January 1.

DO YOU KNOW THAT—

Doors to opportunity swing on rusty hinges?
The subjective mood of turkey is to have been gobbled?
Signs of prosperity are often printed in very small letters?
One may not know how sharp the knife blade is by the size of the handle?
The lid on the basket will not always conceal the fact that there is a goose within?
Cupid frequently imprisons love with nothing more substantial than a little lock of hair?
The great album of life is often kept tightly shut with the clasp of avarice?
Even the rubber band around a Bible may grow stiff from lack of proper exercise?

GRAND JURY IN SESSION.

No reports have been made by the Grand Jury which began examining witnesses on Monday afternoon. It is stated that the horse stealing case of the State vs. Walker was considered but owing to the absence of one of the witnesses further examination was postponed awaiting the arrival of the witness.