

E. H. HARRIMAN PASSES AWAY

Death Summons Come to Wall Street Wizard After Gallant Struggle For More Than a Year.

The failing health of Mr. Harriman has been watched with sincere interest by the American public and while his death has occurred somewhat unexpectedly to many, it has not come as a surprise to his close friends, who have undoubtedly realized the end was near. Like the great man that he was, Mr. Harriman virtually died with his hand on the helm of the immense railroad system at which he has been at the head, for it has scarcely been more than a week since he reluctantly consented to give up the active direction of the Harriman system into the hands of Mr. Knutson and other subordinates. Recalling, too, the recent appeal Mr. Harriman made to the reporters to cease their espionage upon his home, the brave financier undoubtedly felt hopeful of his ultimate recovery, for in that request he assured the press he would inform them if any change took place.

On Sunday night he suffered a relapse, which was termed an attack of acute indigestion, and two more doctors and nurses were hurriedly dispatched to the Harriman home, four physicians and two nurses being constantly at his bedside since. Yesterday alarming symptoms intervened again, and gradually Mr. Harriman sank until the end came at 3:35 this afternoon.

Mr. Harriman was sixty-two years old, and born in Hempstead, Long Island. He was the son of Rev. Harriman, who is an Episcopal rector at Hempstead. He was unquestionably the greatest railroad financier the world has ever seen. Among some of the railroad holdings under his control were the Union Pacific, Oregon Short line, Oregon Railroad and Navigation company, Southern Pacific company and affiliated lines, Illinois Central, Baltimore and Ohio and the newly completed line in Old Mexico to Sonora.

Mr. Harriman was a self-made man, and began at the bottom round of the ladder in the railroad business and through sheer force and energy reached its summit. He was known among railroad men as a most thorough builder, his hobby being "first-class construction and equipment." The construction of the California Northeastern thus far is proof of this fact.

Klamath Falls feels a particular loss in the death of Mr. Harriman through his identification with this section in the choice of making his summer home here, choosing this place among all those of his wide travels as the one place where he found the most beautiful spot in nature's realm, where he could find rest away from his busy life and woo the health he longed for in vain. Last season he came to Klamath county and remained several weeks to enjoy our climate and was much benefited thereby.

Mr. Harriman had great faith in the future prospects of this county, and relying on such the railroad was built to this city and arrangements made for the completion of the Natron branch, whereby this city was lifted from the stage of a frontier village to the growing city of importance that it now is.

His death has caused profound regret among our citizens and many comments are heard on all sides expressing sorrow for the loss of one who has done so much for this community.

"GO TO IT," SAYS BALLINGER

But He Refuses to Say Anything About Pinchot Matter.

A recent dispatch from Boston says: "Let the war go on!" exclaimed Secretary of the Interior Ballinger today, when asked for a statement of his side of the Ballinger-Pinchot controversy.

Ballinger has refused to say anything more except that he has an appointment with President Taft tonight and another for tomorrow.

THAT NORTH POLE

Discovered at Last By an American—Story of Some of the Attempts Made by Other Expeditions.

In view of the fact that cablegrams establish the fact that beyond all reasonable doubt Dr. Cook, an American explorer, has at last succeeded in discovering the north pole, it will not come amiss to relate some of the details of his expedition as well as that of others who failed in the undertaking.

Dr. Cook's expedition left Halifax, N. S., in May, 1907, to make the dash to the goal that has spelled an untimely death for so many brave men, and the last word received from him was dated March 1, 1908, four miles above Cape Thomas Hubbard Jr., the highest point of aid in the North Polar sea. Twilight was just beginning, and he expected to reach the pole and return to Etah, the base of supplies, in the following September.

The entire absence of advices from the party for more than a year led to the gravest fears regarding its safety, and in April of this year steps were taken to form a relief expedition.

It was the purpose of Cook to travel with all speed during the long Arctic night, so that he would be in the best possible position to make the run across to the pole. Cook is a man of indomitable courage and iron constitution, who recognizes no obstacle, but his friends believed that he had miscalculated the time of his return and had run short of provisions.

The explorer made his dash for the pole over a new route. He planned to march across Elsmere Land, keep north by Nansen strait, and then strike out into the Polar sea.

This he has apparently accomplished, but for further particulars the public must wait until he is in more direct communication with the world.

Sir John Franklin's Trial

The first polar expedition of any importance was that promoted by Sir John Franklin in 1845. The first American ships to participate in the Franklin search were the Advance and Rescue, in command of Lieutenant de Haven, which left New York May 24, 1850, and searched the Greenland coast as far north as practicable, returning later the same year with no tidings of the lost explorer. Henry Grinnell, a New York merchant, who had given liberally to the work, renewed his offer of aid in equipping the brig advance and despatched her from New York the 30th of May, 1853, in command of Ellisha Kent Kane of the United States navy. Dr. Kane found no trace of Sir John Franklin, but his explorations by sledge were extensive and the scientific results of his expedition valuable.

In 1859 Dr. Isaac J. Hayes, surgeon of the Kane expedition, returned to the north in the schooner United States and during the spring of 1861 accomplished a memorable sledge journey across Smith sound.

In 1871 Captain Charles Frederick Hall sailed from New York on the steamer Polar, outfitted and equipped by the United States. Captain Hall died on board the Polar and was succeeded by Captain Samuel Biddington.

In 1872 the Polar started south after having accomplished very little other than adding valuable scientific data to the records at Washington.

The United States, participating with the principal European countries in a system of circum-polar weather stations, on July 21, 1881, dispatched from St. Johns, N. F., an expedition in the steamer Proteus under command of Lieutenant A. G. Greely, which took station at Lady Franklin Bay, Grinnell Land, latitude 81 degrees, 44 seconds north, longitude 64 degrees, 45 seconds west. The Proteus then returned for supplies and more equipment. The station was named Fort Conger in honor of the senator from Michigan, to whose efforts it was largely due that the expedition was equipped. This expedition accomplished principally the charting of the extreme north point of Cape Joseph Henry.

In April, 1882, Lieutenant James

B. Lockwood, accompanied by Sergeant David L. Brainard and others, crossed Robeson channel to the Greenland coast and on May 5, 1882, reached 83 degrees 24 minutes and 5 seconds, the farthest north then attained by man and for many years the highest reached by the American flag.

Peary's Voyages

Lieutenant Robert E. Peary in 1886 made a trip to the Greenland ice cap, then again sailed from New York June 6, 1891, in the Kite, accompanied by Mrs. Peary and his own party of five. He succeeded in reaching latitude 83 degrees 27 minutes, longitude 61 degrees and 19 minutes north. Peary returned to headquarters and later to New York, where he planned and brought about other expeditions.

In 1892 Fridtjof Nansen, in the Fram, entered the ice off the northern coast of Asia and for the next three years drifted northward, one of his objects being to demonstrate the theory of the drift from east to west. The Fram, under command of Captain Sverdrup, after Nansen's departure, drifted still farther north, attaining only eighteen miles less than Nansen's highest record.

A privately equipped expedition, that of the Jeanette under Lieutenant George W. De Long, United States navy, left San Francisco in 1879, and passing through Bering strait, entered the ice at about the eighty-third parallel. The Jeanette was crushed and sunk on June 12, 1881. Captain De Long reached the mouth of the Lena Delta, only two of his party surviving, while the third boat, under command of Chief Engineer, now Admiral George W. Melville, reached land safely without the loss of a man.

Alfred C. Harnsworth, proprietor of the Daily Mail of London, in 1892 dispatched an expedition led by Frederick C. Jackson. The work of Jackson included the charting and mapping of a large portion of the Franz Josef Land archipelago, and in consequence of the unfavorable conditions, did not attain a latitude higher than that which had been previously accomplished.

Farthest North

In 1901 the Duke d'Abruzzi, in the steamer Stella Polari, reached Tepelitz bay, on Franz Josef Land, where the ship was beached and headquarters established. The following spring the sledge parties led by Captain Cagni achieved on the third of April latitude 8 degrees 33 minutes north, the highest latitude ever attained by man.

JUST LIKE SAN FRANCISCO

Now They Want a Municipal Railroad and Maybe—

A recent dispatch from San Francisco says: "It is reported that the public utilities committee of the board of supervisors have perfected in secret a comprehensive plan to gridiron the city with a municipal streetcar system."

"The scheme has been under consideration for some time, but the committee has said nothing while a corps of experts have been working out plans."

"The starting point of the system will be the Geary street road, according to the rumors, and a subway on Market street and to pass under Golden Gate park in two places is being considered."

"The members of the committee argue that the consideration of the project of building a complete system to cover every part of the city is the only way to settle the transportation problem in San Francisco. The proposed lines will reach every section of the city from the ferry to Ocean beach and the Mission."

Audible in Hot Weather

"My daughter is a fine pianist. Have you ever heard her play?" asked the lady from next door, calling.

"Heard her!" exclaimed the other. "Of course we've heard her; you don't think we can keep the windows shut all the time, do you?"—Yonkers Entertainer.

Chas. P. Bray, the lumberman, of Oshkosh, Wis., is registered at the Lakeside.

SAD DEATH OF MRS. DAN MALLOY

That grim reaper, Death, has again visited our little city, and with his sickle keen cut down another flower that we are loth to spare.

The home of our big-hearted neighbor and genial citizen, Dan Malloy, was made one of sorrow Saturday afternoon, when his kind and loving helpmate, Lena Malloy, was stricken down in death. She had been ill but a few short days, and no one feared the worst, even up to the very last, as she had not been confined to her bed until Saturday. Her death was caused by an abscess in the throat, originating from a slight attack of quinsy.

Mrs. Malloy was reared in Klamath Falls, where her mother, Mrs. Heldrick, now resides. A few years prior to her marriage, about seven years ago, she moved to Lakeview, where she has since resided.

Not only will this sweet and lovable character be missed by her many friends and neighbors, but by a little boy and girl who are sadly deprived of a mother's tender love.

Lena Malloy was born in Klamath Falls 28 years ago, where her parents were among the pioneers of the state.

Besides her husband, Dan Malloy, and two children, Blair and Kathleen, aged respectively five and one and one-half years, to mourn her loss she leaves a mother, two brothers and two sisters.

The funeral took place from the family residence at 2:30 Monday afternoon, Rev. Father O'Malley officiating. A large concourse of admiring friends followed the remains to their last resting place in I. O. O. F. cemetery.

There were many beautiful floral tributes betokening the love and esteem in which this exemplary life was held.

The sympathy of the community is extended to the sorrowing husband and relatives in their bereavement.—Lakeview Herald.

Geo. E. Allen, the piano man, came in from Lakeview Friday night in his new Stoddard-Dayton 30. He left San Francisco about a month ago. The register on his machine shows 1,186.2 miles.

Lincoln County High School.

For information in regard to Lincoln County high school, stenography, typewriting, vocal and instrumental music, manual training, rent of furnished cottages, cost of living, address Prof. Wilbur, Newport, Ore.



Nyal's Vegetable Prescription is indicated in all ordinary diseases of women. This remedy never disappoints, its good effects being perceptible from the very first. It is composed of the purest and the most reliable drugs: mercurials, opiates and other harmful drugs being excluded. The many disastrous influences to which women are constantly subjected render her liable to many functional disorders that not only tend to destroy her comfort and happiness, but which gradually merge into chronic and serious diseases.

Nyal's Vegetable Prescription is without a peer for the successful treatment of female weakness, painful and disordered menstruation, hysteria, cramps, "bearing down pains," inflammation and falling of the womb. This is a remedy of sterling worth.

UNDERWOOD'S PHARMACY
Cor. 7th and Main Streets
Klamath Falls - - - Oregon

A FEW BARGAINS.

Five lots, slightly location, \$1500
Can loan \$750 on the deal.
A nice cottage with bath, large lot, \$1700. A good buy.
A large residence, five lots, \$3500
Three cottages on three lots. Room enough for another cottage. \$2250.
MASON & SLOUGH.

NOTICE.

Parties wishing sagebrush land cleared, call on or write,
W. W. MASTEN,
Klamath Falls, Ore.
12-31f

No. 7167 REPORT OF THE CONDITION OF	
THE FIRST NATIONAL BANK	
at Klamath Falls, in the State of Oregon, at the close of business, September 1, 1909.	
RESOURCES	DOLLARS
Loans and Discounts	\$ 74,492.60
Overdrafts, secured and unsecured	599.49
U. S. Bonds to secure circulation	10,000.00
Bonds, securities, etc.	8,065.24
Banking house, furniture and fixtures	20,318.19
Other real estate owned	640.50
Due from State and private banks, and bankers, trust companies and savings banks	136.58
Due from approved reserve banks	16,733.23
Checks and other cash items	368.77
Notes of other national banks	2,150.00
Fractional paper currency, nickels and cents	123.39
Lawful money reserve in bank, viz: Specie, \$12,773.90; local tender notes, \$259.09	13,123.99
Redemption fund with U. S. Treasurer (5 per cent of circulation)	500.00
Total	\$147,243.39
LIABILITIES	DOLLARS
Capital stock paid in	\$ 25,000.00
Surplus fund	7,500.00
Undivided profits, less expenses and taxes paid	3,156.18
National bank notes outstanding	9,500.00
Due to other national banks	1,650.98
Due to State and private banks and bankers	7,832.72
Individual deposits subject to check	84,519.40
Demand certificates of deposit	8,084.02
Total	\$147,243.39
State of Oregon,) County of Klamath, ss. I, W. A. Delzell, cashier of the above mentioned bank, do solemnly swear that the above statement is true to the best of my knowledge and belief. W. A. DELZELL, Cashier. Subscribed and sworn to before me this 10th day of Sept., 1909. P. L. FOUNTAIN, Notary Public. Correct—Attest: G. W. WHITE, GEO. T. BALDWIN, J. W. SIEMENS, Directors.	

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ABSTRACTERS

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On Sale May 17, June 2, 3; July 2, 3; August 11, 12

To DENVER and Return, \$65.30
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Going transit limit 10 days from date of sale, final return limit October 31st.

These tickets present some very attractive features in the way of stopover privileges, and choice of routes; thereby enabling passengers to make side trips to many interesting points en route.

Routing on the return trip through California may be had at a slight advance over the rates quoted.

Full particulars, sleeping car reservations and tickets will furnished by any Southern Pacific local agent, or

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Heating Stoves, Household Utensils, Guns and Ammunition, Cutlery—in fact everything in Good Hardware—No shoddy or shelf-worn goods.

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