

TRY NEW ROAD PLAN.

Tillamook County to Discontinue Supervisors and Hire a Competent Engineer.

TILLAMOOK, Ore., Feb. 3.—The Bay City Board of Trade invited a number of the members of the Tillamook Development League to a meeting at Bay City, to discuss with that body matters pertaining to Tillamook County. Dr. W. C. Hawk, president of the Bay City Board of Trade, presided.

The first matter that was discussed by H. T. Bolts, president of the Tillamook Development League, Mayor Thomas Coates and others, was to devise plans whereby the road fund could be properly expended. This county will raise a road fund this year amounting to \$90,000, and owing to the fact that the present supervisor system is not giving satisfaction in obtaining good roads, it was generally thought that the County Court should employ an engineer to take charge of the road work and construct roads according to modern scientific ideas. There appeared to be no objection to paying a large tax levy for road purposes, but what the two organizations desired was a competent and experienced person at the road work instead of a number of inexperienced road supervisors, who obtained their jobs on account of personal or political pull with the Court.

WANTS STATE TO BUILD RAILROADS.

SALEM, Ore., Feb. 4.—Railroads constructed in the state by the state as a whole, or by districts to be known as railway districts, and then leased for operation or operated by the state, in order that the long bottled up portions of the interior may be opened by transportation facilities, is the purpose of a bill now being drafted for submission to the Legislature and which has an excellent chance of passage.

Backed and urged by the many business organizations and development leagues of the state, a committee of prominent lawyers is now at work on a constitutional amendment preparatory to its submission to the Legislature at some date during the present week. Already the speaker of the House and the president of the Senate and different leaders in the two houses have signified their friendliness to the proposed measure, and it is practically assured that the resolution will be passed by the two houses.

According to the plan being outlined in the draft of the amendment, the measure is to be submitted to the people of the state at the next election. It is to provide that it shall be constitutional for the state as a whole or for districts in the state, to construct railroads. The state may construct a railroad within the limits of the state, the district within its limits. After the construction has been done the state or the district will either operate the line or it will lease it for operation for a term of years.

Commission to Locate Lines.
In the meantime, while the amendment is being put before the people, a commission will be appointed by the governor to find suitable routes for railroads which may be necessary for adequate transportation facilities in the interior districts. This commission, having found these routes, will be in a position to furnish data upon which districts may be formed, or the state may act immediately after the adoption of the amendment and its going into effect. Construction of the lines desired might therefore be commenced immediately after the adoption of the amendment, or as soon thereafter as the details may be settled.

This measure is considered of great importance, it being argued that it will prove the solution of the transportation problems of the state. For years the Harriman interests have bottled up the interior sections of the state and retarded their development. What new lines have been constructed have demonstrated beyond a doubt that such lines would be a paying investment, and therefore the people of the state or of a district would not be menaced by any loss in the construction of such roads.

With the power granted by the constitution to construct such roads it would be possible to open all sections of Oregon and bring the present remote sections of the state in close touch with the markets. This would affect the interior, and the Coos Bay districts, and all other sections which now have no railroad facilities and which apparently will have none for years to come if the present railway systems must be depended upon.

Since many of the big universities of the United States will be represented at Seattle this year in the athletic games it is planned to have tents on the grounds to represent each university and students will locate one another through registers in the big tent city.

MONUMENT FOR MOTHER OF INDIAN IS PROBABLE.

Incorporated in the Indian appropriation bill is a provision for the payment to Quannah Parker, chief of the Comanche Indians, of \$1000 for the erection of a suitable monument to mark the last resting place of his mother, Cynthia Ann Parker, and his little sister, Prairie Flower.

Representative John H. Stephens of the Thirteenth Texas district, who introduced the amendment, tells an interesting story about Quannah's mother, who was captured by the Comanches when a little girl and who grew to like the Indian life to the extent that when rescued a number of years later she refused to take up the white man's customs.

Quannah Parker's mother was captured by the Comanche Indians at Parker's Fort on May 19, 1836. The fort was situated at the headwaters of the Navisota creek, 60 miles from the nearest white settlement and two miles from the present town of Groesbeck, Tex. It was occupied by six men and several women and children. The Indians shrewdly presented a white flag and sent some of their number to the fort to say that they were friendly. One of the inmates, Benjamin Parker, the father of Cynthia Ann Parker and grandfather of Chief Quannah Parker, let them enter the fort, believing them to be friendly Indians and wanting to make a treaty with the whites. But when he was in their power they treacherously attacked and killed him, and immediately captured the fort. It was a stockaded fort, occupied by several families who had just returned from the flight before the Mexican army commanded by Gen. Santa Ana.

After effecting an entrance into Parker's Fort, the Indians massacred all the men and some of the women and children, carrying away captive Cynthia Ann Parker, then 9 years old her brother, aged 6, and a few others. After leaving the fort the Comanches and Kiowas traveled together until midnight. They then camped, brought their prisoners together, tied their hands behind them so tightly as to cut the flesh, tied their feet together and threw them on their faces. Then, gathering around with the bloody scalps they had taken at the fort, they commenced their war dance, dancing, screaming, yelling, stamping upon the prisoners and beating them with bows until the blood flowed from their bruises, and for the rest of the night the women listened to the cries and groans of the little children.

When the tribes parted each of the bands took a captive. Cynthia Ann Parker was claimed by the Comanche tribe, and became their permanent captive. Nothing was heard of her for many years, but in the meantime her relatives and friends and the Texas authorities did everything in their power to ascertain her fate and secure her release if she were living.

In the autumn of 1860 the Comanches in force, under their chief, Peta Nocona, the father of Quannah and the Indian husband of Cynthia Ann Parker, raided through Parker and adjoining counties and inflicted great distress upon the white settlements.

But in December he was followed and surprised in his own camp on Pease river by a force of 49 Texas rangers and 20 dragoons, of the regular army, in all 69 soldiers. His camp was captured and many slain. The chief fled at full speed with another Indian behind him on the same horse, while his wife with an infant in her arms rode a fleet pony beside him. The captain of the rangers with one attendant pursued. They soon overtook the chief's wife, who held up her child and stopped.

Leaving her with his attendant, the captain pursued the two Indians on the same horse and, coming up with them, fired, killing the hindmost. The same ball would have also killed the chief, but his shield hanging on his back prevented. The hindmost, in falling, dragged the chief from the horse, but, alighting upon his feet, the chief piled his pursuer with arrows, wounding his horse. The wound set the animal to rearing and plunging so violently that the ranger could not aim his weapon. Victory in single combat seemed to be on the point of declaring for the savage. His well-directed arrows were sent rapidly, but a random shot from the ranger broke his right arm and disabled him, both hands being indispensable to the use of the bow. The captain's horse becoming quiet, he shot the chief twice through the body. Peta Nocona then walked deliberately to a tree near by, and, leaning against it, began to sing a wild, weird song—the death song of his tribe—a custom in many Indian nations in the presence of certain death.

The captain's men coming up with an interpreter, the chief was summoned to surrender, but he answered by a savage thrust at the captain with a lance held in his left hand. That he would surrender only to death was plain. The captain directed one of his men to "finish him" and the death song ceased. The Indian who had been riding behind the chief

proved to be a young woman, but, because of a buffalo robe which covered all save her head, her sex was not distinguished in the flight.

The woman taken with the child, the fallen chief's wife, seemed to be a white woman and had blue eyes. She was then recognized as one of his own nation. She was sent to the white settlements, where she was speedily identified as Cynthia Ann Parker, who, when 9 years old, was captured by the Comanches at Parker's Fort massacre. She was not reconciled to civilization and had to be watched to prevent her escape. Her little child, named Prairie Flower, died, and in less than two years she followed and was laid beside the little half-breed.

Quannah Parker had been a true friend to the people of the southwest, and in Texas so great is the respect for this chieftan that there is a county seat named for him. The town of Nocona in Montague county, Texas, is named after his father, Peta Nocona.

In view of the public service rendered by Quannah to the white people on the Texas frontier, in causing his tribe to quit the warpath and live on their reservation, and the suffering of his mother for so many years as a white captive among Indians, Mr. Stephens thinks it the least Uncle Sam might do to erect a monument to mark the spot of her last resting place.

POE VALLEY ITEMS.

John and Min Lovelady hauled a six horse load of hay from the Sutton ranch Monday.

Bert Moore killed hogs Tuesday, with the assistance of his brothers, Elmer and Ellsworth.

Dennis Provo hauled a load of straw from Stephen Griffith's place Monday.

Charley Pickett passed through the valley with a load of wood last Tuesday, on his way to Klamath Falls.

Frank Adams, of Merrill, has had part of his stock moved to Mrs. Fink's place, where they are being fed.

August Liskey was in the valley Tuesday.

The school in the Lower Poe Valley closed last Friday. Mr. Edler was the teacher.

Frank Griffith went to Olene Saturday.

Supt. J. G. Swan was in the valley Friday to attend the last day of school.

J. B. Short went to Klamath Falls Wednesday.

Rev. J. B. Griffith, of Klamath Falls, spent Saturday night, Jan. 30, with his brother, S. H. Griffith, on his way to Bonanza to marry two couples.

Wm. Griffith and sons, Levi and Frank, hauled straw Friday and Saturday.

Dick Ross and Fred Eglington went to town last week.

The Poe Valley Threshing Machine Co. held a meeting in the school house Saturday night and reelected their officers for another year.

Our teacher finished reading "The Making of An American," Wednesday.

ATTENDANTS CONVEY PATIENTS.

Senator Nottingham's bill to have sheriffs convey insane patients to the asylum has been defeated. The present law requires the holding of an insane patient until the arrival of attendants from the institution. Nottingham argued that to have the Sheriffs do the work would expedite the transfer. Smith of Umatilla objected, saying that when the present law was first offered it was defeated by a lobby of 16 Sheriffs. This was in 1903. Subsequently the bill became a law and cut down the graft of Sheriffs. As a sample of the methods of Sheriffs in running up fees for transporting insane patients, he declared that it had been the rule of Sheriffs of Multnomah County to take the patient to Salem on the night train, returning home the following morning. This enabled them to put in a bill for two days instead of taking the patients up in the morning and going back to Portland the same day.

The earnest, eloquent and pathetic plea of Miller of Linn and Lane probably caused the defeat of Nottingham's bill. Miller stated that he knew the difference between the two systems from sad experience brought close to home and he prayed that the Senate would not consider this subject lightly. The bill was killed, with all voting against it except Nottingham and Smith of Marion.

FOR SALE: A fine stock ranch of 3000 acres with abundance of water and enough timber for the ranch. Twelve miles from Klamath Falls. About 500 acres fine plow land; the balance meadow and pasture. The ranch controls 3000 acres of open range, and many thousand acres more are available. Price \$18,000.00. Terms easy. MASON & SLOUGH.

BIG SHIP LAUNCHED.

The great battleship Delaware, which was successfully launched from the yards of her builders at Newport News on Saturday, as compared with the battleships, completed or under construction, of the navy of any foreign country, surpasses all. She is one of the four alster ships authorized by Congress which will form an indomitable squadron. The other vessels are the North Dakota, being built at Quincy, Mass.; the Florida, which will be built at the New York Navy Yard, and the Utah, to be built at Camden, N. J.

Superior to All Warships.
The Delaware is to carry as heavy armor and as powerful armament as any known vessel of its class; will have a speed of twenty-one knots, and will have the highest practicable radius of action. The arrangement of her main battery guns will permit a broadside fire 25 per cent greater than that of the broadside fire of any battleship now built, or, so far as is known, under construction.

Her defensive qualities are such as to give the maximum degree of protection to all the vital portions by means of unusually effective compartmental subdivisions, so that in conjunction with her armor protection, the defensive qualities of this vessel are believed to be distinctly superior to those of any battleship hitherto designed.

The hull is protected by a water line belt of armor eight feet in width, whose maximum thickness is eleven inches. This armor belt gives effective protection to the boiler, machinery and magazine spaces. The side above the main armor belt is protected by armor seven feet three inches wide and of a maximum thickness of ten inches. Above the main casemate armor amidships the side is protected by armor of five inches in thickness, which affords protection to the smoke pipes, the major portion of the secondary batteries of five-inch guns and the hull structure.

Costs \$3,987,000.

The contract for the Delaware was placed August 6, 1907, at a price of \$3,987,000. Her keel was laid November 11, 1907. The Delaware is 510 feet in length on load water line, 85 feet 2 inches in breadth and her mean draft to bottom of keel at trial displacement about 27 feet. The capacity of her coal bunkers is 2500 tons, which is sufficient to send her at a ten-knot speed a distance of 6720 knots or twenty-eight days' steaming. Provision is also made for the stowage of a large amount of oil fuel without in any degree reducing the capacity of the coal bunkers.

Takes 900 Men to Man Her.

She has triple expansion reciprocating engines and will require over 900 men to man her. Her armament will consist of a main battery of ten 12-inch breech-loading rifles, and her secondary battery will be fourteen 5-inch rapid-fire guns, four 3-pounders, four 1-pounder semi-automatics, two 3-inch field pieces, and two machine guns of .30 calibre. She has two submerged torpedo tubes.

The Delaware will have a displacement on trial of 20,000 tons, or 2100 tons greater than the British Dreadnaught and 750 tons greater than Great Britain's latest vessel of that type, the Vanguard.

VANISHING POINT OF THE AMERICAN FAMILY.

In 1870 the percent of all marriages terminated by divorce was 3.5; in 1880, 4.8 per cent; in 1886, 6.2 per cent, while now it seems probable that approximately 16 per cent of all marriages in the United States are terminated by divorce. Professor Wilcox, of Cornell, has calculated that, should the present rate of increase of divorce in the United States continue, by 1950 one-fourth of all marriages will be terminated by divorce, and by 1990 one-half. It is not, therefore, exaggeration to say that the problem of the American family is whether it shall continue to exist, for we are apparently within measurable distance of a time when, if present tendencies continue, the family as a permanent union between husband and wife, lasting until death, shall cease to be.—Charles A. Ellwood, in Feb. Delineator.

No. 7 REPORT OF THE CONDITION OF
THE FIRST TRUST AND SAVINGS BANK
at Klamath Falls, in the State of Oregon, at the close of business, Nov. 27, 1908.

RESOURCES	DOLLARS
Loans and Discounts	\$36,600 75
Due from approved reserve banks	5,504 44
Current expenses	2 50
Cash on hand	1,000 00
Total	\$43,107 69

LIABILITIES	DOLLARS
Capital stock paid in	\$ 25,000 00
Undivided profits, less expenses and taxes paid	1,234 19
Time certificates of deposit	7,585 00
Savings deposits	9,288 50
Total	\$43,107 69

STATE OF OREGON,) ss.
County of Klamath,)
I, J. W. Siemens, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
Subscribed and sworn to before me this 9th day of December, 1908.
LESLIE ROGERS, Notary Public.
CORRECT—Attest: G. W. WHITE, Directors.
GEO. T. BALDWIN, Directors.

Now is the time to visit
California
WHEN summer has passed in these northern states, the sun is only mild under the bright blue skies of Southern California. This is one of nature's happy provisions—eternal summer for those who cannot endure a more severe climate. California has been called the "Mecca of the winter tourist." Its hotels and stopping places are as varied as those of all well regulated cities. Visitors can always find suitable accommodations, congenial companions, and varied recreations.

The Southern Pacific Co.
Will be glad to supply some very attractive literature, describing in detail the many delights of winter in California. Very low round trip excursion tickets are on sale to California. For full information; sleeping car reservations and tickets, call on, telegraph or write any S. P. Agent, or
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