

KLAMATH REPUBLICAN

E. J. MURRAY, Editor.

LEADING NEWSPAPER OF INTERIOR OREGON.
TWO DOLLARS PER YEAR IN ADVANCE.

All communications submitted for publication in the columns of this paper will be inserted only over the name of the writer. No non de plume articles will be published.

BENSON EXPLAINS PLAN TO MEMBERS AT LUNCHEON

Resolution to Be Sent to Oregon and California Representatives in Congress

The members of the Klamath Falls Realty board met at luncheon today at the Hotel Livermore, with Judge H. L. Benson as their guest. Mr. Benson was requested to be present for the purpose of explaining his theory as to the sale of the swamp lands, when reclaimed by the government, for the benefit of the Klamath project.

The members were so favorably impressed with the scheme that they appointed a committee to confer with the Water Users' association and the Chamber of Commerce with the object of passing a resolution to be sent to congress asking their aid in the matter. It is hoped that a law may be passed by congress allowing the proceeds from the sale of these government lands to be applied toward paying the cost of the Klamath project. If this is done it is believed that it will materially lessen the burden which has been placed upon the land owners.

It is conceded that if the farmers are to pay the high cost for water that some assistance will be necessary and the proposition suggested by Mr. Benson appears the most feasible one yet mentioned. It is claimed that these lands were given by the states of Oregon and California to the United States government to be used for the benefit of the project, and that in simple justice the people under the project are entitled to the proceeds from their sale.

Following this discussion the board took up several other matters of importance, among which were the sale of additions to the city and the enforcement of the regulations laid down by the board and the commissions to be charged on sales.

A VOICE FROM THE BUENA VISTA HEIGHTS

To all whom it may concern, and to the town council in particular.

You have advertised an election on December 31st in behalf of the voters of the additions in question. I wish to ask a few questions. Is this to be a case of taxation without representation? Before this municipal pumpkin is pulled from the vine, and before we vote we want to know if we are to have the rights and privileges the rest of the town enjoy. Are we to vote "yes," and then lay the water pipes and mains out of our own pockets? Are we to vote "yes," and then pay the regular price for our lights in addition to paying for both the poles and wires for same out of our own pockets? Four hundred and twenty-five dollars to light one building one year 500 yards off the main line in the Buena Vista addition would make anyone swear. Are we to vote ourselves in and then have all the old bobtailed one-horned cows in the land herded round us by the boisterous young Americans of the town? If so, nothing doing. If so, we will continue to drink slough water, burn sage brush for light, fence against the moon-eyed broncho, the hogs and discharged mules of the city.

This question has been brought up before, but the answers were too vague. Be more explicit, please. We believe in expansion, but a bursted boiler is worse than no steam. Extension of municipal lines is good so long as they don't rasp people on the bass string.

COMMODORE.

ORIGIN OF "THE BIG STICK"

The first association of Theodore Roosevelt with the phrase "the big stick" dates from a speech delivered by him at Chicago in 1902. On that occasion he said: "There is a homely old adage which runs, 'Speak softly and carry a big stick, and you will go far.'"

The New York World in an editorial published September 26, 1904, revived the speech, contrasting it, in parallel columns with Roosevelt's pacific speech to the delegates of the Inter-parliamentary Peace Union, on September 24, 1904.

The first cartoon embodying "the big stick" idea was published in the World of October 12, 1904. It represented Roosevelt mounted on a fiery steed, throwing a lasso around the flying Angel of Peace and carrying a cudgel bearing the words "big stick" upon it.

TIMBER HERE INDUCEMENT

OREGON TRUNK WILL SEEK TO DEVELOP LUMBER INDUSTRY

Believed That Road Will End Here Until Such Time as Hill Builds to Frisco

An interesting article in the Oregonian tends to uphold the belief that Klamath Falls is to be the objective point of the Hill road through Central Oregon.

There is no longer any doubt that the objective point of the Hill railroad through the Deschutes country is the great soft pine timber region of Klamath county, and that Klamath Falls is to be the terminus until such time as the road is pushed on to San Francisco. Two crews of engineers have been engaged in the northern part of this county, one making a preliminary survey of the entire route to the east side of Upper Klamath lake, and going out over the Southern Pacific from here, and representing that the party was a band of timber cruisers driven out of the woods by the heavy snows of the past few weeks.

Beginning nearly four years ago with the acquisition of the Klamath Lake railroad, extending from Thrall to Pokegama, and some 30,000 acres of timber land that had been brought into the holdings of that company by Jervy Lindley, the Weyerhaeuser Timber company has bought other holdings of the Jenny Creek plateau and throughout the choicest belts of the great Klamath forests, until the holdings of the big syndicate now approximate 159,000 acres. This represents the investment of several millions of capital by this one company.

Shevlin & Carpenter, heavy operators, have recently made extensive purchases. The Deschutes Lumber company, formed by Alpena, Mich., men; the Yocqui Lumber company of Minneapolis, the Hixon Lumber company, S. S. Johnson and G. H. Gilchrist have secured holdings aggregating about 200,000 acres.

Hill Interests Break Ice.

The coming of these timbermen to this section of Oregon is recognized by those in touch with the facts as the first advance of Hill interests into this territory. Confident of the speedy revival of business following the disturbance in the autumn of 1907, these associated timbermen, all friendly and in close touch with the Hill railroad interests, sought to take advantage of the existing depressed condition of the lumber market and demand for timber, thereby driving many good bargains in taking over holdings of the best of yellow pine timber. It seems this was done with an understanding that the Hill road would build a branch as soon as necessary to bid for the traffic to its natural outlet in markets of the Middle West and Mississippi valley states. The market demand is rapidly being stimulated in the country east of the Rocky mountains by the bumper crops of wheat and corn, and the roads will make an effort to meet the necessities of the occasion with rates that will place the lumber in that territory.

It is recalled by a man well informed on the railroad situation that the first advent of Hill emissaries to prepare the way for building the North Bank road into Portland was the selection of the site for a great saw mill on the peninsula near St. John by the Weyerhaeuser Timber company, which it afterwards developed was done in the interest of the railroad. Therefore, it is pointed out, the entrance of the greatest timber combination in the country into the lumber industry of this section means that it is the forerunner of the Hill railroad, which will claim a large share of the traffic that will be developed by the plants of the timbermen.

Small Road Bought First.

The first railroad mileage in California and in Oregon south of Portland virtually owned by the Hill railroads was the little Klamath Lake road, for the Weyerhaeuser company acquired it with the idea of eventually tearing up the track and relaying the rails to carry the logs from the Jenny Creek plateau to the shore of Upper Klamath lake—unless it could in some way be utilized as a link in a line that would better serve the purposes of the big timber syndicate or the Great Northern and its associated lines. The likelihood of its being utilized as a link is small, for it has heavy gradients, sharp curves

and a trackage extending only about twenty-five miles.

But it is not alone lumber that the new road will haul out of Klamath county. During September cereal experts employed by the Hill lines made an exhaustive examination of the upper portion of Klamath county as far east as Silver Lake and Paisley into Lake county, and throughout the Deschutes district, to report upon the adaptability of that section, and also of the Klamath Indian reservation to wheat growing. The report was of the most favorable character, one of the experts declaring that no section of Eastern Washington has any advantage over this portion of Oregon as a wheat-producing country. Much Grain to Ship.

Klamath county wheat has long been known for its high milling quality, but until this year lack of transportation prevented its shipment to outside mills, though it was sought for blending purposes. This year the crop harvested was the largest in the history of the agricultural development of the basin, and as a result a good many carloads have been shipped, California millers drawing on this source of supply. Three local mills, at Klamath Falls, Merrill and Bonanza, are steadily grinding and receiving their full complement of the crop, but there is more than may be required for local consumption during the coming year, and this surplus will be quickly absorbed by the mills of the Southern Pacific lines in California and Oregon.

Each succeeding year will record largely increased production of cereal crops in this country, for the irrigation system is being pushed to completion and will add many thousands of acres to the producing areas for the seasons of 1910 and 1911. That means more tonnage for the railroads and new wealth for Oregon.

CREATE STATE OF SISKIYOU

OUT OF SOUTHERN OREGON AND NORTHERN CALIFORNIA

Movement Started by Press Association Recently Held at Medford.

Poor old Oregon, which once included nearly the entire Pacific coast, will soon be confined to the Willamette valley, if the many movements for state division are successful. Promoters have long been working on the formation of a new state from portions of Oregon, Washington and Idaho, and it is reported that the prospects are bright for success. Southern California wants to be separated from Northern California, and the latest movement is to create a new state to be called Siskiyou out of Southern Oregon and Northern California.

At a meeting of the Jackson County Press association last week resolutions were passed endorsing the movement, and committees appointed to co-operate with the press and people of the section involved and call a convention of representative citizens at Shasta Springs, Yreka, or some other California point, in the near future, and formulate plans and outline a course of action to bring the movement to a successful culmination. Common cause will be made with the promoters of the new states in Eastern Washington and Southern California.

In commenting on the subject the Medford Mail-Tribune says:

"By formally endorsing the movement of the new state of Siskiyou and appointing committees to launch the campaign for secession, the Jackson County Press association struck a popular chord and one destined to have far-reaching and beneficial results. To be sure, no state has ever been divided after admission except Virginia; but that is no reason why several should not be, particularly Oregon, where a majority of the population are narrow-visioned mossbacks and exert most of their energy in blocking progress.

"Southern Oregon has nothing in common with Western Oregon, a different climate, different resources, different people. Our needs and desires are not comprehended, and no inclination is shown to comprehend them. Southern Oregon, like Northern California, is utterly ignored, except when it comes to paying taxes, without representation in state or national government, a vast empire, with ocean harbors, with greater natural resources, greater timber and mineral wealth and scenic attractions than any section on the globe.

W. A. Deizel, cashier of the First National bank, and daughter, Marguerite, returned Tuesday evening from Winfield, Kas., after an absence of three weeks. Mr. Deizel reached his old home on Thanksgiving, and while there the family held a reunion at which there were twenty-seven members present. He reports a very pleasant trip.

The machinery for the dry kiln at the Long Lake Lumber company's mill at Shippington arrived Friday morning from San Francisco.

CITY DADS IN CONFERENCE OVER WESTERN UNION

Believe Main Street Will Be Over-Crowded When Trolley System Is Installed—Meet Tonight

A special meeting of the city council was called Thursday night to discuss the proposed ordinance allowing the Western Union Telegraph company to enter the city and erect poles and string such wires as may be necessary to carry on their business. Several amendments to the ordinance which had been passed at a previous meeting on its second reading were introduced by the mayor and members of the council. It was deemed expedient to set a time limit of twenty-five years on the franchise, to be given the company and to allow them no rights to the poles already erected by the telephone company, this last amendment to curb their powers should they buy out the present owners of the local company. Another amendment stated that they should clear the streets and rebuild all pavements, leaving the streets in as good condition after they erect their poles or change the position of any already erected, as the streets were before they commenced work.

The orders received by the foreman of the telegraph company, who is now in the city with a gang of men ready to commence work, were that he should erect poles on the northerly side of Main street to about the middle of the block in which the Livermore hotel stands. The mayor and council agreed that with the poles and wires already on Main street and those that the trolley company would have to erect when they install the electric car system, the street would have as many poles as would be advisable. The recorder was therefore directed to notify the superintendent of the company at San Francisco that the council was willing to allow them to build their line up Klamath avenue to a point opposite or near their office on Main street, and thence up one of the side streets to Main.

After the council met last Monday a new bid for the sewer bonds was received by Recorder Leavitt—\$40,000 at 6 per cent, with a premium of \$250.

It was agreed that the council should meet tonight at City Engineer Zumwalt's office and look over the maps and surveys of the city, to determine whether it would be advisable to lay the sewer on Main street or Klamath avenue.

TWO CARS OF PAPER FOR OREGON'S NEW CODE

It will require two carloads of paper to print Oregon's new code. The code will consist of two volumes, and there will be printed 5,000 sets, or a total of 10,000 volumes, a respectably large library. State Printer Dunway estimates that the printing will take 70,000 pounds of book paper.

The first volume has already been compiled, and the copy is being placed in the hands of the printer rapidly. William P. Lord, James B. Montague, James Godfrey and William P. Lord Jr. compose the commission created by the last legislature for compiling a new code. It will be ready for distribution in November, 1910.

SUPPLEMENT OREGON DIGEST

Arthur S. Benson, son of H. L. Benson, and deputy clerk of the Supreme Court at Salem, and Miss Effie May King, clerk to Associate Justice McBride, are collaborating on a digest which is to be supplementary to Montague's Oregon digest. As Montague's digest includes only 42 volumes of the Oregon reports it is fast becoming out of date.

The new digest will be cheaply bound, and is intended to serve a temporary purpose only, and until a new and revised digest can be compiled. The supplementary digest will contain the decisions of the Oregon Supreme Court contained in the Oregon reports from the 43d to the 53d volumes, inclusive. The latter volume will soon be off the presses.

POLES FOR WESTERN UNION

The Western Union are having poles hauled and distributed along the streets for their telegraph line into the city. Work will commence on the erection of the poles and stringing of wires as soon as the franchise is passed by the city council. The poles are to be placed on Klamath avenue and for one block on Main street.

AN ARTLESS DISTINCTION

Lewis, aged 3, asked his mother what he was made of. The mother replied, "Sugar, because you are so sweet." Soon after she heard him declare to his little colored companion, "I am made of white sugar and you are made of brown sugar."—Delineator.

Engineer W.W. Patch left Wednesday morning for Clear lake to look over the government work at that place.

No. 7167 REPORT OF THE CONDITION OF

THE FIRST NATIONAL BANK

at Klamath Falls, in the State of Oregon, at the close of business, November 16, 1909.

RESOURCES	DOLLARS
Loans and Discounts	\$ 62,948.83
Overdrafts, secured and unsecured	266.82
U. S. bonds to secure circulation	10,000.00
Bonds, securities, etc.	9,882.99
Banking house, furniture and fixtures	20,462.64
Other real estate owned	640.50
Due from national banks (not reserve agents)	36.00
Due from state and private banks and bankers, trust companies and savings banks	2,092.07
Due from approved reserve agents	31,716.00
Notes of other national banks	1,020.00
Fractional paper currency, nickels and cents	149.41
Lawful money reserve in bank, viz: specie, legal tender notes, \$815.00	\$6,066.50; 6,881.50
Redemption fund with U. S. treasurer (5 per cent of circulation)	500.00
Total	\$146,596.76

LIABILITIES	DOLLARS
Capital stock paid in	\$ 25,000.00
Surplus fund	7,500.00
Undivided profits, less expenses and taxes paid	2,948.99
National bank notes outstanding	9,700.00
Due to other national banks	1,600.01
Due to state and private banks and bankers	991.70
Individual deposits subject to check	90,330.78
Demand certificates of deposit	7,425.37
Total	\$146,596.76

State of Oregon,)
County of Klamath, ss.
I, W. A. Deizel, cashier of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.
Correct—Attest:
L. F. WILLITS,
GEO. T. BALDWIN,
J. A. MADDOX, Directors.
Subscribed and sworn to before me this 19th day of November, 1909.
P. L. FOUNTAIN, Notary Public.

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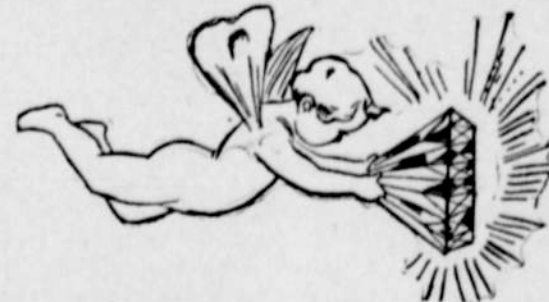
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SATISFACTION



The feeling I want to exist between you and me. I am trying to make my name and satisfaction synonymous. You can help me. Don't holler and cuss if I have worked for you and it's not been satisfactory, but bring it back and give me a chance to make my word of guarantee good.

One receives a certain amount of satisfaction in buying goods and feeling they have their dollar's worth.

Those are the very kind of goods I carry and are all made by the most reliable firms. I would like to have your business.

I have been told that I am on the WRONG side of the street nevertheless you are not treating yourself RIGHT unless you see my stock before you buy.

T. M^CHATTAN