

PORTLAND IS AROUSED

Poor Railroad Connections Thought to Militate Against the Chief City of the State

Fear of losing the great commercial trade of the Klamath country has struck terror into the hearts of the Portland business men, and a strenuous effort is to be made to secure a change in the train schedule from the north. If the O. R. & N. could be prevailed upon to carry Klamath Falls passengers on the Shasta Limited all the trouble complained of would be eliminated, and this city would then have ideal connections with Portland.

The Telegram of that city says:

San Francisco has exactly 22 hours and 17 minutes the best of Portland in passenger connections with Klamath Falls. This is equivalent to a whole day. The situation is serious, for the reason that the territory tributary to Klamath Falls is capable of almost unlimited development and the keenest sort of competition exists between the two big market centers of the coast for controlling that field. There appears to be no remedy for the unwarranted handicap against Portland, for the Southern Pacific clique at San Francisco controls the making of time cards, operation of trains, connections and all such details which affect the Klamath Falls empire. Portland business men have complained to the local Southern Pacific officials for relief, but can get no satisfaction, because the trouble is beyond local remedying.

By maintaining the present schedule on both the main line of the Southern Pacific and the Weed-Klamath extension the Southern Pacific is in a position to divert practically all of the business originating in and destined for the Southern Oregon trade center to San Francisco. This is in spite of the fact that the business interests and people who are pushing Klamath Falls to the front are either former Portlanders or those whose natural sympathies are with the Oregon metropolises.

The scheme by which the San Francisco jobbers are able to strengthen their prestige in this rapidly progressing territory is that the Southern Pacific gives the Bay City trains direct connections with the Weed-Klamath branch line trains. There is a wait of only nineteen minutes at Weed for passengers from the south. On the other hand, passengers from the north are forced to stay over twenty hours and forty-five minutes at Weed, losing practically an entire day at that junction.

The San Francisco man can go to Klamath Falls and get back home again in 2 1/2 days, while 3 1/2 days is the best the Portlander can do, and the difference in distance is only 71 miles in favor of San Francisco.

In other words, if a man leaves San Francisco at 8:20 p. m. Monday he has 14 hours and 5 minutes at Klamath Falls and gets home early on Thursday morning. The Portland business man leaves home at 7:45 Monday, and he can't get back home

until Friday morning, allowing the same length of time at Klamath Falls. "I don't know whether we can do anything about the matter," remarked Judge Henry E. McGinn, who has just returned from a trip into Southern Oregon, "but there is one thing sure, we should not overlook that great empire down in the Klamath basin. Portland commercial organizations can do nothing better than fight for better service and closer connections with that country, but we are certainly getting an awfully bad deal at present."

SOME OF THE QUESTIONS THE GRANGE IS INTERESTED IN

Has Been Instrumental in Securing Many of the Blessings Now Enjoyed by Rural Sections

The National Grange is now in session at Des Moines, Iowa, its meetings beginning yesterday. The representation in this body is made up of the various state masters and their wives.

At the present session among the important measures that will be taken up and passed upon will be the parcels post and the postal savings bank, for several years advocated by this organization.

The latter stands a good chance of being favorably acted upon by the coming congress, since President Taft has declared himself in favor of such banks.

The National Grange has proved itself to be a powerful force in securing helpful legislation for the whole nation. Its influence placed a secretary of agriculture in the president's cabinet, the establishment of the interstate commerce commission; also of the rural free mail delivery and the law placing a tax of 10 cents a pound upon colored oleomargarine, and removed the tax on denatured alcohol. There is a movement on foot by certain interests to reduce the tax on colored oleomargarine to one cent a pound. Should this succeed it will strike a heavy blow at the dairying industry.

With the wonderful possibilities that Klamath county possesses for dairying, the farmers and dairymen would do well to throw their influence by having several strong granges in the county, and joining in the fight against the above reduction, and also to secure the enactment of other helpful legislation.

The Grange membership throughout the United States is, in round numbers, 1,000,000 members. New York leads, with about 75,000; Maine some 40,000, Michigan about the same. On the Pacific coast Washington leads in numbers of granges and membership. Oregon has over 130 granges, with about 8,250 members, an average of nearly 64 to each grange. The Grange law Oregon secured our initiative and referendum law, and the law taxing corporations 3 per cent upon gross earnings.

The initiative and referendum is now being assailed by the Pacific States Telephone company, Wash-

Fargo Express company and other corporations, they refusing to pay this tax.

The Grange won the case in the Circuit Court and also the Oregon Supreme Court, the appeal to the latter costing \$1,500, spent under the direction of the Grange, the latter contributing \$500. This case has now gone to the Supreme Court of the United States, which will decide its constitutionality. An adverse decision would effect disastrously the many measures adopted by the people within the last few years.

Klamath county cannot afford to be a silent spectator. The Grange is called the "Farmers' High School." In its meetings, held once a month by most Granges, many questions of general interest are discussed.

The Oregon state Grange has committees who make annual reports, which are discussed and adopted, sometimes, perhaps, with slight amendments. These committees are on education, agricultural college, agriculture, assessment and taxation, legislation (state), pure food, good roads and transportation.

The recommendations of the 1908 session of the state Grange were largely followed in the law providing for at least six months of school in every district.

The question is frequently asked, "What good is the Grange doing?" The foregoing is a partial answer. If the farmers were united and would co-operate along general lines, they could control the destinies of the nation for good.

CYRUS H. WALKER.

COMPANY WILL BUILD HERE

Mr. Herb Kubik, the owner of the Plate Ice Company of Portland, has been in the city looking over the situation, and has about decided to put in a plant with a capacity of manufacturing ten tons of artificial ice a day. While here Mr. Kubik was the guest of Mr. K. G. Pierce, and together they have been looking up the consumption of ice in the city. The Portland manufacturer said that if he could be guaranteed a consumption of two tons a day he would put in a plant. This morning he returned to Portland, where Mr. Pierce has sent him a report, wherein he states that so far as he is able to find out, and his estimate is considerably lower than the actual sale of ice here every day the year round, there is use for at least three tons of ice per day.

Mr. Kubik stated before he left the city that with a guarantee of two tons a day he would put in a ten-ton ice plant within sixty days. The plant is therefore practically a certainty. Gradually the outside world is awakening to a realization of the vast possibilities of this section of the country, and almost every day some new venture is launched which will be of benefit to the city and to those backing the deal. So with the completion of the main line of the railroads we will quietly assume the ways of a metropolis, the metropolis of Central and Southern Oregon.

OREGON TRUNK FILES INCORPORATION PAPERS AT SALEM

Connects With North Bank Opposite Celilo—Railroads Extends to Klamath Falls.

The following dispatch from Salem gives some interesting information concerning the Oregon Trunk line:

The Oregon Trunk Railway company, with head offices at Vancouver, Wash., and with \$5,000,000 of capital, declared its intention of doing business in Oregon by filing certain papers with Corporation Clerk Taylor in the secretary of state's office. This is the Hill Central Oregon project, and its purposes are set out in the following, which is article 1 of the declaration:

To acquire, construct, equip and operate railroad, telephone, telegraph lines from a point in the state of Washington, on the north bank of the Columbia river, connecting lines of the Spokane, Portland and Seattle company in the vicinity of Celilo, Ore., thence crossing the said Columbia river, and by some eligible route to be selected by the board of trustees of the company, up the said Columbia river to the Deschutes river and its tributaries, and in a general southerly direction to a point at or near Klamath Falls, in the state of Oregon, with such branches and extensions as the company may hereafter decide upon.

The declaration, power of attorney and other papers were filed by Carey & Kerr of Portland. The officers of the corporation are given as follows:

John F. Stevens president and trustee, Jackson Smith, vice president and trustee, George A. Kyle, chief engineer and trustee, A. L. Miller and J. B. Kerr trustees, LeRoy Park secretary and treasurer.

AS IN EVERYTHING ELSE

Mining Man Says Oregon is Rich as Regards Mineral Resources

"Almost every known metal exists in Oregon in greater or less quantity," states Charles Mullen, a Baker City mining man, inventor and patentee of a black sand separator which is revolutionizing placer mining, who is spending a few days in Medford.

Mr. Mullen's invention provides a practical method of utilizing the black deposit and extracting therefrom the costly metals it carries.

"In addition to gold and iron, radium, platinum and other rare metals are frequently found in the black sand," continued Mr. Mullen, "and my invention provides a practical method for the miner's utilization of bi-products."

Mr. Mullen is an old-time Colorado prospector, having located the first silver mine in Colorado in the early sixties, the "Ten Forty."

One of our exchanges notes that there is a new form of fireless cooker. A Philadelphia cook has asked the courts to enjoin her employer from discharging her.

Richard Chrisman was in the city from Bonanza Friday.

THE BISHOP IS SURPRISED

Hopes to Build Church Here Soon, but Wants One That Will Be a Credit to the City

Bishop Paddock, missionary bishop to the Episcopal district of Eastern Oregon, the district extending east from the summit of the Cascade mountains to the Snake river and south from the Columbia to the California line, arrived on the Lakeview stage Tuesday evening and Wednesday evening preached at the Christian church. His address was on the pioneer days. The bishop has spent the major part of his life in Washington and Oregon, and has met and known men who have made the Northwest the glorious district that it is. For thirty years he has lived west of the Rockies, and at one time attended school at Whitman seminary, now Whitman college. He lived in Tacoma at the time Walla Walla was the largest city in Washington territory, with a population of about 4,000; then Tacoma had probably 2,000.

The bishop in speaking of the city said that it was perfectly marvelous the number of residences and business blocks that have gone up since his last visit here. He further stated that he had watched most of the cities in the Northwest grow, and that he believed in Klamath Falls as thoroughly as the strongest booster, that he hoped to be able to find an Episcopal church here some day, and that this city would probably be one of his headquarters.

"Of course," he said, "you know that I am a great believer in railroads for Oregon, and that after my stage drive of over 750 miles, I am immensely pleased to find the railroad here. I have talked with a number of the engineers who are building the two lines down the Deschutes, and they believe that they will be completed to this city before long, and as the Falls has grown, so will the development of the interior grow, and with it Klamath Falls as one of the chief shipping points."

Concerning the plans for building a church here he said: "We intend to make haste slowly. When we build we want to lay the foundation of a good, strong church, which shall be a credit to the town. The people of this city are level-headed, and when they get a rector they want to be able to pay him decent wages. We want a good man, not a cheap man. When we get a lot to build on we want a good lot with good location. Therefore it seems more sensible to wait until we are better able to do this thing well than to rush in and build some sort of a shack. I am a great believer in the future of Klamath Falls, and want the church we shall build to be worthy of the city."

"Texas," says a contemporary, "asks penalties of \$75,000,000 from the subsidiary companies of the Standard Oil." Texas, as has been previously noticed, is a large state.

OREGON GETS THE WORST OF IT

So Much So That the Telegram Refers to It Editorially.

The Klamath Falls country, naturally tributary to Portland, and very closely connected with it commercially when no railroad penetrated that region, is now almost totally separated from it when the railroad has made connections with its chief city. The Southern Pacific has deliberately arranged a schedule under the provisions of which the man from the north who tries to visit Klamath Falls cools his heels for twenty hours and forty-five minutes at an almost nameless way station waiting for the train that will take him in, while the visitor from the south has a wait of barely twenty minutes. Things are greased for the southern visitor; everything is arranged so that he may not be delayed in entering, doing his business and getting away. The man from the north, on the other hand, is literally forced to waste a whole day, and that under the dreariest of circumstances in the meagerest kind of a little hamlet.

Klamath Falls is beginning to attract a great deal of attention in this section of the country. It has altitude, scenery, fishing and hunting that appeals to a great many people. It has investment opportunities that appeal to a great many more. When the railroad was finished it was taken for granted that the difficulties which had before that time prevented many from going into that favored country would be obviated. But it is found that unless you live down in California it is quite as hard as ever to get in. Nothing could well be more aggravating than the wait for almost a whole day at Weed, and nothing more discouraging either to the pleasure seeker or the man who goes on business. The insane schedule works vastly to the detriment of Klamath Falls, for while very few, except commercial men, go in there from the south, there would be a very great many people, both investors and pleasure seekers, who would be constantly entering from the north. For the sake of the newly opened community, and the state as well, the Southern Pacific should arrange such a time table as is calculated to give the most benefit to the community which it is alleged to serve, and whose interests it pretends to foster.—Telegram.

That the Republican party in Oregon was tricked at the last primary election out of the office of a United States senator must be acknowledged, for it is nothing else than the truth. That the same system will be adopted to work the trick again in 1910 no one of intelligence doubts.—Roseburg Evening News.

Harriman, who had traveled over the major portion of the globe, said as he stood on the hills and looked down on Crater lake "This is the greatest sight of all the sights that I have seen." And Crater lake is a part of this glorious country.

Are You Buying Your Men's and Boys' Clothing and Dry Goods Right?

We are quoting here a few prices that we believe to be right. We guarantee everything we sell to be just as represented and exchange anything returned in a saleable condition if not satisfactory. We want your business, and believe by honorable business methods, absolutely one price to all, be the means of procuring some of it. Give us a trial and see how you like our ways of doing business. We are not infallible, and are apt to make mistakes, but if we do we are here and always ready to right them to your satisfaction.

Best quality Calico, yard.....	.05	Women's Wool Underwear.....	\$1.00	Men's Suits.....	\$3.95, \$6.95, \$12.50
Apron Gingham, yard.....	.07	Women's Hose.....	12 1/2 c up	Young Men's Suits.....	\$3.95, \$7.00, \$10.00
Heavy Gown Flannellette, yard.....	.10	Double Bed Sheets.....	.65	Boys' Knickerbocker Suits.....	\$2.25 up
Heavy Linen Crash, yard.....	.12 1/2	Pillow Cases.....	.15	Men's Overcoats.....	\$7.50 up to \$25.00
Heavy Shirtings yard.....	.12 1/2	Womens Wrappers.....	\$1.25	Excellent values in Men's and Women's Shoes.	
Sheet Blankets.....	.68 up	Women's Skirts.....	\$2.95 up	Men's Wool Underwear.....	\$1.00
Heavy Cotton and Wool Blankets.....	\$2.48	Women's Tailored Suits.....	\$10 to \$50	Men's Heavy Fleece Underwear.....	.50
All-Wool Oregon Blankets.....	3.45	Children's Shoes at Special Prices.		Boys' Heavy Fleece Underwear.....	.40
White Cotton Filled Comforters.....	1.50	Women's Mercerized Raincoats.....	\$6.75	Men's Corduroy Suits.....	\$10.00
Women's Underwear, Fleece.....	25c, 50c, 75c	Women's Coats at Big Reduction.		Men's Pants.....	\$1.50 up to \$4.00
		Children's Heavy Coats.....	\$2.50 up to \$12.50	Extra Good Wool Flannel Shirts.....	\$1.95

O. M. HECTOR, Successor to the Boston Store