

# 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.

## FOUGHT FARMING BATTLE ALONE.

Went into Wilderness and Made a Ten Strike.

### OLE MARTIN'S HEROIC STORY

Miles From Any Human Being, He Broke the Land With a Hand Cultivator and Won With His Nerve and Brains—Ole's Experience With Potato Growing.

This is the story of a farmer who won because he had nerve and understanding enough to sit down on his land and fight it out to a finish, a farmer who had never heard of the word discouragement and whose only definition of failure was that it meant "try again a little harder;" also it is the tale of a man who farmed as much with his head as he did with his hands, and he did an enormous amount of work with those latter.

His name—not that it matters particularly—is Ole Martin, and six years ago he drifted into these United States from Sweden, where he had been farming in rocky and exhausted land for fifteen years. Six months after his arrival at New York he was in Alaska, and six months after that he had a few acres of land on the Kenai peninsula. Then he began to farm. There were no neighbors—not then, at least, for it was not until later that a taciturn Scot sat down a short distance away and began to farm on his own account.

#### Had No Dogs or Horses.

The location was three and a half miles north of the new town of Seward, and there was no railroad; also there were no horses and at first not even a dog, so supplies had to be "packed" in. A man who has never carried sixty to a hundred pounds on his back over rough, unbroken country can only imagine what. Ground had to be broken and cleared. Then it had to be prepared for sowing, and the old methods of Sweden and the United States even were useless. Martin began with potatoes and failed. His results were watery caricatures of the potato of commerce. He had got his seeds from Seattle, and he tried again and failed again. Then he began to farm with his head. He proceeded to educate his potatoes and teach them to grow respectably. This could only be done by growing and re-seeding. Soon he had real potatoes and began to sell them.

Cultivation was a problem, for without tools it was difficult. Martin solved this problem, however, in his own patient way. He built himself a hand machine and pushed it himself with prodigious labor. Later, when he had secured a dog team, he broke them to haul the cultivator. It was a severe task, for he was alone. There was no hired man—just Ole himself and the dogs.

#### Decided on Garden Truck.

Finding himself so close to a growing community, Martin saw that in garden produce there would be a market, and he set to put some seven acres under cultivation. In nearly all his work he had trouble with his seeds. Those from the States would not grow well in a soil where there were 140 inches of rainfall in a year, and so he had to educate his turnips, his cauliflower, carrots, cabbages and the rest to grow in damp soil.

The government maintains experiment stations, but these were and are too few; also they are only experiment stations, and the real work must be done by the real farmer. Martin went through it all, and he built his log house, barn and outbuildings. He cuts his hay—tons of it—by hand and ricks it alone. He finds time for flowers, and these are his amusements. He built an incubator and is raising chickens and is housing them in a log house equipped with a stove. Every bit of work on the place—every last tap—has been done by this farmer single handed. He has combined the work of the experiment stations and the farm, and to him is due the success of farming on the Kenai. Now the railroad has come to him, and he can ship his products in to Seward, even across the sound to Cordova and Valdez, and he is well to do.

#### Fought Twenty Hours a Day.

But the trials and the fight of those early days, when he was wrestling twenty hours of a summer day and eight hours of a winter twilight with a rough, semiarctic country, pushing a clumsy, homemade cultivator by hand and smiling cheerfully, will not soon fade, nor will the days when eighteen hours of yellow sunlight brought the seeds rushing to the surface and matured them in five weeks. Those were

the moments when he saw the things the future held. And he's not going to sell out and go back to Sweden. He's going to stick on the job. It's his home now, and he sees the time in ten years—no, five—when he will have farmer neighbors all about him and the rich soil will be working for the men who can conquer it.

Up in the Tanana valley and in the Copper river and the Susitna, too, farmers are following the track of Ole Martin, the man who farmed and made it go through—alone.

#### On Lifting Cats and Rabbits.

It is a mistaken idea that the proper way to lift a full grown cat is by the nape of its neck without supporting the lower part of its body with the other hand. It is true that the mother cat carries young kittens by grasping in her mouth the loose skin at the back of her offspring's neck, but a tiny kitten is a very different matter from a large cat, and, indeed, the only way to lift a kitten without squeezing or hurting its soft little body is to lift it by its neck. But after it has grown larger its own weight is too great to be supported by such a bit of skin and fur as is so grasped by the hand, and many a cat suffers perfect tortures by being held in this manner and is quite helpless to run or struggle, as in such a position certain of its muscles cannot be controlled, and it is absolutely at the mercy of its unconscious tormentor.

The same rule should be observed in lifting rabbits by their ears. They should always be partially supported by the free hand and not allowed to dangle with their whole weight straining from their large but necessarily delicate ears.—Watchword.

#### More Than One Way.

The caller, a man whom he had known in the old town back in Pennsylvania, had dropped in to talk old times with the busy lawyer, and the lawyer had endured it patiently for an hour and a half. Then, unseen by the caller, he pushed a small knob at the end of his desk, and a bell rang in the adjoining room.

"Excuse me a moment, Mr. Hockensplutter," he said, stepping into the other room and proceeding to hold this one sided conversation over an imaginary telephone:

"Hello?"

"Yes."

"—?"

"No, Bertha, I'll not have time to come home for dinner. It's already 4:30, and I have several hours' work yet to do. I am very busy and have been detained."

"—?"

"Yes. Goodbye!"

Then he went back to his desk. But Mr. Hockensplutter had already risen to go.—Chicago Tribune.

#### That Genius Whistler.

Of Whistler Lady St. Heller in "Memories of Fifty Years" writes thus: "He was a genius and had all the defects and qualities of one. To him everything was a joke, the subject of a bonnet. The lightest and daintiest of persiflage was what he excelled in, and one never had a dull moment in his company. He was always late for dinner, arranging the immortal lock of gray hair in its proper place as he came into the room, with apologies and excuses, none of them true—of which he was perfectly conscious and also of the fact that his host and hostess knew that they were not. Wherever he was there would be a circle listening to him, and his ringing laugh would be heard all over the room as he sent his shafts right and left into the joints of the armor of those who were attacking him. It was a great surprise and almost a shock when he appeared as a benedict."

#### How Eskimos Measure Time.

Writing of the Eskimo methods of measuring time in a region of six months day or night, Harry Whitney in Outing says:

"The Eskimo divides his periods into 'sleeps,' but a sleep does not designate by any means the civilized measure of day and night. It is, in fact, a very uncertain term. Often we traveled from twenty to thirty hours without rest. Now there was no night, and I so far lost count of time that I was not at all certain of dates. Our single marches with the succeeding 'sleep' not infrequently covered a full forty-eight hours, or two ordinary days. The object of these extended marches was to take advantage of good weather and general conditions or because no safe or convenient camping place presented itself in the interim."

#### His Birthday.

"When were you born?" asked an inquisitive of Robert Louis one day. "May 10, 1880," was the instant reply, and Robert Louis and Fanny Stevenson exchanged glances. This was their wedding day.

#### A Foot Rule.

Workman—Is there a foot rule in this house? Housekeeper—Yes. Everybody wipes their feet on this mat before they dare come in!—Comic Cuts.

# ALASKA'S BABY METROPOLIS.

Cordova to Be Gateway For New Rush This Year.

## ROAD TO COPPER FIELDS.

Rails of the Copper River and Northwestern Will Be Laid to the Mouth of the Chitina by July, When Immensely Rich Mineral Area Will Be Accessible—A Dramatic Chapter in Railroad Construction.

By CARLYLE ELLIS.

On its second birthday the Copper River and Northwestern railroad, of which Cordova, Alaska, is the terminus, finds itself stretched 100 miles inland up the Copper river. By next July, it is now practically assured, the road will have reached the mouth of the Chitina river, where it branches, heading for the Kennicott copper mines, fifty-eight miles to the eastward.

The road's arrival at the Chitina means that the great Kotsina-Chitina copper region is finally made easily available for mining and prospecting. This will be an event of considerable importance in Alaskan history. Excepting its two great coal fields, this is the richest known mineral field in the territory. Its area is very large, and the opportunities for prospectors and small operators there are almost unlimited. It is absolutely safe to expect spectacular developments at once.

In all of this Cordova is destined to play a conspicuous part, and the sixteen-month-old baby metropolis is preparing for it with quite amazing energy. With the Copper River railroad being driven inland by the powerful Morgan-Guggenheim syndicate to tap the coal and copper fields and the vast golden interior, Cordova becomes inevitably the Alaskan gateway par excellence, and for such a future she was chosen.

The essentials for an Alaskan gateway are a harbor, a town site, a railroad route and proved resources to run the road to.

Cordova has all four, each of more or less excellence, and her railroad has now passed the hundredth mile. The combination is a richly promising one.

Road to Copper, Coal and Gold.

The harbor, though not large, is excellent and susceptible of unlimited development, while immediately available for ordinary tonnage without dredging. The town site is a tundra covered, rocky and irregular hillside, offering most unpromising material, but which has yielded astonishingly well to vigorous treatment. The railroad route, while containing some of the worst obstacles to construction ever encountered, is rapidly pushing forward despite these difficulties and reaching out to the copper region and the coal fields of Ebering river as well as those vast interior regions, the riches of which apart from placer gold are still but guessed at.

Almost every foot of Cordova's streets had either to be blasted out of solid rock, cut out of four feet or more of mushy tundra or built over the tundra. The main streets, in places cut through thirty feet of hill, in others had to be built up as much. The cross streets climb a steep irregular rock hill. Over all there was heavy timber.

It is typical of Alaska and the Alaskans who have built and are making Cordova that these difficulties should have been so lightly regarded and so valiantly met. In her first year of life the baby town has been making such improvements as usually begin to be planned when a city has reached the 50,000 mark and feels the weight of wealth. She is still in swaddling clothes, ragged, unkempt, unfinished, but lusty with youth. The rapidity of her growth is amazing. In the year she has housed a thousand souls, built churches, schools, clubs, warehouses and shops that would be creditable in a large city. She has fitted herself with electric light, water supply, sewers and a telephone system and developed a complete municipal organization. She has also attracted to herself two newspapers, each of which receives a daily cable service from the outside, giving the cream of the world's news, and special service from each of the Alaskan cities connected by wire or wireless—Seward, Valdez, Fairbanks, Juneau, Skagway, Ketchikan, St. Michael's and Nome.

#### Region of Opportunities.

These are some of Cordova's external indications of vitality. Even more significant is the spirit of her people, the dauntless adventure loving, chance taking spirit of the foreloper. They are opportunists all and wide eyed to the opportunity at their door.

As I have said, Cordova's reason for being is the Copper River and Northwestern railroad. Without the railroad or the hope of it she would quickly cease to exist. Her neighbor, Katalla-on-the-Sea, which blossomed when two railroads made a false start from there, still lives, though in greatly reduced circumstances, in the hope of their return.

Meanwhile the millions from below are pouring through Cordova in supplies and materials and cash for the forcing through of the railroad to the famous Bonanza mine and neighboring properties in the region around the head of the Chitina river. The building of this road is one of the most daring railroad enterprises since the Rocky mountains were first penetrat-

ed. The Copper river valley, up which the road must run, is notorious for its violent winter windstorms, its shifting, uncertain, silt falls; racing, vagabond streams; deep snow; rocky, slide scoured canyons and advancing glaciers. The river itself, the only large stream emptying from the Alaskan interior to the southward, is a turbulent, silt laden, ice bearing torrent in which no man can swim twenty strokes. At one place it runs between great living glaciers that discharge millions of tons of ice into its current each day of the summer months, and here the railroad must run too.

#### Scenery Will Become World Famous.

The scenery is of unique grandeur, but these scenic features, so soon to become world famous, have represented to the engineers problems of unexampled complexity. Many of these problems were repeatedly declared to be impossible of solution even under the most favorable conditions of weather and with unlimited time. Two years ago next month the first lot of material and supplies arrived in Cordova. Since then construction has been pushed forward with almost unbelievable momentum.

In these two years a permanent road of a high standard has been completed to the mouth of the Tielkel river, 102 miles from Cordova. Three great steel bridges have been set over the swift flowing Copper river, and a fourth across a great ice scoured channel below the berg lake of Miles glacier is far advanced and will be one of the engineering wonders of the world. Long stretches of tunnel and rock cut and piling have been finished and a fleet of river steamers built and placed in commission.

At Cordova end, where there were no problems of importance, much money has been spent in preparing for the handling of a heavy train service to and from the mines.

The iron in the blood of the men who are building this road shows apparently in the blood of Cordova, for also there has been fighting to do. "Made" towns like this one do not grow of their own volition in a single year. It takes organization, confidence and much toil where one's home must, as here, actually be carved from the eternal hills.

## PULP WOOD IN ALASKA.

Transportation Facilities Only Needed to Open Up Enormous Forests.

Another valuable item has been added to Alaska's growing list of undeveloped resources. Recent expert examination of the timber in the Sushitna basin has confirmed the belief that it is pulp wood of a high quality. The timber is poplar, cottonwood and spruce, but little of which is of commercial value for lumber. The land on which this growth stands includes the 3,500,000 or more acres estimated as grazing and farming land and on which homesteading recently began. This area, distributed among the various valleys of the basin, is for the most part covered with a luxuriant growth of wild redtop grass, with little underbrush and only a moderate stand of timber. It is obvious that with a reasonably convenient market for pulp wood and water transportation, of which there is much, the cost of clearing these lands might be greatly reduced if not made a profit by the sale of the timber as a byproduct.

On Kenai peninsula, along the line of the seventy mile Alaska Central railroad, alone there are many thousands of acres of available pulp wood, and this will be increased with almost every mile of the road's extension toward the Matanuska coal fields. The value of this supply of pulp wood in American territory and the practicability of utilizing it was first pointed out by Levi Chubbuck of the department of agriculture, who visited the region last summer. Still more recently Senator George J. Baird of Canada went in to the Matanuska coal fields and was greatly impressed by the vast area of pulp woods as well as the splendid grazing lands they stood on. He predicts the rapid settlement of this region by farmers and cattlemen.

## TONS OF ALASKA COPPER.

Report of Geologist Brooks Shows Enormous Yield This Year.

"The season of mining in Alaska has been a prosperous one," says Alfred H. Brooks, geologist in charge of the Alaska work of the United States geological survey, who has just returned to Washington from his annual "swing around the circle" in the far north-west. "While dry weather and other unfavorable conditions have curtailed the placer gold production at Nome, most of the other camps have either maintained or increased their output. "Figures of gold output are not yet available, but it seems probable that the production for 1909 will be between nineteen and twenty million dollars. The low price of copper has not encouraged mining of that metal, but about half a dozen properties shipped ore during 1909. It appears probable that the Alaska copper output for the year will exceed 4,000,000 pounds."

#### One Light in Two Thousand Miles.

For the first time the great southern coast of Alaska, more than 2,000 miles long, has this winter a lighthouse. Though one of the most dangerous and stormy coasts in the world and difficult of navigation, even in summer, this area has been wholly neglected until now. The first light is on Cape Hinchinbrook, at one of the entrances to Prince William sound. There are many other places where lights and fog signals are almost as urgently needed, notably Cape St. Elias, where steamers are often held up for days because of fogs and a long, hidden reef. Other lights are, however, to be added next year.

# REPORT OF THE CONDITION OF THE FIRST TRUST AND SAVINGS BANK

at Klamath Falls, in the State of Oregon, at the close of business, January 31, 1910.

RESOURCES	DOLLARS
Loans and Discounts	\$ 68,344.53
Bonds, securities, etc.	2,464.46
Banking house, furniture, and fixtures	2,150.74
Due from banks (not reserve banks)	10,932.53
Due from approved reserve banks	20,402.44
Checks and other cash items	872.13
Cash on hand	19,687.75
Total	\$124,854.58

LIABILITIES	DOLLARS
Capital stock paid in	\$ 25,000.00
Undivided profits, less expenses and taxes paid	48.64
Individual deposits subject to check	50,930.11
Demand certificates of deposit	280.00
Time certificates of deposit	11,585.00
Savings deposits	37,010.83
Total	\$124,854.58

State of Oregon, )  
County of Klamath, ss.  
I, J. W. Seimens, 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:  
J. W. SEIMENS, Cashier.  
J. A. MADDOX, Directors.  
Subscribed and sworn to before me this 7th day of February, 1910.  
E. L. ELLIOTT, Notary Public.

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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<sup>c</sup>HATTAN

England prohibits the use of wireless telegraph apparatus except under and in accordance with a license granted by the Postmaster General.

Vancouver's new dry dock, which will be able to handle 10,000-ton vessels, will be built in England and shipped to British Columbia in parts.

The Glasgow fire department uses four motor driven and operated engines, one truck with 35-foot ladder and a first aid hose wagon.

The British Government is about to lay telephone cables under the English Channel to facilitate business between London and Paris.