

HUGE SUM TO BE EXPENDED.

Five Million Dollars for Deschutes Road—May Be in Operation in Eighteen Months.

Within the next eighteen months \$5,000,000 will have been expended in construction of the Deschutes branch of the Harriman system and trains will be tapping the rich country bordering on the high canyon, giving the line an easy water grade from the rich open country in the vicinity of Redmond, terminus of the proposed line, until further extension is deemed advisable.

The Interior Department has now done everything in its power to make possible the building of the road and the question of permanent right-of-way will be settled for good if no protests are filed within thirty days. General Manager O'Brien feels satisfied that the Deschutes Irrigation and Power company will not delay construction of the railroad, as it will be of great advantage to its lands, and intimating having assurances that the irrigation company is very friendly toward the project.

"Through Twoby Brothers, contractors, the company will put every man to work that can be employed to advantage as soon as we secure assurance that the project will not be held up," said Mr. O'Brien, "and trains should be running between Deschutes on the Columbia to Redmond, about fifteen miles from Prineville, at the end of eighteen months. Several hundred men are now at work on the first section of forty miles, and more will be added continually."

As yet Mr. O'Brien has received no official notice from the Deschutes Irrigation and Power company, waiving its right to protest, but when he does, as it has been announced will be done, the number of men employed on the grade will be increased to the limit.

"For a distance of eighty miles the road will run through a very deep canyon and construction work there will be difficult because of the inaccessibility of the land, but the remainder of the 170-mile distance will offer no obstacles," Mr. O'Brien explained.

The steel rails and other structural material for the 130 miles of the road have been ordered and is now in stock. The rails for the first fifty miles of the road have already been shipped from Omaha, and are on their way to Oregon. No specific date for the delivery of the steel is specified, but it will move forward just as rapidly as it can be handled by the available equipment.

The structural material for the entire road will all be furnished by the Harriman people, particularly the steel, as it is made according to special specifications. The fifty miles of steel now on its way to Oregon consists entirely of 75-pound rails, and amounts to nearly 7,500 tons, between 350 and 400 carloads.

It is the announced intention to begin the laying of the steel from the mouth of the Deschutes river. The date when the first rails can be laid is, however, uncertain, as it all depends on the progress made by the grading crews now in the field.

"That is the only practicable way of going at it," commented Mr. O'Brien to-day. "We will work right up the canyon from the mouth of the river and continue to handle the material and equipment over the new construction."

It is a source of deep gratification to Mr. O'Brien that the approval of the maps for the entire project has finally been accomplished. So far as the government is concerned, it has nothing more to do with the project, and the way is clear for the Harriman people to begin clearing up such obstacles as conflicting locations filed on by rival roads or private power companies.

OLD MISSOURI STATE ROAD.

One of the oldest landmarks in this part of Missouri is the old Bloomington road, also known as the old State road. This road began in the eastern part of North Missouri, running west through Bloomington. It didn't run on section lines as the roads now run, but ran as the crow flies. The highway was the main thoroughfare through North Missouri long before and after the Hannibal and St. Joseph railroad was built, and has a history not well known to the younger generation. Over this old-time highway the early gold seekers traveled in ox wagons with their little earthly belongings, going to California or Oregon.—Brooklyn Gazette.

ON TOUR OF INSPECTION.

Stockholders in Local Corporations Look Over Property—Are Big Lumber Barons.

R. A. Long, president of the Long-Bell Lumber company of Kansas City, Mo., accompanied by a party consisting of Mrs. R. A. Long, Miss Lulu Long, C. B. Sweet, vice-president of the Long-Bell Lumber company, and wife, S. O. Johnson of the McCloud Lumber company, W. S. Davis, J. F. Davis and W. E. Palmer of San Francisco, directors and stockholders of the Weed Lumber company; W. F. Rider of the Long-Bell Lumber company, G. X. Wendling, president of the Weed Lumber company and vice-president of the Hot Springs and Klamath Development company, and E. S. Moulton, president First National Bank of Riverside, Cal., arrived Sunday evening in Mr. Long's private car the "Kymora," of the Louisiana and Pacific Railroad, which is owned and operated by Mr. Long. Mr. Long is considered the largest lumber manufacturer in the world, the joint output of his mills amounting to about one million feet a day, and this is the first visit he has ever made to this section, where he has extensive holdings in the Weed Lumber company, Hot Springs Improvement company and Klamath Development company, and have also most of the members of the party accompanying Mr. Long.

After a drive around the city next morning and through the Hot Springs tract, the party left on their private car. Mr. and Mrs. A. H. "aftzger" left with the party.

BIG LUMBER ORDER.

Judging from recent Eastern reports of market conditions every other line has improved more rapidly than the lumber business. Now, however, this industry, the first to feel a depression and the last to revive, is being quickened to a marked degree, and well-informed lumbermen confidently predict an immediate improvement in the demand and a decided increase in price.

Conclusive evidence of this long-looked-for improvement is in the hands of the Booth-Kelly Lumber company of Eugene in the shape of orders from eastern car-building companies for material for over four thousand cars, aggregating \$750,000, which are shortly to be built in St. Louis, Chicago and McKee Rocks, Penn., for the Harriman lines.

This order is the largest single order for car material ever placed with one company in Oregon, and is so large that it cannot be filled by one mill, and consequently will be divided with the mills in Portland, Astoria, in the Willamette valley and on the O. R. and N., all the mills working on the order being members of the Oregon and Washington Lumber Manufacturers' association.

RAPID TRANSIT PROMISED SOON.

New Rails Will Be Laid and Electric Cars May Replace Present Conveyance.

From present indications it will not be very long before the old horse-car will be a thing of the past and our city will boast of an electric line second to none in the State. Messrs. Brown and Hawkins are in the city, and with their coming the story of improvement began. When seen to-day they declined to make any statement for publication, preferring to wait until their plans are fully matured.

It is understood that the company contemplates removing all of the steel now in use and replacing them with standard street car rails, connected up for electricity. It has not been definitely decided whether a gasoline car will be placed in use at this time or whether electricity will be used as motive power. Under the provisions of the franchise either may be used.

The development of property in the vicinity of the Upper Lake and the rapidly increasing passenger traffic warrants the company in making the huge expenditure necessary to place its property in an up-to-date condition. It is a well known fact that rapid transit will command greatly increased business, and will also have a tendency to create a market for property in the Buena Vista addition. It has been the history of all such enterprises that the growth of communities where suburban lines have been constructed has been very rapid, and it is reasonable to expect the same result here.

WHO STOLE THE BODY?

Mysterious Outcome of Coroner Whitlock's Trip to Klamath Marsh for Dead Man.

Coroner E. Whitlock returned Sunday night from Ft. Klamath, where he went in response to a phone message received from C. C. Jackson, justice of the peace at Ft. Klamath, stating that a dead man had been found by Tom Bentley in a lonely cabin in the great Klamath marsh about twenty miles northeast of Ft. Klamath. He reports his efforts were unavailing, as no body could be found, but states there are very suspicious circumstances connected with the case that will call for an investigation. Tom Bentley, the man who reported to the justice of the peace the finding of the body, and who was to have met the Coroner at Ft. Klamath and conduct him to the cabin where the body was, disappeared Friday night, the same evening the Coroner arrived at the Fort, and nothing has been heard or seen of him since.

The story told by Bentley to Justice of the Peace Miller was to the effect that while he was riding for cattle in the marsh for Dan Gordon he came upon a lonely cabin and, peering through a hole, he saw the body of a man lying there with his head resting on a pole, describing the cabin very minutely; which information he kept to himself for a week before divulging it, stating that he would not tell anybody because he was afraid it would make him trouble.

Bentley was in Fort Klamath up to 9 o'clock last Friday evening, at which time he disappeared. He sold his outfit, which was worth \$15, to Winter Knight for \$2 before he left.

Saturday morning Coroner Whitlock secured the services of another citizen and started for the cabin, which is situated about five miles off the road, and with no trail to it. On the way out, where there was no road or trail, they discovered a fresh wagon track, going out towards the Paisley road. Upon arriving at the cabin, the description of which fitted exactly the one given by Bentley, even to the hole he looked through and the pole on which he said the head of the body rested, they entered and found nothing to indicate that a death had occurred there or that a crime had been committed. There is other information in connection with this matter not obtainable at present which the officers are investigating.

BOSTON STORE CHANGES HANDS.

New Proprietor Takes Possession Today and Closes for Inventory.

O. M. Hector of Sacramento has purchased the Boston Store from L. Jacobs and took possession this morning. To-morrow the store will be closed to permit of the inventory being taken. Mr. Hector has been with Nathan & Co. for over nine years and Hale of the same city for twelve years. He saw the future of Klamath Falls and entered into negotiations with Mr. Jacobs for the purchase of his business. The sale was consummated some weeks ago, but public announcement was deferred until Mr. Hector could come and take possession. He is a young man of energy and experience, and will be a welcome addition to the business community of the city.

It is a well known fact that Mr. Jacobs has long desired to get out of the mercantile business. He is identified with many other interests, and it is his desire to be free to give them closer personal supervision. He has in course of preparation plans for a new building at the corner of Sixth and Main streets, and as soon as the details of transfer between himself and Mr. Hector are completed he will push the work on this structure.

As a means of introducing himself to the purchasing public of the county, Mr. Hector proposes to start business with a clearance sale. This will be inaugurated next Saturday, and he states that it will be long remembered for the bargains that the public will be offered.

Uniformity in school building was a topic discussed with much interest by the Oregon State board of health at its recent meeting in Portland. It was agreed that modern methods of lighting and heating should be worked for throughout the cities of the State and that especial attention be paid to having the most modern appliances put in.

DOES IT MEAN BIG COMBINE?

Lumber Barons Are to Get Together and Erect Mammoth Plant Near This City, Says Rumor.

Though emphatically denied by Mr. Wendling, there is a persistent rumor to the effect that the visit of Mr. Long and his party has to do with more than a mere inspection of the properties in which he is so heavily interested. The first is to the effect that there is to be a great combine of the lumber interests in this county. This combination will include the holdings of Weyerhaeuser, Booth-Kelly, Long, Shevlin and others of the larger holders. With this combination completed, there is to be erected on the Upper Lake one of the largest lumber mills in the world. It will be on property owned at present by one of the members of the proposed combine, and there will be established a model city on the lines of Gary, Ind., which was so successfully founded by the United States Steel company.

The cause of the present activity is attributed to the forthcoming conflict between Hill and Harriman and the prospective entrance of the former into this city. It is a well known fact that Hill and the Weyerhaeuser interests are closely identified, and if it were Hill's intention to enter this field it is quite certain that his conferees would have ample notice of that fact.

When this matter was presented to Mr. Wendling he laughed and said that it was news to him; that he was preparing for no combine, and that Mr. Long and his party came here only for the purpose of looking over property in which he has been interested for some time and which they have been endeavoring to have him inspect for the past four years.

"The only enterprise that I know will be improved is the property of the Hot Springs and Klamath Development companies. The work that has been started on these will be carried to completion. As to this fantastic tale, I know nothing."

It would seem, however, that there is more to it than Mr. Wendling cares to admit. It is not likely that work will be commenced this week, but that time is not far distant when, added to Mr. Long's producing mills, will be one the production of which will equal the combined output of all his other properties. And it will be located not far from Klamath Falls.

MASON GETS BIG CONTRACT.

Starts Horses and Men for Scene of Operations—Will Take Four Months to Complete.

W. H. Mason left this morning for San Francisco, where he goes on business connected with the large contract he has in Lake county. This contract includes the construction of about ten miles of the main canal of the big irrigating system that the Oregon Valley Land company has to construct under its agreement with the homeseekers to whom it has sold contracts for land. The piece of work secured by Mr. Mason is somewhat similar to that handled by him on this project. He was one of the few contractors who made money out of his work here, and it is safe to say he will be equally successful over in Lake county.

The system on which he is working is constructed with a view of bringing under irrigation some 75,000 acres of land. It will require the construction of an immense dam and the creation of a storage reservoir of sufficient capacity to hold water enough to supply the demands of the ranchers during the dry season. The land to be irrigated is in the vicinity of Lakeview, and according to the literature of the company is the very best in the State.

Forty head of horses will leave Merrill this morning for Lakeview, to be employed on Mr. Mason's contract, and it is to purchase harness and other supplies for these that he is going to San Francisco. A small force of men commenced work Monday, and this will be greatly increased as soon as the horses arrive. Mr. Mason expects to complete his contract the latter part of November.

The Portland Automobile Club has just placed orders for 450 road signs, which are expected to be in place within four weeks. When they are put up the main arteries leading to and from Portland will be equipped with the finest set of signboards of any State in the Union, except Minnesota, which has adopted the same system. It is one in general use in Europe, based on the color scheme.

CRATER LAKE ROAD CASE.

The Delay Means That No Construction Will Be Done on the Highway This Year.

Owing to the great rush of business now before the Supreme Court and the fact that several of the members of the court are soon to go on their summer vacation, the Crater Lake road case will not be tried in that court until October. An endeavor was to have been made to have the case advanced on the calendar, but owing to the fact that the season for work upon the road this year would have passed before the case could have been gotten through the court, the matter will be allowed to take its own course in October.

The Supreme Court at the present time has twelve murder cases pending on appeal before it. These take precedence over other cases, and in the near future the justices will begin to take their summer vacations. So the attorneys decided that they might just as well await such time as the case shall regularly come before the court.

More time will not be devoted to the brief, which will be filed during the month of August. Judges Cotton and Fenton, who have offered to assist in preparing the brief, and as soon as they find time to get at work on the matter Clarence Reames will go to Portland and attend to it.

J. J. DANIELS DIES.

AUBURN, Cal., July 15.—J. J. Daniels, an aged and well-known resident of the Virginia Town District, three miles from Lincoln, breathed his last on Tuesday afternoon at the home of his son, Joseph Daniels. The deceased was aged about 84 years, and had been ill for a long time, so that his demise was not unexpected. The deceased is survived by his wife and several children. For a number of years back the deceased was employed by the water company, attending to business in that line, but for quite a while had led a retired life. The funeral was held to-day, Rev. W. A. Cash of St. Luke's Episcopal church of Auburn officiating.—Sacramento Bee.

Frank Daniels, foreman of one of the large ranches in the vicinity of Bonanza, is a son of the deceased.

TO PHOTOGRAPH CRATER LAKE.

C. R. Miller, the well known photographer of McCloud, left Wednesday for Crater Lake and the upper country for the purpose of making a series of photographs for the Southern Pacific Railway company. These photographs will be used in the forthcoming campaign that is to be inaugurated next year. It is the intention of the railroad company to herald the beauties of Crater Lake throughout the world, and knows of no better agency to use in this work than the splendid photographs made by Mr. Miller. In addition to this work, Mr. Miller will take many views in and about this city.

TUESDAY'S TRAP SCORE.

The trap shooting exhibition given at the Crater Lake Gun Club's grounds Tuesday afternoon was well attended and Mr. Poulson surprised the spectators with his work. A number of the local sports were on hand and tried their skill also. The scores made are as follows:

Seventy-five Birds—H. E. Poulson, 73; G. M. Bordeaux, 54; Guy Childers, 58; E. W. Muller, 42; A. C. Eade, 41; E. Whitlock, 37; R. R. Hamilton, 42.

Fifty Birds—F. E. Ankeny, 26; Ed Jacobson, 36.

Twenty-five Birds—J. W. Kilton, 19; C. I. Roberts, 14; A. D. Miller, 17.

HARRIMAN SETS PACE AT AN AUSTRIAN SPA.

BADGASTEIN, Austria, July 20.—E. H. Harriman, the American railroad magnate, has awakened this quiet Austrian spa. The spirit of activity of the millionaire has thoroughly impressed the people at the hotel and baths that for the first time the place is full of life. The hotel employees are going about the place in record time, while the guests are all endeavoring to emulate the example of Harriman. He easily is the most popular man at the watering-place. Although his general health has improved, Mr. Harriman has not recovered his appetite, and the chefs at the hotel are working night and day on ideas for dishes to restore it.

TAKES HAND IN TARIFF.

President Taft Tells Congressmen the Schedule Must List Raw Materials Free.

WASHINGTON, July 17.—All doubt as to where President Taft stands with regard to the downward revision of the tariff was swept away to-day when a statement was given out at the White House setting forth in detail what the President had to say to twenty-three Republican members of Congress who called to protest against putting raw materials on the free list.

The President, in this statement, declared that the Republican party was committed to a downward revision; that he never had any other idea of the Chicago platform, and that he personally has promised a downward revision to the people.

This statement is interpreted in some quarters here to-night as a direct notification to the conferees on the tariff bill that, if the measure they finally agree upon does not constitute a material reduction in specific duties, the President will exercise his power of veto. Dictated in the third person, the statement concludes with this final word of the President's attitude as outlined to his callers:

"He felt strongly the call of the country for a downward revision within the limits of the protective principles and he hoped to be able to respond to that call as he heard it, as well in the interests of the party as of the country."

The President's statement created a sensation to-night among senators and representatives. Senator Aldrich made no direct comment upon it, but said the conferees had decided to let Mr. Taft deal with schedules upon which they could not agree, it being up to the President to secure the votes necessary to pass the measure in the form in which it would be reported out of conference as a result of his mediation between the house and the senate conferees.

PLEVNA ITEMS.

The Falls visitors from Plevna and vicinity Saturday were: G. G. Kerns, G. Byers, G. F. Sevits and sons, C. B. Faulkner, A. M. Sutton, Mr. Alford and son, Lloyd, Mr. and Mrs. Foster and son, Steve, Mr. Will Brown and Mrs. Brentner.

G. F. Sevits hauled a load of hay to Mr. Stearns of the Falls Saturday. Clifford Sevits spent Sunday at the home of Mr. Foster and family of Round Lake.

George Heavilin was in Plevna on business Sunday.

Mr. and Mrs. Will Brown and family spent Sunday with Mr. and Mrs. Foster and family.

R. A. Alford purchased a hayrack of the Baldwin hardware store in the Falls Saturday.

Joe Foster started for his ranch Monday, where he expects to work.

G. Byers made a trip to A. M. Sutton's ranch Tuesday.

Mr. Adams, the street car man of Klamath Falls, was in Plevna Tuesday, but not having his car along, we don't know what his business was.

Mr. Alford and son, Lloyd, are having this week.

A. Brentner was working in his timber Friday.

Mr. Karecow and son, Alexander, assisted Faulkner Bros. in haying last week.

TRAP SCORE.

The following is the trap score made at the shooting grounds of the Crater Lake Gun Club Sunday afternoon. Hoey and Childers still continue to keep up their high record, while Jacobson and Clark are close on their heels.

H. P. Hoey, 22; Guy Childers, 22; Ed Jacobson, 21; W. H. Clark, 21; Frank Ankeny, 18; W. P. McCullen, 18; C. E. Robson, 17; George Gregory, 17; L. Hampton, 17; A. C. Eads, 11.

MRS. MARK L. BURNS.

Mrs. Mark L. Burns died at her home in Dorris at 3:15 a. m. yesterday, death being due to a complication of diseases. Mrs. Burns was formerly a resident of this city and has many friends here to mourn her loss. She leaves a number of small children, who will miss the guiding hand of an estimable mother. Arrangements for the funeral have not been fully completed.