

ANOTHER BIG FIRE AT WEED

THIRD WHICH HAS OCCURRED IN
PAST THREE WEEKS

A FIREMAN IS BADLY INJURED

Believed Incendiary Attempted to
Destroy Entire Yard of
Lumber

A report from Weed states that a fire of incendiary origin started in the main lumber yard of the Weed Lumber Company at midnight Saturday, and for two hours the entire force of the big company fought the flames that threatened to destroy not only the lumber in the yard but the mills and new dry shed as well.

The total loss will reach between \$5,000 and \$7,500. The lumber destroyed was directly back of the big mill and the fortunate swerving of the wind saved the building.

Several Italians who fought the fire were injured slightly, one of them being quite badly hurt. Charles Oswald, another employe of the company, sustained a few minor bruises. There is absolutely no doubt about the incendiary origin of the fire. The piles were all found to be burning from the bottom, indicating that the firebug had made a determined effort to destroy the vast quantity of lumber piled in the yards.

This is the third fire Weed has had within three months and is the second that has resulted in serious damage to the Weed Lumber Company.

HILL SYSTEM TO TAP RED- WOOD OF NORTH CALIFORNIA

Rumors That Oregon Trunk Line Will
Be Extended Through Central
Oregon to Rich Timber Lands

That the Hill system is actively engaged in forging its way into the redwood district of Northern California through Central Oregon is the latest news in railroad building. Report has it that the plan is to continue the Oregon Trunk line through the Deschutes Valley and Central Oregon southwest by the Crater Lake National Park, and crossing the Rogue River Valley, into the redwood timber of Del Norte County to the coast at Crescent City.

The report is largely based on recent occurrences in and about Medford which have just come to light. The name of John F. Stevens figures prominently in the matter, as it also did in connection with the Oregon Trunk Line before its real backers were finally announced.

James J. Hill, when in Portland last week, declined to discuss the Oregon Trunk line, saying that its eventual terminal would be ascertained upon the completion of the road, leaving the inference that Bend would not necessarily figure in that light.

And these are the circumstances leading up to the conclusions that the northern lines are contemplating tapping one of the richest timber belts in the world through its gateway of the Deschutes Valley:

In June last Stevens and a party of Hill engineers came south from Bend in an automobile by way of the Crater Lake National Park to the Rogue River Valley and to Medford, which is on the line of the Southern Pacific between Ashland and Grant's Pass.

For the last fifty miles of this trip the route taken by the Stevens party was through the country in which the Pacific & Eastern Railway had been projected, but never completed, the road having gone into the hands of a receiver after fourteen miles of grading had been delivered.

About the same time John Roberts Allen, a New York operator, who is said to have acted before in the capacity of a Hill scout, appeared at Medford and in July and August negotiated and completed the purchase of the Pacific & Eastern Railway.

Following this purchase graders were at once put to work, and it was discovered that the contract had been given to Porter Bros., who are doing the work on the Deschutes line.

Allen did not stop with the purchase of the bankrupt road. Before leaving for the East he had secured a fifty-year franchise for an interurban trolley line running through the Rogue River Valley, and in-

dentally had picked up an interest in several timber holdings and probable townsite locations.

Among other things, Allen made a careful personal inspection of the country between Medford and Crescent City, in Del Norte County, along the line of the old Draper survey.

Together with a man by the name of Towne, he owns the Blue Ledge copper mine, at the point where the old survey crosses the California-Oregon line. He was also in frequent conferences with representatives of the owners of the redwood timber lands in Del Norte County, which would be benefited by a line from Crescent City to a transcontinental connection; and after he left Medford he had a conference with Stevens in Portland, at which, it is presumed, the plans for the building of the line from Bend were consummated.

In the meantime Allen has returned to New York, where he is selling the bonds of the Pacific & Eastern. The road is announced as tapping 8,000,000,000 feet of timber, and opening up the pathway to the Crater Lake Park.

Contracts have been let for the construction as far as Butte Falls, thirty-one miles from Medford, and the line is surveyed as far as the park. From Butte Falls to Bend the distance is roughly 200 miles, and those who claim to speak advisedly say that this gap will be filled and the Hill line built into the Rogue River country and on to the coast.

Obviously the significance of Allen's operations in this territory depends on his relations with Hill, but the interest shown by Stevens is taken as evidence to this point by those who have been following the developments of the last summer.

These people do not believe that Hill intends to continue building down the coast from Crescent City. There are other indications in the activity of the Walker interests, in addition to their holdings in Shasta County, that are interpreted as meaning that Hill will build south through the Klamath Lake country and on through the timber belt, where Walker and the Terry Company are located.

In this connection it is said that Walker and the Terry Company have recently come to a better understanding. The Terry Company is now operating a broad gauge logging road north from Anderson, and Walker has a survey which could be coupled with this road leading through the Pitt River timber.

This is one of the routes which it has been conjectured Hill might take in coming into the Central California Valley, and the association of Walker with the Minneapolis railway magnate has given color to this assumption.—Portland Oregonian.

NOTED ARTIST DEAD

Frederick Remington, the Man "Who
Knew the Horse"

Frederick Remington, the noted artist, died at Ridgefield, Conn., on Sunday, after an operation for appendicitis. He had been in apparent good health until a week previous, when he was slightly indisposed. A New York specialist was called and an operation was performed. He seemed to be progressing favorably when the change set in.

Mr. Remington was in his 48th year and was a native of Canton, N. Y. He went west after a short apprenticeship as an office clerk and became a cowboy. It was in this Western life that he found the subjects for most of his creations of pencil and brush.

Cuban scenes were also favorites with him. He was a member of the National Academy of Design, and, in addition to his painting, he attained much success at sculpture and as an author of several books on Western life. He studied art at Yale and later in New York.

DEVELOP LIMESTONE QUARRY

ROSEBURG, Ore., Dec. 29.—The big limestone and cement deposits a few miles south of this city are to be developed next year. A plant will be placed on the property soon, with a capacity of 100 barrels per day. The big cement plant of the company is being located near Portland and will have a capacity of 1500 barrels per day. Most of the material for its operation will be shipped from the Roseburg quarries.

Five Chinese government schools are teaching railway engineering, and a sixth probably will establish a course.

"MANANA" PEOPLE TO BE REFORMED

Secretary Wilson Plans to Plant Seed
of Industry Among Central
American People

WASHINGTON, D. C., Dec. 29.—To make the Central American citizen live less in the future and more in the present is the large, not to say strenuous task which Secretary of Agriculture Wilson is attempting down at Panama.

Agricultural Department officials are trying to instill a little farming sense into the Panamanians, but they are having a despairing time of it. "Manana" is the slogan of every true son of South America. It means "tomorrow," but there has never been a paternal Uncle Sam heretofore to take the Monroe Doctrine under one arm and gentle indicate that the way of the procrastinator is bare.

Recently the Department of Agriculture was asked to look over the farming possibilities of Panama. The preliminary report submitted by one of the experts sent there says that even food—except the fruit which in that climate can not be kept from growing—is cared for on the "manana" system.

Uncle Sam is investing millions of dollars in Panama and the operation and surveillance of the canal will necessitate a large colony there. With the excitement of completing the digging of the ditch, vitality perhaps may be fairly well maintained on canned food, but this is only a temporary makeshift, not overly good for engineers' digestions at that, and a very bad basis upon which to lay the activity and health of the permanent future caretaker of the project.

F. E. ANKENY RECEIVES A MES- SAGE TO SO NOTIFY IDLE MEN

Work Commenced on Pacific & Eastern
Railroad Near Eagle
Point

F. E. Ankeny Wednesday received a message from President Enyard, of the Jackson County Bank at Medford, requesting him to notify all the idle men in Klamath Falls that there is work for them on the P. & E. Railroad near Medford. Mr. Enyard states that 500 men are wanted at once.

The Pacific & Eastern is the road that has been taken over recently by parties supposed to represent the Hill interests. Work is at present being done on the road beyond Eagle Point through the timber in the direction of Crater Lake, and it is reported that this is to connect with the Hill road from the Deschutes, which is to open up Crater Lake and extend from Medford to the timber section in Curry County.

UPPER LAKE NEWS

The ball at St. Cloud Hall on Christmas night was a roaring success, where fifty-five merry dancers whirled through the hall in time with the enchanting strains of Prof. Gould's string band, and all went merry as a marriage bell.

We can almost promise a boom in mineral discovery, and if the old hills east of Klamath Lake make good and back up the prospects we have, a great field of bitumen near home.

Nearly 100 tickets for the New Year's ball at St. Cloud have been handed out. None but invited guests are expected and none other will be admitted.

Capt. Wickstrom, of the steamer Eagle, has gone to Alameda, Cal., to spend the holidays with his family. It is said that the ice on Agency Lake is eighteen inches thick. This is a pretty thick story, but may be true, nevertheless.

A large spring of water has been discovered in the lake margin on Buena Vista water front. The temperature of the water has not been tested, but as the ice has not formed on the surface, it may prove to be a hot spring.

The road to the lake is fine at present. The mud seems to just vanish the last few days. We are not very sanguine about the ice breaking up on the lake very soon. These clear, cold nights are not thawing weather.

Mr. Young has been on the sick list for the last few days, and your humble servant has had the neuralgia, but we are both convalescent.

Work is progressing on the big dry house and we hope to see the building in commission early in 1910.

NAVY FAILS TO GET ENOUGH MEN

Uncle Sam Has New Problem to Meet
—Has More Ships Than Men
to Man Them

WASHINGTON, D. C., Dec. 29.—In the development of the navy the United States has reached a point at which it is necessary for Congress to stop and consider.

It is no longer a question of building battleships, but a question of manning them. Already the navy has 45,000 men, but the number is insufficient to man the ships now at sea and those that are soon to go into commission. To secure a crew for the Michigan, which will join the Atlantic fleet, it was necessary to place the New York in reserve. On the Pacific coast there are two cruisers, the Milwaukee and Charleston, which have but a single crew. When one goes to sea the other must remain fast to the lock. To keep them all in trim the navy has adopted the policy of taking them out in turns.

Within the next few months three battleships, in addition to the Michigan, will be ready to join the fleet. These are the South Carolina, a sister ship of the Michigan, and the two giant battleships, North Dakota and Delaware. These will require a complement of at least 800 men each, and at the present time there are none in sight. To place them in commission, it will be necessary to reduce the crews on the ships afloat, or place three of the four new battleships in reserve.

STATEHOOD TO AWAIT CENSUS

New Mexico and Arizona Must Be
Patient

WASHINGTON, D. C., Dec. 29.—Statehood legislation at the present session of Congress will not go beyond giving authority to the people of New Mexico and Arizona to hold constitutional conventions and provide means for such conventions, if the wishes of leading members of Congress dictate the policy. This program is in harmony with the message of President Taft.

In the last session of the Sixtieth Congress the House passed a bill to admit New Mexico and Arizona as separate States. It was predicted the measure would go through the Senate quickly. Such was not the case. Some members of the Senate committee did not like the looks of certain land grants to individuals which had been received under territorial administration. Some claims for large holdings under Spanish grants also were viewed with suspicion.

Furthermore, estimates coming from the Territories as to population, both as to numbers and class, were not accepted, and it was thought best to delay action until after the 1910 decennial census could be completed.

Taft's recommendation, it is said, will furnish the excuse for delay.

In the case of the adoption of the Constitution of Oklahoma, the election was complicated with the election of State officers, and Taft is determined this situation shall not recur in New Mexico and Arizona.

NEW LIBRARY BOOKS

Donated to the Public Library by Mr. M. B. Dresser, five volumes, Cyclopaedia of Applied Electricity, American School of Correspondence at Armour Institute of Technology, Chicago, Illinois; one volume Practical Telephone Hand-Book and Guide to Telephone Exchanges.

From Mr. L. W. Hall, U. S. R. S., three volumes of history, "The Rise of the Dutch Republic," by John Lathrop Motley; "Leaves of Grass," by Walt Whitman, including a fac-simile autobiography and a department of Gathered Leaves; "The Conquest of Canada," by Booth Tarkington; "The Silver Horde," by Rex Beach.

SPEND \$77,000 ON ROAD IMPROVEMENT

Clatsop County Has Nearly 200 Miles
of Permanent Highways

As a result of improvements during the past few years, Clatsop County has twenty-four miles of macadamized road, twenty-three miles of graveled roads, twenty-eight miles of planked or puncheoned roads, fourteen miles of roads covered with rock and ninety-six miles of graded road that has not been covered, much of which will be completed during the coming season.

Under the Carnahan road law the

several road districts are permitted to levy a special tax of not to exceed 10 mills each year for road improvement purposes. In that manner over \$26,000 was raised by the individual road districts in Clatsop County this year. All that has been expended in building highways as well as slightly over \$28,000 additional that was appropriated by the county court from the general fund, making a grand total of \$54,000 that has been spent or contracts let for during the past twelve months in bettering the public highways of Clatsop County. In addition to this, over \$12,000 has been used in building and repairing bridges, making in all slightly over \$77,000 which the property owners of Clatsop County have donated to that most commendable work of developing the agricultural districts.

WATSON-KIMBALL

Miss Lyle Watson and Jackson F. Kimball were married at the home of the bride in Ashland at 6 o'clock Xmas morning. The contracting parties are well known throughout Klamath County, where they have a host of friends who join in wishing them in the future.

Mr. and Mrs. Kimball will make their home in this city. It happened that E. T. Abbott was in Ashland for Xmas, and meeting Mr. Kimball in the hotel Friday he asked if there was any truth in the report of his approaching marriage.

"Jack" was as mum as an oyster, but when Mr. Abbott threatened to get out the brass band and have the boys pass out hand bills there was some serious thinking done on the part of Mr. Kimball. He stayed by his guns, however, and as soon as he could excuse himself made a bee line for the home of the bride and told her of the impending charivari, suggesting that the only way to escape Abbott was to get married and out of Ashland before he could put the brass band plan into effect.

Accordingly, hasty arrangements for an early morning wedding were made, and the ceremony was performed at 6 o'clock.

Mr. and Mrs. Kimball leaving for Portland on the 7:45 train. When Mr. Abbott heard of how he lost out his face was a study, and after a long, long silence he gave expression to his feelings by simply saying, "Dog gone him."

LOCAL COMPANY WILL FURNISH SEWER PIPE

Work to Commence As Soon As the
Weather Will Permit in the
Spring

The contract was awarded Monday to the Hydraulic Stone & Brick Company for furnishing cement sewer pipe for the sewer system to be used in the Hot Springs addition. The exact amount of pipe to be used will not be determined until the survey has been completed, but the contract was let at this time in order to enable the local company to make preparations for the commencement of work as soon as the weather will permit in the spring.

The Hot Springs Company made a thorough investigation of the superiority of cement pipe over clay pipe, and satisfied themselves that the former was not only the best but the cheapest. It is also probable that the city will decide to use cement pipe for the sewer system to be built next summer.

Besides the advantages of this grade of pipe, the fact of their being manufactured here will mean an increasing pay roll for the city of between ten and fifteen men, and practically all of the money paid by the taxpayers for pipe will be spent with the business men of the city instead of going out of the State. In addition to the men employed in making pipe, the Hydraulic Stone & Brick Company will give employment during the entire summer to a crew of at least ten men.

The Ladies' Aid of the Baptist Church will give a chicken dinner in the new banquet hall of the White & Maddock building Friday from 5 o'clock to 8 o'clock. Price fifty cents. All are cordially invited to come and enjoy a good social time, and a good old fashioned chicken dinner.

BIG SALE OF TIMBER LAND

REPORTED THAT WEYERHAUSER
HAS BOUGHT 60,000 ACRES

SAGINAW - MANISTEE LANDS

Gives Big Timber Concern a Quarter
of a Million Acres in
This Section

It has been reported that the Weyerhaeuser Timber Company has purchased 60,000 acres of timber land from the Saginaw-Manistee Lumber Company. While this report could not be verified today from anyone connected with the Weyerhaeuser Company, yet it is believed to be reliable, as it is known that negotiations for this timber have been pending for some time.

The lands of the Manistee Company consist of about 60,000 acres, which lie west of Goose Lake, Oregon line.

Three thousand acres are located south of Canby in Laasen County and near Big Valley. The balance of the timber is in Klamath County, north of the Indian reservation near Odell.

The Weyerhaeuser Company already owns over 200,000 acres in Klamath and Lake Counties and this recent purchase will make them the largest timber owners in this section. It practically gives them control of the best timber lands in an area of 1,000,000 acres.

This news simply bears out the statement of the Herald a few weeks since, that the Hill road was building through Klamath County to tap the immense timber resources of this section. The close connections of the Weyerhaeuser and Hill interests is a matter of public knowledge and it has been the belief for some time that Hill would eventually build a road to connect with the immense bodies of timber in Southern Oregon and Northern California.

MAMMOTH NEW DREDGE

Fourteen Shipbuilders Here to Con-
struct Hull for Southern Pacific
Company

Fourteen shipbuilders arrived from Oakland last Monday and went to the Upper Lake to start work on the construction of the hull for the new Southern Pacific dredge, the machinery for which is now being manufactured at Stockton.

The hull will be 50 by 100 feet and will be built of timber which was shipped from Portland. The new dredge, when completed, will be nearly double the size of the mammoth Klamath Queen, now being used on the Upper Lake. The Southern Pacific has not let the contract for the grade across the marsh near Rattlesnake Point, but will do the work themselves. They are anxious to have the work completed as fast as possible and their experience on the lower marsh does not warrant them in depending on contractors for this class of work.

PINCHOT MEN DO NOT WANT INVESTIGATION

WASHINGTON, D. C., Dec. 28.—Several Senators who are strong partisans of Pinchot are quietly exerting what influence they can to induce Republican leaders of the Senate to sidetrack Senator Jones' resolution proposing an investigation of the Forest Service and the Interior Department.

The Forest Service does not court the investigation at this time and has lost all interest in the probe of the Interior Department, since it has been determined to investigate their own bureau as well.

Inasmuch as the President and Cabinet and many influential Senators believe that an investigation is the only thing that will put an end to this controversy, there is no chance that Pinchot's friends will be successful.

LAYING TRACK THROUGH TUNNEL

Mr. Dillon, chief of the Southern Pacific track laying gang, who moved his crew to Dorris last week, has begun work laying the track through the tunnel. It is expected that the work will be completed and ready for operation within a few weeks.