

### MODOC POINT ROAD AGAIN Could Be Put in Good Condition With a Few Pounds of Dynamite and a Little Bit of Work.

Klamath Falls lost a great deal of automobile patronage this last summer on account of the road around Modoc Point, as will be seen by the following letter, which was received by Geo. T. Baldwin, vice-president of the Chamber of Commerce:

Portland, Ore., Sept. 7.

Geo. T. Baldwin, vice-president Klamath Chamber of Commerce, Klamath Falls, Ore.:

Dear Sir—This is the first opportunity I have had to suitably answer your inquiry as to the condition of the road from Klamath Falls to Crater lake for automobiling. To place the matter clearly before your honorable body, I will first say that before leaving Portland with my family and friends for a motor trip through Eastern and Southern Oregon, it was my understanding that Klamath Falls was the best and most feasible route from Lakeview to Crater lake. I learned en route that most parties making the trip left out Klamath Falls and went by way of the Agency to avoid the terrors (to motorists) of Modoc Point. A party with whom we were touring did this and urged us to go with them and avoid the delay and danger of the road to the lake from the Falls. Our desire to see Klamath Falls, the most important town in Southern Oregon, overcame our fears, and so we journeyed to your city.

The reports there of the condition of the road were very conflicting, but all agreed that the road was bad, and that nearly all the cars were shipped by boat to the head of the lake, from whence the ride was almost ideal. We were at the Falls on Friday, the only day in the week the boat did not go, and as our time was limited we decided to attempt the trip by the road.

While the road is bad, we did not by any means find it impassable. The road around Modoc Point for a distance of six or eight miles is rough and rocky, but with comparatively little work could be made a passably fair road. With a machine such as mine, having a clearance of 10 1/2 inches, I was enabled to work carefully through the road without striking any rocks, and only had to build up once to make a clearance. I am fully convinced that two men with a few pounds of dynamite to blast out some of the larger rocks could put the whole road in good condition in less than a week's time, and it seems a pity that your city should be sidetracked for such a trivial matter.

The whole trip through Eastern and Southern Oregon was a marvel and revelation to my family, and all who have made the trip agree that it is most interesting, delightful and instructive. Six cars that I know of have made the trip this season and many more will go next year. I shall be glad to report to friends who contemplate the trip that the Klamath Falls Chamber of Commerce has taken up the improvement of the Crater lake road, and that another season will see the road in fairly good condition.

Trusting this may be of some interest and service to your organization and result in benefit to your fair city, I am, most respectfully yours,

H. E. NOBLE.

The loss of this kind of traffic to this city is no insignificant matter, but the worst feature of the proposition is the fact that the bad reports which are being circulated about it is being spread all over the country, as shown by this letter. This means future loss to this city, for if this road was put in proper condition all the automobile travel would come this way.

With the comparatively small amount of work that is necessary to

stop all this talk, which has been verified by every automobilist who has come over the road, it is about time to get to work and remedy it.

### UNRAVELING THE TANGLE

**Morris & Co., the Portland Firm, Is Ready to Take the Bonds at Their Former Bid.**

The City Council is slowly unraveling the tangle in which it found itself after the award of the sewer bonds to S. A. Kean & Co. of Chicago last spring. There has been considerable correspondence and delay occasioned on account of the question being raised as to the responsibility of the Chicago firm. Mayor Sanderson made the announcement this morning that Kean & Co. have been notified that unless the money for these bonds is in Klamath Falls by the 3d of October the award made to them will be canceled.

It is understood that in case the Chicago firm fails to carry out its bid to the satisfaction of the Council that upon canceling the contract with the Kean company the bonds will be sold to the firm of Morris & Co. of Portland, who were the next highest bidders. The Portland firm, it is said, are ready to take up the bonds at once. Mayor Sanderson said that work on the sewer system would be commenced this fall as soon as the money was available, if the weather was favorable.

In speaking of abating the nuisance caused by the Ankeny ditch, which was recently complained of by the health officer of the county and city, Dr. Hamilton, the mayor stated: "Before we can proceed any further in this matter a new ordinance will have to be drawn up and passed, as the city attorney informs us that the present ordinance under which action was begun, is inadequate. A new ordinance will be presented at the next council meeting that will cover the ground and we will then immediately get to work and remedy this evil."

### NOT SETTLED AS YET

**Ballinger's Friends Disappointed in Taft's Action in Coal Cases.**

Secretary Ballinger of the interior department hurried from Washington to meet Attorney General Wickersham in New York. It is believed here he has gone to give verbal and more detailed information concerning the Alaska coal land cases. These have been referred by President Taft to Attorney General Wickersham for investigation.

Mr. Ballinger's hasty and unexpected departure has given renewed interest to the Cunningham land cases and the old Ballinger-Pinchot controversy. It is believed here that Wickersham's investigation caused a special summons to Ballinger, and developments are expected.

Friends of Ballinger were surprised at the delay by the president in settling the controversy between Ballinger and Pinchot and the Alaskan coal land cases after Secretary Ballinger's personal conference with the president and the supporting reports of officials of his department. There was consternation when it became known that the president had turned the matter over to the prosecuting branch of the government.

The conservative opinion is that the president is handling this case with his usual caution, and is giving a "square deal" to all concerned.

The Farmers' Implement and Supply House announce to the public that from and after this date they will carry a full stock of hay, grain and ground feeds in their warehouse, located at the corner of Sixth and Klamath avenue. Free delivery to any part of the city.

J. Barnes of Ft. Klamath is in the city.

### LOVETT IS THE MAN

**Was Greatly Admired by Harriman, and Performed Much of the Executive Work Heretofore.**

The latest news obtainable from the financial world gives the following information concerning the future management of the great railroad system known as the Harriman lines:

Judge Robert Scott Lovett is the successor of E. H. Harriman as head of the Harriman system, according to private wires received in Portland. The heads of the Harriman lines in Portland have received no official notification of the election of Judge Lovett to the chairmanship of the board of directors of the Union Pacific, but they regard the report as correct.

According to the statement received here, William Rockefeller and Jacob Schiff were added to the board of directors at the meeting which elected Mr. Lovett chairman of the board. It is regarded as being practically certain that Harriman's counsel will be elected president of the Union Pacific, the Southern Pacific and the Oregon Railroad and Navigation company.

### O'Brien Gets Word

General Manager J. P. O'Brien of the O. R. and N., said that he had not been officially notified of the election of Judge Lovett, but had heard that he had been selected to head the Harriman system.

"Judge Lovett is one of the most able men in the country," said Mr. O'Brien, "and if he has been elected to succeed Mr. Harriman there can be no danger that the Harriman policies of improvement and high grade operation will fail to be carried out. Judge Lovett is known personally here, as he has been in Portland on several occasions, and tried the last hearing of the merger case personally in the United States circuit court in Portland."

Judge Lovett has been Mr. Harriman's chief counsel since the Texas and Pacific was absorbed by the great financier—or about five years ago.

### Admired by Harriman

Mr. Harriman was always a great admirer of Judge Lovett and has left much of the execution of his work in his hands for the past year. He is regarded as a conservative man and, though a lawyer rather than a railroad man, he has, like Harriman himself, made a very close study of railroad work in its various branches.

It is said that a few years ago when Judge Lovett was ill Mr. Harriman remarked:

"I miss Lovett very much. He's a mighty good man for me to have around. I'm rather impetuous myself and apt to do things on impulse. Lovett usually makes me sit down and think it over. I think the two of us make a pretty good team."

Judge Lovett is 49 years old and comes from Texas. He was born in San Jacinto, Texas. He didn't go to college, but educated himself after leaving high school and read law assiduously. Since two years after his admission to the bar in 1882 Mr. Lovett has been a railroad attorney, acting first as counsel for the Houston, East and West Texas railway in Houston, later on as assistant general attorney of the Texas and Pacific Railway company, then for the Harriman lines in Texas and later moved to New York at Mr. Harriman's solicitation and became general counsel for the Union Pacific and the Harriman lines. He is also president of the Houston and Texas Central railway.

### Changes in Officials

Whether the new executive of the Harriman lines will make any changes locally or not is doubted. It will probably be necessary in the near future to hold elections of officers and directors' meetings in which Judge

Lovett will be selected to fill the vacancy caused by the death of Harriman, who was personally an officer or director of most of the Harriman corporations in the Pacific Northwest.

Rockefeller and Schiff, it is supposed, were elected to take the place of H. H. Rogers and Mr. Harriman in the executive board. Schiff, of course, represents the house of Kuehn, Loeb & Co., while Rockefeller has probably been financially interested in the Harriman lines for some time. William Rockefeller is chairman of the board of the Chicago, Milwaukee and St. Paul, and the close relations existing between the Union Pacific and the Milwaukee are revealed by the admission of Rockefeller to the executive board of the Harriman lines.

### ANOTHER CITIZEN GAINED

**They Only Need to See the Country to Know Where to Buy.**

M. D. Wheeler of Kansas left this city for his home Wednesday after a five weeks' tour of the Northwest. He arrived here last Thursday with his wife and accompanied W. S. Slough and wife on a trip to Merrill Friday. Mr. Wheeler also went to Lakeview to look over the Oregon Valley Land company's proposition. He represented about 100 purchasers, many of whom had been purchasers from this same company in Colorado. Mr. Wheeler was very favorably impressed with what he saw of Klamath county, and also what he saw en route to and from Lakeview. As a result of his trip he will probably make some investments in Klamath county.

### WANTS TO GET IN

**Desire for Citizenship Causes Man to Travel 14,000 Miles.**

It means something to George Patton, a marine engineer, to claim citizenship in the United States—so much, in fact, that he has traveled 14,000 miles and has paid \$1,200 in gold to get his first papers, and to get them in Philadelphia.

Not only this, but, to get the papers, he has stood the discomfort and danger of shipwreck in the Mediterranean. With his first step toward naturalization taken, he will begin to retrace his way 14,000 miles to Manila.

Patton is an Englishman, born in Newcastle-on-Tyne. For the last three years he has been employed by the United States bureau of navigation at Manila as chief engineer. Before that he was in the employ of the government, having been for three years assistant engineer of the United States collier Justin, when that ship was under the command of Captain Samuel Hughes, now assistant captain of the Port of Philadelphia.

Patton has long wanted to become a United States citizen, but just at present there is an extra incentive for his journey. There is pending a measure which will give to those in the government employ in such position in the Philippines for a long term of years a pension, based on the salary drawn by them at the time of their retirement. Determined to be in line for this, Patton made arrangements to come to Philadelphia to be naturalized.

It was his desire to come by way of Newcastle-on-Tyne, where his family now is. Coming through the Mediterranean on the steamship Alcantar, he was shipwrecked, losing nine days among gypsies on the south coast of Spain. His trip from Manila took 51 days, and he will now return to Newcastle-on-Tyne to be joined by his two daughters, who will go to Manila with him. Granted seven months' leave of absence, he has been compelled, because of delays, to apply for two months' additional leave.

Dave Shook of Bonanza is in the city today.

### AHEAD OF LAKE TAHOE

**This Section Bound to Be a Resort for Tourists If It Is But Properly Advertised.**

Dr. J. Van Denburgh of San Francisco, who is in charge of the department of herpetology of the Academy of Science at that place, is in this city on his vacation trip. The Doctor has just recently returned from a trip to Crater lake, and was very much impressed with the beauties of that natural wonder.

In speaking of the possibilities of this section, and particularly Klamath Falls, the Doctor stated: "This city reminds me a good deal of Spokane, Wash., with the immense water power which is available here, and it is my impression this whole country around here will become a great tourists' resort. I consider this section, with its beautiful lakes, an ideal summer climate, far ahead of Lake Tahoe as a summer resort proposition. Lake Tahoe is too high for many people, and it is a great deal hotter there than it is here. The only thing this country has to do to make it a tourist section is to advertise. The merits of this wonderful health-giving section are practically unknown on the outside. The healthful conditions of this country, once thoroughly advertised, will bring tourists to this section by the score, and your perfect summer climate will hold them each year. This statement is based upon my own personal experience during my short stay here this summer, which has been of great benefit to me."

"I have just returned from a trip to Crater lake. Crater lake is a wonderful bit of scenery, as well as the beautiful forests surrounding Crater Lake mountain. It has never befallen me to see such blue water as there is in Crater lake, and the deceptiveness of distances there is a marvel."

Dr. Van Denburgh is a specialist on reptile life, and has been making a careful study during his stay here of this branch. In speaking of the snake varieties found in this country he said: "The snakes I found are perfectly harmless, and seem to be all of one species. The snakes found along the river live chiefly on trout and suckers. I also found a variety of what is called 'blue racers,' which are also perfectly harmless. The turtles I found here are similar to those found all over the coast from British Columbia to Mexico."

Dr. Van Denburgh gives valuable information as to treating poisonous snake bites, as follows:

"There is nothing that will absolutely cure a poisonous snake bite when the poison gets thoroughly into the system. Some people take from a pint to three quarts of whiskey to effect a cure. This is the worst thing they could do. The best thing to do is to tie a ligature tightly around the limb bitten, which will keep the poison from going back into the general circulation of the body. Then open up the wound with a knife and suck the poison out. If you happen to swallow any of the poison sucked from the wound it will not harm you unless there is an abrasion somewhere by which it can get into the blood. Do not leave the ligature tied around the bitten part too long, for if this is done the circulation will be too greatly impeded. Loosen it up for a moment or two at a time, allowing the blood that goes out into the rest of the body to carry the poison out into the system in small quantities. In this way you get rid of the poison bit by bit, and the body is able to take care of it. The wound should be washed out with a solution of permanganate of potash; then take strong stimulants, such as strong coffee, or strychnine in small doses—one-thirtieth of a grain. A very small amount of whiskey, say half an ounce, is a benefit as a stim-

ulant, but taken in large quantities it helps the poison in its work, because it depresses the whole nervous system of the body."

The Academy of Sciences, with which the Doctor is connected, was endowed by the late James Lick, who left to this institution a million dollars worth of property. The academy has just completed the erection of a ten-story building on Market street. The researches of this society is devoted entirely to animal and plant life. There is a public library and a public museum in the building, and a series of publications is issued from time to time.

### RMORED THAT WEYERHAUSER CO. TAKES OVER WEED CO.

**No Change in Building Program on Upper Lake if Alleged Deal is Consummated.**

A very important deal is under consideration whereby the Weyerhaeuser Timber company will take over the controlling interest in the Weed Lumber company. The Long-Bell Lumber company at the present time holds the largest interest in the Weed company, and if satisfactory arrangements are made the Weyerhaeuser people will likely get the controlling interest. There is a tract of about 40,000 acres of uncut timber in this holding, also the large manufacturing plant now located at Weed, Cal. George S. Long, the western representative of the Weyerhaeuser company, who was in this city recently, and his head cruiser, a Mr. Markham, looked this timber over before coming here. Jack Kimball, the Weyerhaeuser representative in this section, is reported to be in the Weed country on a cruising trip with his men, looking this timber over. One of the leading timbermen of this county, when asked as to whether the Weyerhaeuser company, should it take hold of the Weed plant, would cause any change in their program of building a mill on the Upper lake, stated:

"I don't think that the absorption of the Weed Lumber company by the Weyerhaeusers would make any difference in this regard at all. Their holdings in this country are so immense that it would justify the erection of an immense sawmill plant on the Upper lake. With all the splendid mill sites available so close at hand to their holdings, it would never pay them to haul the logs to Weed to be manufactured. It is my opinion, also, that the Weyerhaeuser company has some understanding with the Hill people as to their intention of entering this country, and they are going to get in on the ground floor before he gets here, as with two railroads to handle his timber, stumpage will go out of sight."

Lumbermen all over this section are alive to the railroad situation as it exists in this section today, and it is more than likely that some very important timber deals will be consummated here within thirty days.

### KENO ITEMS

U. E. Reader has returned home from the mountains, where he reports much rain.

Miss Bussey has opened school, with a good attendance of little ones.

Mr. Craig has sold his interest in the logging business to E. Brown, who has already begun business.

The two barges which were being loaded with lumber for the Falls both failed to swim and sank before they were loaded.

L. Alva Lewis, special water bailiff, has arrested several parties for fishing for salmon otherwise than with hook and line. The parties were taken before H. Snowgoose, who is justice of the peace, and after the parties pleaded guilty they were fined fifty dollars each, this being the least amount fixed by law.