

TORPEDO BOAT EXPLOSION

Tube Blew Out of Boiler and Seven Nearly Cooked With Steam

United Press Service.

SAN DIEGO, Cal., Feb. 14.—Seven men were terribly burned and four so badly that they may succumb, when a tube blew out in the boiler of the torpedo boat Hopkins here today. The Hopkins was steaming with others of the torpedo fleet for practice in the north when the accident occurred. The injured are: Chief Water Tender K. F. Hunt, Fireman G. B. Martin, W. A. Neave, R. E. Taylor, R. D. Caretelle, Water Tender T. Clary, Coal Passer T. J. Brown.

The accident occurred near the wharf on the Coronado side of the bay, where the flotilla had weighed anchor. The men were imprisoned in the boiler room when the tube gave way, filling the room with live steam. Seven were caught and unable to escape before being seriously burned. The crew soon rescued them and carried them to the upper decks. From there they were conveyed to St. Agnes' hospital, where a corps of doctors and nurses awaited. All were burned severely on the head and arms, and bandages were necessary completely covering the faces. Hunt was the only victim who was able to talk through the wrappings, and he said that the water tube blew out was all that happened, just as they were getting ready to leave harbor; must have been a weak tube as the steam gauge only showed 200 pounds. Hunt was the only one of the injured who was not agonized. The others were unable to utter a word, but squirmed and writhed on the cots. Taylor appeared the most severely injured and it is thought he will not recover. After a careful examination the doctors said that they believed that six of the men would survive, though the suffering was intense. The steam virtually boiled the heads, backs and arms, and when the clothing was removed the cuticle came off in strips.

MARE ISLAND NAVY YARD, Feb. 14.—It was learned this afternoon that before the Hopkins sailed southward six weeks ago, Naval Constructor Evans received anonymous letters warning him to "Look out for Hopkins," which he then overhauled and found boiler tubes stuffed with old flint, metal wire, wood and rubbish, which probably would cause an explosion. It is now believed that one of the tubes must have been overlooked or not entirely emptied. It is alleged that this is the result of trouble between the engineering and construction departments.

SAN DIEGO, Cal., Feb. 15.—It was announced today at the St. Agnes' hospital, where the scalded sailors were taken from the torpedo boat Hopkins after the explosion, that six of the survivors were expected to live. There is some doubt about L. B. Carletello, second fireman, who is very badly burned about the head and chest. R. E. Taylor, head fireman, died last night. Court inquiry into the cause of the accident will be held at sea while the flotilla is proceeding to San Francisco.

LEARNED THAT BURKE GOT DYNAMITE AT MINE

Officers Still Working on Mystery of Explosion at Burke's Sanitarium

United Press Service.

ORAVILLE, Cal., Feb. 15.—Sheriff Chubbuck, of Butte County, and Sheriff Smith, District Attorney Lea and Court Reporter Scott, of Sonoma County, left today for Dr. Burke's mine at Kanaka Peak, where the dynamite used in the mysterious explosion at the sanitarium, is alleged to have been obtained. Contrary to first reports, it was learned today that six sticks of dynamite had been obtained by Doctor Burke and taken to Santa Rosa by him, previous to the time of the attempt on the life of Luella Smith, the young lady who barely escaped with her life in the explosion at Dr. Burke's sanitarium. The officials are expected back here this evening with depositions of the men employed at the mine.

Assistant District Attorney Hoyle, of Sonoma, went to Berkeley and San Francisco today to endeavor to get a statement from a man at whose home Miss Smith formerly lived.

CONSTRUCTOR EVANS RETURNS WITH BRIDE

Refused to Discuss Explosion of Torpedo Boat Hopkins Until Examination

VALLEJO, Cal., Feb. 15.—Naval Constructor Evans and bride returned last evening from their wedding tour in the East. Evans refused to discuss the explosion of the torpedo boat Hopkins, and said that he could not tell whether the explosion had any connection with the stuffed tubes at the yard until an investigation had been made and he learned which boiler had exploded.

INFORMATION THAT ROAD IS TO BE BUILT VIA SPRAGUE RIVER

Direct Line from Deschutes Through Reservation and Marsh to Alturas

Special to the Herald.

BONANZA, Feb. 14.—The following railroad news was received by your correspondent from a reliable source, but was withheld for some time awaiting its confirmation which has now been made direct from headquarters at Portland, as follows:

That the Oregon Trunk will build to Klamath this year is the announcement of C. H. Carey, attorney for the line, who has returned from Chicago, New York and other Eastern cities. The announcement has also been made that the Hill interests have filed with the Interior Department at Washington application for right of way through the Indian Reservation.

This right of way will complete the Hill road from the mouth of the Deschutes to the reservation line, thence from there the line will cross the Klamath Marsh to Sprague River, at what is commonly called the Big Springs; thence up Trout Creek to Squaw Flat; thence down Squaw Flat to Yonka; thence to Bonanza and Langell Valley to Steel Swamp, and from there to Alturas. This is a straight-almost air line from the Klamath Marsh to Alturas and most of the way is through a very rich, fertile country of farming and timber lands, and making the best route for a road possible for that distance.

Now, this is not a new thing, for during the first days of December, 1909, Frank McGee, who was employed by the Reclamation Service, told your correspondent that he was well acquainted with one of the Hill men, who visited him at Clear Lake, and he told him of the then proposed route which is identical with our information. James Taylor was here on the 11th inst. and stated that some of the Hill people were in the Trout Creek country last week and saw the Hill engineers there at work running the lines up Trout Creek.

This is the best pass from Sprague River that can be found and the entire route from the Klamath Marsh to Alturas will be on less than one-half per cent grade and the straightest road in Oregon for the same distance.

It seems to have been long known by several of the people here that this route was planned by the Hill people some years ago. At one time it was thought that the Hill interests were going to take over the Carr property and develop an immense power plant in Lost River canyon below the present dam site, where the government now has plans under way to develop power for the entire country. This will make one of the best power sites on the Coast as the water can be used for power and then be turned into the canyon and used below for irrigation.

With these ends in view, and the early completion of the Upper project, we feel that the Lord has surely smiled upon us, and we, who have lived and struggled through the trials and hardships of pioneer life, will live to see the country develop and be transformed into one of the richest parts of Klamath County. Nature has given us all the natural facilities for making this one of the greatest inland cities on the Coast, the most fertile lands adjoining it of any other town in Southern Oregon or Northern California. All we now need to complete this paradise is the completion of the Hill road, that is coming as fast as money and labor can bring it. Watch us move.

RICHARD MELHASE PLANNING TO BUILD OPPOSITE COURT HOUSE

Will Make This One of the Best Business Blocks in Retail District of City

It is reported that Richard Melhase, who owns the property adjoining that of the Odd Fellows opposite the Court House, is planning to erect a business block this summer. The Odd Fellows have their preliminary plans already ready for a three-story building and there is very little doubt but what the work will be carried through early in the season. With these two buildings this block will take on an entirely different appearance and be the means of holding the retail business in this section of the city. It now remains for the owners of the property on the two corners to build and this will be then one of the best business blocks in the city.

DEATH OF MRS. SPRECKLES, WIDOW OF LATE SUGAR KING

SAN FRANCISCO, Cal., Feb. 15.—Mrs. Anna Christiana Spreckles, widow of the late Claus Spreckles, the sugar king, died today at her home on Howard street at the age of 79 years. The deceased had been ill since the death of her husband. Members of the family and physicians were present at the deathbed. She is survived by four sons and two daughters.

TEACHERS GET PAPERS

High Average Attained by Largest Class Given Examination in the County

On Saturday Superintendent Swan concluded the examination of the largest class of applicants for teachers' certificates that has ever been examined in the county. Mrs. Nellie Parrish received an average of 94 per cent, being the highest, while Miss Frieda Nitschelm was second with 93. The average of the successful applicants was 84, which is considered an excellent showing.

Great assistance was given some of the applicants who had been taking the teachers' review in the County High School, and the success of this plan was shown in the result of the examinations. Those taking the course were Freida Nitschelm, Wade Oden, Cora Nichols, Cora Griffith and Alma LaPrairie. Miss Nitschelm has accepted the position of seventh and eighth grade teacher at Bonanza. The successful applicants were:

Third grade—Wade H. Oden, of Dalry; Ella May Nichols, of Bonanza; Amy Bussey, of Lorella; Buella Johnson, of Klamath Agency, and Freida Nitschelm of Klamath Falls.

Second grade—Joseph Ringo, of Crescent; Alice Lytle, of Bonanza; Ethyl Gibson, of Midland; Bessie Loosely, of Fort Klamath; Alma LaPrairie, of Klamath Falls; Mable Harpold, of Bonanza, and Nellie Parrish, of Merrill.

First grade—Chas. E. Mulkey, of Fort Klamath.

The following took the examination for state papers, the returns on which have not been received: Mrs. Mary Lambert and Grace Lytle, of Bonanza; Mable Campbell and Nettie McIntyre, of Klamath Falls.

Cora Griffith and Sara Gorden were unable to complete the examination on account of ill health.

OPPOSITION TO MAKING PEARY REAR ADMIRAL

Secretary Meyer Opposed on Ground That It Would be an Injustice to Line Officers

WASHINGTON, D. C., Feb. 11.—It is believed that the plan to make Robert E. Peary, the discoverer of the North Pole, a rear admiral will fail. The sub-committee of the Naval Committee today reported adversely and it is quite probable that its decision will be sustained. Secretary of Navy Meyer today sent a letter to the House committee stating that the promotion of Peary would be an injustice to line officers and offering the suggestion that Peary be retired as a civil engineer with the rank and pay of rear admiral.

FRENCH LINER LOST IN STORM

Vessel Total Wreck—Only One Passenger Saved Out of Large List

PALM, Majorca Island, Feb. 11.—The steamer General Chanzy, which sailed from Marseilles Wednesday with a heavy cargo, is a total wreck off the north coast of this island. Only one passenger is reported to have been saved out of the entire passenger list, the estimate of which is placed as high as 1,000. Shortly after the steamer cleared she ran into a terrific gale which has been sweeping South Europe for the past forty-eight hours. Majorca Island, near where the steamer foundered, is the largest of the Balearic groupe in the sea of Hermann even indirectly coast of Barcelona.

FOREIGN UNDESIRABLES SAME AS "WHITE SLAVES"

United States Needs Stricter Immigration Laws to Shut Out Unconvicted Criminals

WASHINGTON, D. C., Feb. 12.—"The law should be the same for criminals as for white slaves. If we find a woman as a white slave within three years after her entry we may deport her. If a man is convicted of felony, however, he is landed in jail, fed by the people, and then turned loose upon the community."

This statement was made by Secretary of Commerce and Labor Nagel in discussing for the United Press the case of an Australian, reputed in four countries to be a thief, yet never convicted. The man was undoubtedly an undesirable citizen, but the Immigration Bureau was for a long time at a loss for means to deport him, and succeeded only through a twist of the law.

He embarked at Liverpool, Eng., for American shores last November. Coming first class, he slipped into the country without examination by the Ellis Island officials. He was soon apprehended and held for deportation.

Here the trouble started. He had twice been in jail, but each time for contempt of court, which is not an act involving moral turpitude, and so could not be sent back on these conditions. He was out of the Australian jails simply because the officials of that country called when he was not at home; he had skipped bond in England and was generally known as a member of a famous band of Australian thieves. In short, the man's only recommendation was that, being a crook, he was a good crook. But as he had never been convicted of theft or any other crime there seemed to be no law under which he could be kept out.

If he was allowed to enter the chances were great that he would become a jail bird sooner or later and cost the public the price of several years' prison board. So the authorities ordered that he be deported as one "likely to become a public charge." The "public charge" clause is designed to prevent an influx of immigrants unable to earn a living. He was educated, and a man of far above average intelligence. He could easily prove his ability to earn a living and so fought the decision in the courts.

The New York Court of Appeals sustained the decision of the Immigration Bureau, holding that the man's character warranted the assumption that he would get into trouble, and in jail, and that in this way he was "likely to become a public charge."

That there are any number of immigrants entering this country every year of this type, "unconvicted criminals," or men of criminal character, seems born out in the report of the superintendent of prisons of New York, that 25 per cent of the inmates of Auburn, Sing Sing and Clinton penitentiaries are of foreign birth. A census of the prisons throughout the country last year showed 15 per cent of the prisoners were foreign born.

"This problem is far more important than the White Slave business ever will be," said Commissioner of Immigration Keefe. "Why should we fill our jails with this sort of truck? If a man becomes criminal within three years after he enters it is proof

enough that he isn't fit for American citizenship.

"In all, the people of the country are paying for the keep of 1,347,000 people born in other lands. I believe the best part of our immigration is past and that the laws should be made more strict every year. In the last seven years there were 6,617,000 immigrants let into this country and over 70 per cent of them came from Southern and Southeastern Europe and Western Asia.

"People don't realize how many people that means. Why, that's more than a million more than the population of New England today. It is more than the combined population of California, Oregon, Washington, Idaho, Nevada, Arizona, New Mexico, Utah, Colorado, Wyoming, Montana, the two Dakotas and Nebraska."

BERKELEY - OAKLAND TRAINS TELESCOPE ON PIER

Thousands of Passengers on Trains—One Dying and Score or More Injured

BERKELEY, Cal., Feb. 12.—More than a score of men were injured, some fatally, early today when the Berkeley train on the Key Route pier, about two miles from shore, telescoped the Oakland train, which had stopped for signals. It is claimed that the motorman of the Berkeley train could not see the danger on account of the dense fog on the bay. The victims were occupying the smoker on the rear of the Oakland train. All the women and children were uninjured, although they were so frightened that a panic nearly ensued.

There were more than a thousand passengers on the two trains, and the fact that the Berkeley train piled on top of the Oaklander was all that saved the lives of the passengers, as otherwise the Oakland train would have been pushed into the bay, causing a terrible disaster and probably drowning the occupants of the entire train. E. F. Stone, a salesman of Oakland, had his skull fractured and is one of the worst injured. He was taken to the Harbor Hospital in San Francisco with many others. Motorman Ellis of the Berkeley train is missing and it is feared that he was hurled into the bay. Manager Kelley of the Key Route system has issued a statement charging Ellis with carelessness and being responsible for the accident by not heeding the block signal.

LAKEVIEW MAIL CONTRACT

Reported That Bunting & Miller Have Been Awarded Contract for Stage Line

The report comes from Lakeview that Frank Bunting and associate have been awarded the contract to carry the mail between Klamath Falls and Lakeview. This report, however, cannot be verified here as none of the other bidders have been notified of any action by the government. These bids are usually opened on February 2, and Postmaster Emswilt received notice to re-advertise for bids on the Fort Klamath line, so a decision has probably been reached on the other lines. Bidders in this city are anxiously awaiting to hear from the Postoffice Department, as all mail contracts in this county are to be re-let.

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FIVE MASKED ROBBERS DYNAMITE ILLINOIS BANK

Midnight Wreckers Secure Over Ten Thousand Dollars

United Press Service.

BLOOMINGTON, Ill., Feb. 15.—Masked robbers early today dynamited the safe of the Citizens Bank at Chatsworth and made their escape with the plunder. The men drove into town shortly after midnight and after gagging and binding William Kayle, the night watch man, left him guarded by one of the number while the others broke into the bank. Albert Kerben, a citizen, attempted to interfere but was seized and bound. The robbers used four charges of nitro-glycerine, practically demolishing the safe, after which they made their escape. An examination by the cashier showed that they had gotten away with all the contents of the safe, amounting to \$8000 in currency and over \$2000 in gold and silver.

The consumption of beer in Russia has increased 45 per cent in the last fifteen years, and the output 97 per cent.

A metal pole, if unprotected when planted in the ground, begins to corrode seriously in about ten years.

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