

"BARLEY MOTOR" SOON TO GO

CITY COUNCIL ADOPTS RESOLUTION TO TEAR UP TRACKS

STORAGE BATTERY CARS MAY BE USED

Klamath Falls Will Be Without Street Cars of Any Kind for Nearly Six Months

The "barley motor" street car line in Klamath Falls will soon be a thing of the past.

City council Tuesday night passed a resolution calling for the car tracks of the Klamath Land and Traction company to be taken up, to permit work to be done on the sewer system for Main street.

When that is finished and the street paving has been completed, the street car company will lay new and heavier rails and will supplant the barley motor with either hydrocarbon, gasoline or electric power. An extension of time for these two purposes was granted by the resolution.

This means that Klamath Falls will be without street car service for probably five months, as the sewer contractors have 150 days to complete their contract and the paving contracts have yet to be advertised and let. Major Worden, representing the traction company, last night agreed to begin work on tearing up the tracks within five days. The present rails may be used for an extension of the street car system on some other streets.

Councilman Castell called attention of the council to the wording of the resolution, calling for unanimous vote of all the councilmen. Councilman Willits was absent, but City Attorney Drake said that the wording was in compliance of what he called the "socialistic act" of 1907. He said the resolution was drawn principally so that the company would not forget that it was bound to assist in paving the street.

Major Worden said his company expected to ask for a new franchise shortly anyway. It is understood that there is some question as to the validity of the present franchise.

Mayor Sanderson suggested Juniper street as the best place to begin tearing up the tracks, and Major Worden agreed to start wherever the council wished.

So if you want to take a picture of or ride on one of Klamath Falls' horse cars you better do so within the next few days. After that they will have gone into the limbo of things forgotten, for when cars are again operated here they will be of modern make and propulsion.

What kind of power will be used has not yet been decided, though the directors are considering the Edison storage battery car quite seriously. This kind of car does away with the necessity for trolley poles or wires entirely. If the Edison car is adopted Klamath Falls will be the first city on the Pacific Coast, so far as known, to have them. That, too, will be no small advertisement for this city.

NEWELL IS SOON SLATED TO GO

Reorganization of Reclamation Service Is Scheduled This Summer

WASHINGTON, May 20.—The long threatened reorganization of the United States reclamation service is scheduled to take place early in the approaching summer; it may start sooner. Frederick H. Newell, director, and Arthur P. Davis, chief engineer, are expecting to be let out at any time, and their expectations will be realized as soon as suitable men are found to succeed them. Other officials connected with the Washington office will probably be dispensed with, as well as some of the engineers in the field.

There is absolute lack of harmony between the leading officials of the reclamation service and Secretary Ballinger. This condition is intolerable, for the direction of the work of the reclamation service is in the hands of the secretary of the interior, who, by law, has general charge of the government irrigation work, and so long as this condition exists, satisfactory results cannot be obtained.

President Taft is fully aware of the situation, and it is known on reliable authority that he has given his assent to a reorganization, and will welcome the change of slate. In the selection of new officers he probably will defer very largely to Secretary Ballinger, for he not only has confidence in the secretary's judgment, but believes that men selected by the secretary will work in harmony with him. So far as can be learned, no successors to present officials have yet been chosen, and it may be a matter of many weeks before the secretary is ready to submit his recommen-

dations to the president. Nothing may be done until after congress adjourns. But when the new slate is made up there is no question but what the changes will be promptly made by the president.

At one time President Taft was loath to consent to a reorganization of the reclamation service; he was then disposed to treat lightly many of the complaints made against the present officials. But latterly the president has undergone a complete change of mind. Director Newell and Chief Engineer Davis have been before the Pinchot-Ballinger investigating committee, and there have given testimony of a character that displeased the president, for following the lead of Glavis and Pinchot, they unburdened themselves of a great deal of suspicion and opinion, all detrimental to Secretary Ballinger, and lost, if not all, unsupported by evidence.

SACRED CONCERT A SUCCESS

Large Audience Delightfully Entertained Last Evening

It was a well-filled house that greeted the participants in the Sacred concert given Friday evening in the Houston opera house for the benefit of the Presbyterian church. It was, perhaps, the most successful event of the kind that has ever been in this city, and the promoters are to be congratulated on the discrimination manifested in the preparation of the program. No encores were granted. Had they been each of those taking part would undoubtedly have had to reappear, for the appreciation of the audience was quite manifest.

Following is the program for the evening:

- "Hark, Hark, My Soul" (Shelley); incidental solos by Mrs. Don Zumwalt and Mrs. Eugene B. Henry.
- "Abide With Me" (Liddle); Mrs. Harry Caden.
- "The Lost Chord" (Sullivan); the Shakespeare quartet.
- "Elizabeth's Prayer," from Tannhauser (Wagner); Mesdames Zumwalt, Henry, Gates.
- "O, Divine Redeemer" (Gounod); Mrs. Birdeau Fraker Gambell.
- "Crucifix" (Faure); Mrs. Don J. Zumwalt, Mrs. Eugene B. Henry; accompanists, Mrs. Burge Mason, Mrs. I. S. Vorhees, Mrs. Oliver Gates.
- "By the Waters of Babylon" (Neldinger); the Shakespeare quartet.
- "There is a Green Hill Far Away" (Gounod); Mr. L. L. Stein.
- "Lift Thine Eyes" (Mehelashon); Mesdames Zumwalt, Henry, Gates.
- "Ave Marie" Latin words (Gounod); Mrs. Don J. Zumwalt.
- "I Waited for the Lord" (Mendelssohn); Mrs. Gambell, Miss Flora Masten.
- "Home, Sweet Home" (Root); the Shakespeare quartet.

KLAMATH PEOPLE SELL CALIFORNIA HOLDINGS

F. A. Smith received word Sunday that San Francisco agents who held an option on the family property of 360 acres in the Turlock irrigation district in the San Joaquin valley had sold the tract for a little over \$30,000 on behalf of the Smiths.

The property has been in the Smith family's hands for the past 50 years. Mrs. Eliza Smith and her two sons, F. A. and W. T. Smith, are the beneficiaries of the sale. The ranch is to be subdivided into ten and twenty acre tracts by the new purchasers.

"Land is booming in prices down there now," said F. A. Smith to a Herald reporter today. "Three years ago it was going begging; now you can see what it is selling for. The ranch has been in our family for many years, and we hated to let it go, but we thought it wise to sell now."

BANDSMEN ARE GREAT HOSTS

The members of the Klamath Falls Brass Band gave an excursion Sunday on the Upper lake that will long be remembered by those who were fortunate enough to be fellow passengers of the band boys.

While it was a warm day on shore, it was very pleasant on the lake, and everyone was well entertained. The steamer Winema carried over 200 people for the trip, 208 tickets being sold. This will net the bandsmen something over \$100. There was music galore and some of the more enthusiastic ones are clamoring for another "band boys' excursion" already. A good many fish were caught by the excursionists.

SOUTHWORTH SELLS HIS UPPER LAKE SWAMP LAND

P. B. Southworth Friday closed a deal whereby he disposes of 330 acres of swamp land located in Shoalwater bay on the Upper lake. The land adjoins the Griffith property at Eagle Ridge, and was purchased by Dudley F. Clark of Portland. The price was \$7,000, and is considered remarkably low for land so favorably located, and Mr. Clark is to be congratulated in securing it at that figure.

WANTS EVERY ISSUE OF CASE RAISED

JUDGE NOLAND MAKES SUGGESTIONS TO THE COUNSEL

In This Way the Supreme Court Will Pass on the Question and Definitely Settle It.

Circuit Judge Noland Monday at the session of the circuit court informally urged the attorneys for both sides in the injunction suit of H. F. Murdock to prevent the removal of the courthouse, to take the larger issues involved squarely before the Supreme Court of the state for settlement.

Judge Noland advised the county court, though without saying so in so many words, to test its power to move the courthouse to the new site by making an order to that effect, and let the opponents of removal contest the case on that issue, bringing it squarely before the courts.

"I want to be candid and fair," said the court, "and will take all the time, both day and night, if necessary, to give the case a careful consideration, but it never can be finally settled until the Supreme Court passes on it. Any taxpayer can bring a suit at any time and tie up some payment."

"Somebody has got to bow to the majesty of the Supreme Court of this state, and the sooner the people of this county find out who has to the better for all concerned," Judge Noland went on to say. "If there's any possibility of getting the question squarely presented I might just as well say for the benefit of the attorneys that it would be easy for the County Court to make such orders as will test the question, and I will say here that the court will not consider it contempt of court for the County Court to make any order with a view of testing this matter before the Supreme Court."

"There seems to me to be three large questions involved right on the surface, although there may be others. These are:

- "First: Can the county convey its title to the present site?"
- "Second: Can it remove the courthouse to another part of the city?"
- "Third: Can it spend money for building a courthouse out of a special fund while the county is still in debt?"

Judge Drake, who with Benson & Stone, represents the County Court in this case, said that he would be glad to have the issue settled by the Supreme Court, and C. F. Stone of Benson & Stone said the same thing. Both attorneys qualified their agreement, however, with the condition that Murdock's attorneys, J. C. Rutnick and F. H. Mills, should present the case squarely before the court, and not on any side issues.

Attorney Mills intimated that the plaintiff's contention would be that an election had already been held, at which it was decided to retain the courthouse in its present location, and Rutnick said that if necessary he would introduce the call for the election, signed by the County Judge to prove it.

Attorney Stone intimated that the County Court's answer to the suit would be a general denial, and Judge Drake suggested that the case be presented on the right of the County Court to build the new courthouse anywhere else than the town of Linkville, which was created by act of legislature many years ago the seat of Klamath county. If this was done, he intimated, the County Court could reply that the town of Linkville is now the city of Klamath Falls. He also declared there was no question about the right of the County Court to appropriate the money for the new building.

Judge Noland advised strongly against going to the Supreme Court in a wrangling spirit, and said that that was like one boy daring another to do something and the other replying that if the first one did so he would do something else.

"You never want to trifle with the Supreme Court," added Judge Noland. "Trifle with this court all you want to, but at the present time I feel like saying this: If it develops into a fight that goes on for ten years or more, as such fights sometimes do, I don't want to feel that I've been remiss in my duty to try to bring about a settlement. Portland and other cities have taken up test cases in that way, and the matter is speedily determined by the Supreme Court."

Finally Judge Drake said that Judge Benson would be home this evening, and they would try to present some plan of action before the court on Wednesday morning.

ENTERTAIN SENIOR CLASS

Miss Oka Swingle entertained the members of the High School Senior class at a luncheon Sunday. The entertainment was given at the home of Miss Swingle, and beside the members of the class Mr. and Mrs. Swingle and Mr. Vallandigham were present.

ASSAILS SOUTHERN PACIFIC CO.

GREETED BY LARGE GATHERING IN COURTHOUSE SQUARE

Is Mised Into the Belief That the Oregon Trunk Will Be Blocked in Entering the City

When the Hill party returned from its trip to Merrill about 5 o'clock yesterday afternoon the guest of the city was escorted to the platform in the courthouse yard, where he delivered an open air lecture on what his company might be expected to do. Incidentally he took occasion to show how gravely he had been misled by certain interests in this city into the belief that the Oregon Trunk would have difficulty in gaining an entrance into Klamath Falls. After he goes over the events of his trip to this city, he will awaken to the fact that he was made a catspaw of while here, and that the whole plan of campaign was used for the purpose of getting him to use his influence to have the Oregon Trunk enter this city via the west side of the lake and city. The people of Klamath Falls care not one whit whether he brings the road in on one side or the other. All they care for is the coming of the road, provided it comes without any strings tied to it.

Mr. Hill was introduced by Judge Baldwin, which fact caused a smile to pass over the countenance of many, in view of the oft-repeated statements of the Judge that he "wished a railroad never came to Klamath Falls."

Judge Baldwin—Ladies and gentlemen, another great event has happened in this great section of ours. We have had the pleasure of escorting through a portion of the Klamath Basin the son of the man who is known the world over as the "Empire Builder"; a man who has built railroads and developed a great deal of this magnificent country of ours.

Mr. Hill is now a man of about 74 years of age, and while he would have been glad to have made this trip through Central Oregon, he was physically unable to do so. He sent his son, Louis Hill, to represent him; a man who looks, acts and talks like a farmer. I think that he has a farm of 600 acres of his own, and he has been kind enough to say that he has seen farms in his ride today that are far and away better than the little farm of his. Mr. Hill is pretty tired, after his 9,000 mile trip in Central Oregon, but he will have something to say. I do not believe he will promise to build a railroad through here across every farm, but we have hopes that he will. If he has to put up the money we will have to take, of course, what he gives us.

Mr. Hill—Ladies and gentlemen of Klamath County, it is rather difficult for me to show against such attractions as you have just had on this platform.

I will have to be, I find, a little careful of what I say in Klamath Falls. As I came down on the boat I tried to keep awake, but apparently I must have gone asleep and talked in my sleep, because I found in the newspaper a great many things credited to me, nearly a full page, of startling news and things that were as new to me as they were to the people who read them this morning. Now, that may be good for Klamath Falls, but I do not think that it is. I do not think anything like that is good policy. Whenever anything of that kind occurs in our country it is always necessary for me to correct the impression, as I want my word to be good. If I make the promise or statement that the Great Northern money will put a railroad in here as fast as money can get it here, I hope that you people would believe me. If that were true the road would get here very soon, but I do not recall ever having made such a statement, or ever having such an idea, and it is only proper to tell you so now. I am largely out here as a tourist, to see the country. We are building in Central Oregon; we haven't built much in Southern Oregon, but we are looking over the country to see if the country would be attractive for a railroad.

We see a very good country here, but if I were picking out a location for a town to build into, I do not think, from what I can learn, that Klamath Falls would be a good place to start in.

Upon our road we let the public own the towns and run them, but down here apparently the railroads have a hand in them. Now, I would not want to interfere with anybody's town, if it is a railroad town, and that is one thing we will have to consider. Klamath Falls seems to be a railroad town from the standpoint of railroad officials having property interests here, additions in which they are interested. Now, you can imagine what results we would obtain if we were to try to secure station grounds through the portion of the city that is owned by some other railroad, which would not do a great deal to encourage us in our work of devel-

opment. But I presume that there are two sides of a town. If we cannot get in on one side, we can on the other.

But that is some way ahead, I believe. How far I haven't any serious idea nor can I suggest to any one. I am not down here to look for a location to build a railroad, I am simply looking at the country. I know that I could enthrall this body of people by telling them things that I call false promises, that might work out in time, but I am not here to see if I can be a good fellow with you today. I want to return. I want to leave myself with you in a position that I can return. Whatever I say to you today is not much. I have no encouragement to offer you; all I can say is that I have found a good country here. I think it is typical of the West.

This territory is remote from us. There is no reason why I should undertake any of your problems here, but back in our country we work pretty close to the people in these matters. You should take counsel with any one in your locality who can help; let them know your difficulties and insist upon them being worked out right. The pioneers who drove into this country in mule teams and prairie schooners were strong men. It took strong ones to get here; the weak ones fell by the wayside and settled the Eastern States; the strong ones came through and settled Oregon. You find these people here today. I can nearly pick them out. Today I met two of them; they had been here for years, and I called the turn on them. There is a something about these men that distinguishes them; their earnestness and seriousness, and, above all, a square and honest bearing, that carries assurance. They have given their lives to this country, and are now being annoyed and harassed by people sent from the East who are theorists as to what is best for the West. They have theories that they have never carried out, theories that would not help. They want to conserve for somebody. I do not know who they want to conserve for. Conservation is right in its right and proper place, but there must be a development go with it. The people of the East have used up their natural resources, and now they find that the West still has them. They want to conserve what is in the West because there is none in the East. That is hardly fair to the West. I think that each locality should take care of its own. Some arrangement should be made in each State whereby revenue derived from the public lands could be returned to the state and used for good roads. You will need wagon roads more than railroads. We are building a railroad in the Deschutes valley, and I am certain that there will be two out of every three stations that you could not reach by wagon, and it is up to somebody to build them. You should pay attention to wagon roads. We are building some to get in our supplies. The settlers will get the benefit, but it is not for railroads to build wagon roads. Some one else will have to do that. Fortunately for this state you have not too many railroads. You have some very good wagon roads, all you need is a little work on them. Your main highways must be improved and made very important.

MANY INJURED BY EXPLOSION IN CUBA

Ignorant Natives Believe It Result of The Comet's Visit

United Press Service.
HAVANA, May 19.—A strong force of picked rural guards reached Pinar Del Rio today, the officials of that section fearing the possibility of an uprising following the dynamite explosion which killed over a hundred and wounded several hundred more, besides wrecking the garrison. Many of the injured are expected to die. Officials believe the explosion was accidental, but fear revolutionists might make it the opportunity for an uprising. The cause of the explosion is being investigated, but the men who were employed in transferring the explosives were all killed, and there is little likelihood of much being learned.

SCHOONER BURNED OFF THE OREGON COAST

Crew Takes to Small Boat and Lands Safely After Severe Struggle

United Press Service.
NEWPORT, Ore., May 20.—Captain Gus Peterson, wife and crew of nineteen men arrived in Newport today, bringing the news of the burning of the schooner J. Marhofer Wednesday afternoon. The ship was an oil burner, and burned to the water's edge. All got aboard a small boat, and started to row to Newport, seventeen miles distant. One of the crew died of exhaustion and exposure before reaching land.

Many a woman as sharp as a brier at the bargain counter has been obliged to confess that she was fooled in the selection of a husband.—Ex-

BIG LUMBER COMPANY STARTS

SAVAGE BROS. TO ESTABLISH MILL AND YARDS ON SIXTH

WILL PUT UP FIVE NEW BUILDINGS

Meadow Lake Lumber Company Is Also to Come in With a Big Lumber Yard and Other Interests

One by one the big industries are coming to Klamath Falls.

The latest is to be a big planing mill and lumber yards at the corner of Sixth street and the California Northeastern railway tracks, to be built by Savage Bros. Lumber company. The Savage brothers, H. J. and H. Savage, took out a building permit from the city council last night, and will rush work on their plans at once. They will have a main building 60x60, a boiler room 57½x37½, an office 30x30 and a lumber shed 60x100, besides a planing mill 30x40, of two stories, with brick flues.

The Meadow Lake Lumber company is also to have a large lumber yard and other buildings at about the same location, directly across from the Standard Oil property.

Savage Bros., the Meadow Lake Lumber company, C. H. Withrow, F. H. Mills and A. L. Leavitt, property owners in the district, also petitioned the council for a fire hydrant or fire plug and a water supply at Sixth street and the railroad track. Savage Bros. will use city water for steam power.

The necessary action was taken.

FRACTIOUS COW BREAKS A MILKER'S LEG

Dr. Hamilton was summoned to the W. W. Masten ranch last Friday to place in splints the broken leg of B. C. Bradshaw. Bradshaw started to milk one of the cows this morning, to which operation she strenuously objected. She landed a vicious kick on his right leg, breaking it between the ankle and knee. No other injuries were inflicted. The doctor reduced the fracture, and left the patient resting as comfortably as circumstances would permit.

An enterprising exchange has a long catalogue for work for rainy days; but then, who wants to work on rainy days?

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

GOOD SEED RYE

400 bushels of good seed rye for sale, \$1.75 per hundred at ranch.

2-3-4t JOHN DE PUY,
Hopkins Ranch, near Midland.

A FEW BARGAINS.

Five lots, slightly location, \$1500. Can loan \$750 on the deal.

A nice cottage with bath, large lot, \$1700. A good buy.

A large residence, fine lot, \$3500. Three cottages on three lots. Room enough for another cottage; \$2250

MASON & SLOUGH.

Get Expert Advice About Your Eyes

When dealing with a delicate organ like the eye there should be nothing left to chance.

The science of optics provides the most precise mechanical devices for measuring the eye defects.

Having these necessary appliances and being skilled in their use, we do not hesitate to invite you to come to us with your eye troubles.

H. J. WINTERS

Graduate and State Registered Optician