



## CAN BE REACHED BY LAKE BOATS

### CONTRACT WILL BE LET FOR EXTENSION ON APRIL 18

No Decision Reached as to Whether It Will Be Built to This City or Not

The exclusive news published in the Herald months ago that the Oregon Trunk was coming to Klamath Falls has been confirmed in practically every detail by President Stevens of that system. As will be seen from the following from the Oregonian, a contract will be let on Monday for the construction of the line to the upper end of Upper Klamath Lake. That will be sufficiently close to the city to admit of connection with the road by water transportation and virtually means that Klamath Falls will have two railroads, and that from then on it will take its place on the railroad map as a common point, meaning the saving of thousands of dollars in freight charges and placing all of Eastern Oregon at the door of this city as a distributing point.

The following is from the Oregonian of Thursday:

The contracts for the construction of forty miles of railroad grade in addition to that for which will be opened April 18, will probably be let before long, was declared yesterday by John F. Stevens, president of the Oregon Trunk Line, who returned in the morning from a business trip to Chicago.

The construction of the forty additional miles will take the road to the north end of Klamath Lake.

"It is out of the range of possibilities that the road will be built to Klamath Falls this year, if we decide to go to that point at all," said Mr. Stevens yesterday.

"It has already been published that we will soon open bids for the grading from Madras south to the northern boundary of the Klamath Indian Reservation. If reasonable bids are submitted the contract for this work will be let. Trunk Line surveyors are now working in the reservation and so soon as they report on available routes, contracts will probably be let for construction work through to some point on the northern shore of the lake. The engineers will then be called in and we will determine how much money has been expended and how much is required for the completion of the work in hand.

**273 Miles in Extent**  
The construction of this additional forty miles will give the Oregon Trunk Line Railway about 273 miles of railroad, which is pretty good for one year's work. It may be that rails cannot be laid for the entire distance this year, but after we get a few miles south of Bend the work is light and I believe the work can be completed through to Klamath Lake before the end of the year. Of course, this construction work will depend on the condition of the money market, but so far we have experienced no trouble in that way."

While Mr. Stevens said nothing concerning the possibility of establishing a steamer service on the lake, a connection of that kind with Klamath Falls upon the completion of the 273 miles of railroad, is well within the range of possibilities. A steamer connection with the lower end of the lake would put the Trunk Line on a competitive basis with the Southern Pacific for Klamath freight business. Klamath is developing into a stock shipping center, about 1000 car loads having gone out of there last year, and the transfer difficulties with live stock from steamer to cars are not difficult.

J. J. Whitcomb was in the city Saturday and said the Oregon Trunk has several crews of surveyors at work on the west side of the lake. They are surveying a line along the west

side of Aspen Lake and are heading toward the Klamath River. These operations would indicate that instead of coming to this city, it will turn eastward from the Upper Lake and head for the Klamath River, penetrating the immense body of timber in that locality owned by the Weyerhaeuser company.

### DAVE SHOOK'S HOME DESTROYED BY FIRE

Believed to Have Been the Worst of Firebugs

Special to the Herald.

**BONANZA, Ore., April 18.**—This part of Klamath County is in a state of feeling never before existing here. It is realized for the first time that the day is not far distant when the old Vigilance Committee of former Western days must once more be resurrected and this community cleared of an element that has been a menace to life and property for many years. This is due to the destruction of the home of David Shook Saturday night, which may be followed by the death of his mother, Mrs. Amos Shook, who lies in a precarious condition as a result of the shock.

It was 10:30 o'clock, and some time after the members of the household had retired, when Billy Shook noticed a bright light shining through his window. Immediate investigation showed that the house was on fire, it having started in the woodshed of the building and gained considerable headway. He aroused the other members of the family and all succeeded in making their escape in scanty attire. So rapidly did the flames spread that nothing was saved.

This is the second fire that has occurred on the Shook ranch within two weeks. The former destroyed the barn and all of its contents, which included thirteen head of horses, farming implements and feed. The last fire practically leaves Mr. Shook penniless.

One of the saddest features of the affair is the condition in which it has left Mrs. Amos Shook, who is nearly 90 years of age and who for many years has been an invalid. She has not recovered from the shock following her rescue from the burning building and is now under the doctor's care, with little hope held forth for her recovery. Should she die it would not be surprising if it would lead to dire consequences.

When Billy Shook went to investigate the source of the light, he heard the foot-beats of two horses being ridden rapidly away from the vicinity of the house. There were no horses loose on the premises and if they had been ridden by friends the light from the flames would have been sufficient to summon the riders to the assistance of the stricken family. The natural conclusion is that they were ridden by the men who applied the torch. Had the fire been started half an hour later it is quite likely that everyone in the house would have been burned to death.

### FIRST RAILROAD BABY

Railroad circles of the city are considerably excited by the arrival, some say of a new conductor, others a new fireman, others a new station agent, while others insist that it is the future head of the Southern Pacific lines, which later claim, however, is disputed by J. D. Church. The new arrival is a nine-pound son, who was born Monday to Mr. and Mrs. D. W. Kaler, employes of the Southern Pacific railroad. He is a lusty youngster and promises to run at least one section of the S. P.—the Kaler household. The question that is now prominently before the railroaders is whether he shall be called Southern Pacific, Harriman, Lovett, Fee, Hood or some other well known Southern Pacific name, and before the matter is definitely settled it is believed it will have to be submitted to a board of arbitration.

Ireland has 2,800,000 acres of peat bogs.

### HUNTLEY HERE TO INVESTIGATE PATTERSON CASE

Charges Were Filed With the State Pharmacy Board Against Merrill Physician

Clyde G. Huntley, secretary of the State Board of Pharmacy, is in the city, called here for the purpose of investigating charges that have been filed with the board relating to Dr. J. G. Patterson, who, it is alleged, has been assuming the role of a pharmacist without a State license. The complaint is the outgrowth of the local option turmoil that has been rending the town of Merrill for some time. Doctor Patterson has taken a very active part in seeing that the ordinances of the city are enforced to the letter. As a result of these activities several men were arrested this week and fined heavily.

The charges against Doctor Patterson were investigated by Mr. Huntley after reaching here last evening. Doctor Patterson appeared in person and stated that he was ready to take the examination, either now or when the board met in June. He informed Mr. Huntley that he has made an honest effort to secure the services of a registered pharmacist, but so far has been unsuccessful, and is prepared to either close up his store, sell out or hire a man who has a license, as he may be directed, pending the time when he takes the examination himself.

Mr. Huntley states that he has performed his duty, so far as he can at this time, and the matter will be passed on to the State board for such action as that body may see fit to take. He leaves for his home in Oregon City in the morning.

### SUFFRAGETTES HISS PRESIDENT TAFT

Follow His Statement That He Is Opposed to Woman's Suffrage

United Press Service.

**WASHINGTON, D. C., April 16.**—Suffragettes agree that the hissing of President Taft last night, while he was addressing the convention of suffragettes, was the saddest blow that could have been placed in the hands of outsiders. The President said that he did not favor woman's suffrage. His statement that suffrage, if granted, would probably be exercised by the "least desirous" element, caused the hissing. He further stated that he did not believe the majority of women favored the granting of the rights of the ballot to their sex.

Today the seriousness of the breach of etiquette, to call it a mild term, was realized by the convention, and a resolution was introduced and unanimously passed amid the cheers of the delegates, thanking the President for having addressed the convention.

### WASHINGTON STATE COLLEGE STUDENTS GO OUT ON STRIKE

Object to Suspension of a Member of the Track Team

United Press Service.

**PULLMAN, Wash., April 16.**—The entire student body of the Washington State College went on a strike today on account of the suspension of G. C. North, a student and member of the track team, following an argument with the steward regarding the quality of food served at the dormitory dining room. Recently the students sent a similar protest and demanding more and better food. North was chosen to represent them. The students declare they will not patronize the dining hall until North is reinstated. President Bryan is endeavoring to settle the controversy.

Mr. and Mrs. W. C. Dalton returned last Friday from an extended trip to points in California. They were accompanied by Mrs. Dalton's mother, Mrs. M. J. Little, of Merced, Cal., who will spend several weeks at their home in Carr City.

## WORK BEGUN ON OREGON EASTERN

OBJECTIVE POINT IS ODELL IN NORTHERN KLAMATH

### THE DIRT BEGINS TO FLY AT VALE

Seems to Be the Purpose of the Harriman Interests to Head Off Hill in Malheur Canyon

**VALE, Ore., April 18.**—Determined on being the first railroad into Harney County, the Harriman interests jumped into Vale Friday morning with a force of 100 railroad laborers and started construction work on the Oregon & Eastern, the survey for which extends westward across the State from this point to a connection with the Natron-Klamath line at Odell.

Material yards have been established in which 90 car loads of ties are already piled up. In addition to several miles of 70-pound steel rails. Engineering parties are now setting the grade stakes along the line of the survey and are camped as far west as the Harper ranch, 25 miles from Vale in Malheur County.

It is believed here that energies will be devoted at first to covering the survey in the Malheur River canyon, where engineering parties, working for the Boise & Western, said to be a Hill road, have been operating for some time.

The construction of 150 miles of road will put the Oregon & Eastern "in the clear." That is, it will take the road through the Malheur canyon and into the Harney Valley to a point on Malheur Lake. From there to the connection near Odell, the country is more or less open and the danger of interference by rival lines is not a matter for serious consideration. It is reported here that work on this 150 miles will be prosecuted vigorously this summer.

"It is Harney Valley or bust," is the expression used here by Engineer Ashton, who has been looking after right of way matters for the company. Engineer F. S. Osborne is now in Pocatello rounding up railroad laborers.

### WASHINGTON LETTER

Western Representative Kicks on the High Cost of Living at the Capitol Restaurant

**WASHINGTON, D. C., April 16.**—The pieces of pie and the glasses of milk are growing smaller in the House restaurant at the Capitol. This discouraging fact has been gradually dawning upon the Congressmen for some time and unless the shrinkage stops at once the lucky individual who is just now conducting the eating house will find himself facing an investigation.

"This piece of pumpkin pie, made of squash, is just one-quarter smaller than the 10-cent piece I used to buy here two years ago," remarked one of the Western Representatives as he surveyed the little three-cornered slab. "Considering the fact that the restaurant man gets his rent, his heat

Miss Snelling arrived last night from Bonanza and left this morning for Albany, where she will remain until July. She will visit in Portland, and while there take the civil service examination. and light free, I do not think that he ought to sting us quite so hard. He charges 25 cents for a turkey or chicken sandwich, 25 cents for a bowl of soup, 50 cents for a piece of fish no larger than the palm of your hand, and when you buy a steak you are expected to mortgage your home to pay for it.

"Senator McCumber was over here the other day and had a steak. When he received the bill he did a little figuring on the menu card and announced that if the whole of an ordinary steer was sold at the rate that steak brought, the animal would net \$4,000. Now I call that going some."

Over in the Senate restaurant, where the same scale of prices prevails, the Senators have compelled the restaurant manager to place a "No tipping" line on all the menu cards. Consequently, the cards are very hard to get nowadays, and if a guest insists upon having one before he orders, the waiter snatches it and buries it under the tablecloth before the next customer sits down. The sign on the cards does not prevent the waiters from grabbing all the tips they can get, nor does it keep them from neglecting a patron the next day if he has forgotten to "come across" on the previous visit.

Sailors of the navy will be deprived of the source of their most cherished souvenirs, if the wreck of the Maine is removed from Havana Harbor. A bill to raise the wreck, or to blow it up, passed the House and

is pending in the Senate. A great mass of tangled and battered steel, extending perhaps ten feet above the surface, marks the resting place of the Maine. When American warships visit the harbor it is this monument to one of the great disasters of the navy and the tomb of scores of their comrades whose bodies were never recovered that interests them more than any of the sights ashore.

A favorite pastime for the sailors is to visit the wreck in small boats and with hammer and chisel get chips of steel to be carried away as mementoes. With a fleet in the harbor it is not unusual to see and hear a dozen sturdy young men in white uniforms laboring to get their souvenirs.

Reasons given for removing the wreck because, they said, it would show that the ship was destroyed by an explosion from within. As the charge that the vessel was blown up by a Spanish torpedo was one of the causes of the war, the Spaniards insist that the United States fears a disclosure that it did Spain an injustice in basing hostilities even partly on the destruction of the battleship. Investigation made by a board of American experts, however, resulted in a decision that the Maine was blown up from the outside.

The Smith brothers were down to their 400-acre ranch and found that James Ingram had done the banner clearing, breaking and plowing of the year. This ground will be put in crop and will add 400 acres of grain to the list of Klamath County's output.

### STRAYED

One bay mare and one black mare each about fifteen and three-fourth hands high and each branded with an ace of clubs on the shoulder. One dun horse three years old branded with a horse shoe bar on the jaw, weight about 1,100. One bay mare branded with a pitchfork on stifle, weight about 1,100.

A liberal reward will be given for information leading to the recovery of any or all of these horses.

W. H. MASON

W3t 3-21

### NOTICE FOR PUBLICATION

Lakeview 02885.  
Not coal land.

Department of the Interior, United States Land Office at Lakeview, Oregon.

March 7th, 1910.

Notice is hereby given that William Sargeant, whose postoffice address is Klamath Falls, Oregon, did, on the 27th day of December, 1909, file in this office Sworn Statement and Application, No. 02885, to purchase the SE 1/4 Section 35, Township 37 S., Range 9 E., Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1878, and acts amendatory, known as the "Timber and Stone Law," at such value as might be fixed by appraisal, and that, pursuant to such application, the land and timber thereon have been appraised, June 14th, 1909, the timber estimated 787,000 board feet at \$75 per M., and the land \$92.00; that said applicant will offer final proof in support of his application and sworn statement on the 20th day of May, 1910, before C. R. DeLap, County Clerk, at Klamath Falls, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

ARTHUR W. ORTON,  
3-17-5-19. Register.

### NOTICE FOR PUBLICATION

Lakeview 02971.

Department of the Interior, United States Land Office, Lakeview, Oregon.

March 5th, 1910.

Notice is hereby given that the State of Oregon has filed in this office its application, Serial 02971, to select under the provisions of Act of Congress, of August 14th, 1848, and the acts supplemental and amendatory thereto, the SW 1/4 SE 1/4, Section 12, Tp. 38 S. R. 9 E., W. M., NW 1/4 SW 1/4 Section 4; SW 1/4 NW 1/4 Section 9; SE 1/4 SE 1/4, SW 1/4 SE 1/4 Section 12, and SW 1/4 SW 1/4 Section 27, Tp. 37 S., R. 9 E., W. M.

Any and all persons claiming adversely the lands described or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to applicant, should file their affidavits of protest in this office on or before the 5th day of May, 1910.

ARTHUR W. ORTON,  
3-17-4-21 Register.

## Not Any Glasses

Don't forget that there are glasses that will do your eyes more harm than good.

The lenses for you must be ground to your measure, just the same as a druggist puts up a prescription.

Glasses chosen in any other way are a positive danger.

This point cannot be given too much emphasis.

It is as easy for you to get the right kind as the wrong.

We will choose them for you, and do it in such a way that mistakes are impossible.

### H. J. WINTERS

Graduate and State Registered Optician

### GOOD SEED RYE

400 bushels of good seed rye for sale, \$1.75 per hundred at ranch.  
2-3-tf JOHN DE PUY.  
Hopkins Ranch, near Midland.

### RELINQUISHMENT FOR SALE

160 acres of land near railroad, cabin and barn, for \$300. Running stream. I have about eight home-steads, level and good running water. For particulars write to

JOHN KNOTT  
CRESCENT, OREGON

### A FEW BARGAINS.

Five lots, signly location, \$1500. Can loan \$750 on the deal.  
A nice cottage with bath, large lot, \$1700. A good buy.  
A large residence, fine lot, \$8500.  
Three cottages on three lots. Room enough for another cottage; \$2250  
MASON & SLOUGH.

### NOTICE FOR PUBLICATION

Lakeview 01187.  
Not coal land.

Department of the Interior, U. S. Land Office at Lakeview, Oregon.  
March 11, 1910.

Notice is hereby given that James E. Newbanks, of Keno, Oregon, who, on May 12th, 1904, made Home-stead Entry No. 3236, Serial No. 01187, for SW 1/4 NW 1/4, N 1/4 SW 1/4, SE 1/4 SW 1/4, Section 17, Township 40 S., Range 8 E., Willamette Meridian, has filed notice of intention to make Final Five-Year Proof, to establish claim to the land above described, before C. R. DeLap, County Clerk, at Klamath Falls, Oregon, on the 23rd day of April, 1910.

Claimant names as witnesses: Samuel Padgett, of Keno, Oregon; Albert Shear, of Keno, Oregon; Ray Lamb, of Keno, Oregon; Chester Wilston, of Keno, Oregon.  
ARTHUR W. ORTON,  
3-17-4-24 Register.

### SUMMONS

In Justice Court for the Precinct of Tule Lake, County of Klamath, State of Oregon.

J. G. Patterson, Plaintiff, vs. Frank Worley, Defendant—Summons.

To Frank Worley, the above named defendant:

In the Name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled action within seven days from the date of the service of this summons upon you, or suffer judgment to be taken against you for the sum of Thirty Dollars and interest with the disbursements of this action.

Given under my hand this 12th day of March, 1910.

G. W. OFFIELD,  
3-17-4-28. Justice of the Peace.

### NOTICE FOR PUBLICATION

UNITED STATES LAND OFFICE.  
Serial No. 03048.

Lakeview List No. 73.

Lakeview, Ore., Feb. 23, 1910.  
Notice is hereby given that the Northern Pacific Railway Company, whose postoffice address is St. Paul, Minnesota, has on February 23, 1910, filed in this office its application to select under the provisions of the Act of Congress, approved July 1, 1898 (30 Stat. 597, 620), as extended by the Act of Congress approved May 17, 1906, (34 Stat., 197), lots 1, 2, 3 and 4 of Section 17, in Township 32, South of Range 7 1/2 East of the Willamette Principal Meridian, containing 81.04 acres.

Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal to applicant, should file their affidavits of protest in this office, on or before the 23rd day of April, 1910.

ARTHUR W. ORTON,  
3-3-4-21 Register.