

# 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.

## MERCHANT MARINE GREATLY NEEDED

MAIL SUBSIDY OR OTHER MEANS SHOULD BE USED

SHOULD FORTIFY THE PANAMA CANAL

President Taft's Message Advocates a New Policy in the Organization of Troops

WASHINGTON, D. C., Dec. 6.—

The president opens his message with a statement that "the year has been notable as witnessing the peaceful settlement of important international controversies," among which was the fisheries dispute, which has been the subject of negotiations since 1818. He refers to the authorization of the appointment of the commission to consider the expediency of limiting the armament of the nations and settling all disputes by means of arbitration, adding that he has not as yet appointed the members of the commission because he has invited expressions of foreign nations as to their willingness to co-operate by the appointment of similar commissions.

### Tariff Negotiations

"The new tariff law imposed upon the president the responsibility of determining whether or not any undue discrimination existed against the United States and its products in any country of the world." Wherever any such discriminations existed they were removed by negotiations.

The policy of broader and closer trade relations with the Dominion of Canada which was initiated in the adjustment of the maximum and minimum provisions of the tariff act of August, 1909, has proved mutually beneficial. It justifies further efforts for the readjustment of the commercial relations of the two countries. The reciprocity on the part of the Dominion government of the sentiment which was expressed by this government was followed in October by the suggestion that it would be glad to have negotiations resumed. In accordance with this suggestion the secretary of state, by his direction, despatched two representatives of the department of state, as special commissioners, to Ottawa, to confer with representatives of the Dominion government.

### Merchant Marine

Another instrumentality indispensable to the unhampered and natural development of American commerce is merchant marine. All maritime and commercial nations recognize the importance of this factor. The greatest commercial nations, our competitors, jealously foster their merchant marine. Perhaps nowhere is the need for rapid and direct mail, passenger and freight communication quite so urgent as between the United States and Latin America. We can secure in no other quarter of the world such immediate benefits in friendship and commerce as would flow from the establishment of direct lines of communication with the countries of Latin America.

I alluded to this most important subject in my last annual message; it has often been before you, and I need not recapitulate the reason for its recommendations. Unless prompt action be taken the completion of the Panama will find this the only great commercial nation unable to avail in international maritime business of this great contribution to the means of the world's commercial intercourse.

I cannot too strongly urge upon congress the passage of a measure by mail subsidy or other subvention adequate to guarantee the establishment and rapid development of an American merchant marine, the restoration of the American flag to its ancient place upon the seas.

### Treasury Department

The final estimates for the year ending June 30, 1912, as they have been sent to the treasurer on November 29th of this year for the ordinary expenses of the government, including those for public buildings, rivers and harbors and the navy building program amount to \$630,494,013.12. This is \$52,964,887.36 less than the appropriation for the fiscal year ending June 30, 1911. It is \$16,883,659.44 less than the total estimates including supplemental estimates sub-

mitted to congress by the treasury for the year 1911, and is \$5,574,659.19 less than the original estimates submitted by the treasury for 1911. These figures do not include the appropriations for the Panama canal, the policy in respect to which ought to be, and is, to spend as much each year as can be economically and effectively expended in order to complete the canal as promptly as possible. It will be noted that the estimates for the Panama canal for the ensuing year are more than \$56,000,000, an increase of \$20,000,000 over the amount appropriated for this year, a difference due to the fact that estimates for 1912 include something over \$19,000,000 for the fortification of the canal. Against the estimated expenditures of \$630,494,013.12, the treasury has estimated receipts for next year \$680,000,000, making a probable surplus of ordinary receipts over ordinary expenditures of about \$50,000,000, or taking into account the estimates for the Panama canal, which are \$56,920,847.69, it will mean a deficit for the next year of about \$7,000,000 if congress shall conclude to fortify the canal. The cost of the fortification of the canal is about \$19,000,000.

The corporation excise tax, proportioned income, has worked well. The tax has been easily collected. Its prompt payment indicates that the incidence of the tax has not been heavy. It offers, moreover, an opportunity for knowledge by the government of the general condition and business of all corporations, and that means by far the most important part of the business of the country. In the original act provision was made for the publication of returns. This provision was subsequently amended by congress and the matter left to the regulation of the president. I have decided the issue of the needed regulations.

### The Payne Tariff Act

The schedules of the rates of duty in the Payne tariff act have been subjected to a great deal of criticism, some of it just, more of it unfounded, and to much misrepresentation. The act was adopted in pursuance of a declaration by the party which is responsible for it that a customs bill should be a tariff bill for the protection of home industries, the measure of protection to be the difference between the cost of production of the imported article abroad and the cost of producing it at home, together with such addition to that difference as might give a reasonable profit to the producer. The basis for the criticism of this tariff is that in respect to a number of the schedules the declared measure was not followed but a higher division retained or inserted by way of undue discrimination in favor of certain industries and measures. Little, if any, of the criticism of the tariff has been directed against the protective principle above stated; but the main body of criticism has been based on the charge that the attempt to conform the measure of protection was not honestly and sincerely adhered to.

### The Tariff Board

Commenting on the provisions of the tariff law creating the tariff board, the president states that he hopes to be able at the opening of the new congress to bring its attention to the schedules that may need amendment, as a result of the findings of the board. The carrying out of this plan means the considering of one schedule at a time, and thus facilitates the removal of noteworthy defects in an important law without disturbing business prosperity.

### War Department

The army now numbers about 900 men, of which about 18,000 are engaged in the coast artillery. The general plan for an army of the United States at peace should be that of a skeleton organization with an excess of trained officers, and thus capable of rapid enlargement by enlistments, to be supplemented in emergency by the national guard and a volunteer force.

There is now pending in congress a bill repealing the recent volunteer act and making provision for the organization of volunteer forces in time of war, which is admirably adapted to meet the exigencies which would then be presented. The passage of the bill would not entail a dollar's expense upon the government at this time, or in the future, until war comes, but when war does come the methods therein directed are in accordance with the best military judgment as to what they ought to be, and the act would prevent the necessity for the discussion of new legislation and the delays incident to

its consideration and adoption. I earnestly urge the passage of this volunteer bill.

### Panama Canal

At the instance of Colonel Goethals the army engineer officer in charge of work on the Panama canal, I have just made a visit to the isthmus to inspect the work done and to consult with him on the question of certain problems which are likely to arise in the near future. The progress of the work is most satisfactory. If no unexpected obstacle presents itself the canal will be completed well within the time fixed by congress, to wit, January 1, 1915, and within the estimated cost of \$375,000,000.

Among questions arising for present solution is the decision whether the canal shall be fortified. I have already stated to the congress that I strongly favor fortification, and I now reiterate this opinion, and ask your consideration of the subject in the light of the report already before you.

If, in your discretion, we believe modern fortifications to be necessary to the adequate protection and policing of the canal, then it is our duty to construct them. We have built the canal. It is our property. It is also well known that one of the chief objects in the construction of the canal has been to increase the military effectiveness of our navy. Failure to fortify the canal would leave us in the possession of rights we would be powerless to enforce.

In determining what the tolls should be, we certainly ought not to insist that, for a good many years to come, they should amount to enough to pay the interest on the investment of \$400,000,000 which the United States has made in the construction of the canal. The benefit to be derived by the United States from this expenditure is not to be measured solely by a return upon the investment.

In addition to the benefit to our naval strength, the canal greatly increases the trade facilities of the United States. It will undoubtedly cheapen the rates of transportation in all freight between the Eastern and Western seaboard, and it will greatly increase that trade by reason of the reduction in its costs.

In all these cases the question whether the Panama canal is to be used and its tonnage increased will be determined mainly by the charge for its use. My own impression is that the tolls ought not to exceed \$1 per net ton. On the whole, I should recommend that within certain limits the president be authorized to fix the tolls of the canal and to adjust them to what he believes to be a commercial necessity.

I cannot close this reference to the canal without suggesting as a wise amendment to the interstate commerce law a provision prohibiting interstate commerce railroads from owning or controlling ships engaged in the trade through the Panama canal. I believe such a provision may be needed to save the people of the United States the benefits of the competition in trade between the Eastern and Western seaboard.

### Postoffice Department

The postmaster general has been able to make his estimate of the expenses for the present year so low as to keep within the amount the postal service is expected to earn.

Upon the recommendation of the postmaster general I have included in the classified service all assistant postmasters. I think it would be wise to put in the classified service the first, second and third class postmasters.

With respect to the parcels post I recommend its adoption on all rural delivery routes and that 11 pounds—the international limit—be made the limit of carriage in such post.

The president calls attention to Peary's discovery of the north pole, and adds:

I recommend fitting recognition by congress of the great achievement of Robert Edwin Peary.

### Railroads and Anti-Trust Laws

For the protection of our own people and the preservation of our credit in foreign trade, I urge upon congress the immediate enactment of a law under which one in good advances money or credit on a bill of lading issued by a common carrier upon an interstate or foreign shipment, can hold the carrier liable for the value of the goods described in the bill at the valuation specified in the bill.

I further recommend that a punishment of fine and imprisonment be imposed upon railroad agents and shippers for fraud in misrepresentation in connection with the issue of bills of lading issued upon interstate and foreign shipments.

### Klamath Falls Best

R. M. Sarter, formerly of Klamath Falls, arrived in the city Thursday from Marshfield, where he has been in business since leaving here about a year ago. Bob expects to be in the city about two weeks, and may decide to return here permanently. He likes the Coos Bay country very much, and has been successful while there, but says that after all Klamath Falls is the one best place.

## THE CITY AIDS MILLS ADDITION

WANTS THE THINGS ASKED FOR BY COMMITTEE

A FORCE OF MEN IS NOW AT WORK

Drains Are to Be Cleaned Out So That the Water Will Not Remain in the Streets

At the last meeting of the city council a committee from Mills addition, representing the Mills Progressive association, through Captain O. C. Applegate and the president, J. W. Ross, addressed the council and told of the conditions that existed in that fast-growing portion of the city. Mr. Ross stated that the residents of that part of town were willing to do all that they could, but that they thought the city should aid them in the work. They wanted some of the channels conducting the water along the streets enlarged, so that the water from the rain and the snow would flow off freely.

The matter was left in the hands of the street committee, with power to act, and yesterday afternoon Mayor Sanderson and Councilmen Wilkins and Summers went to the Mills addition to see what was necessary to be done. The result of the investigation is that a force of men is now at work under Mr. Owens, and is cleaning out the drains so that the water will flow away rapidly, and doing such other work as is necessary. The Progressive club has shown the stuff of which it is made, and the street committee of the council has likewise shown that it can act with promptness.

### STOCK ITEMS

Beef men are having a hard time, owing to the severe weather the last two weeks and the high price of hay in the Merrill country.

Mr. Mitchell was compelled to send out over 1,500 cattle from the Klamath Basin last week. He sent them to Willows and Hamilton City, Calif.

There are not to exceed 2,500 cattle left at Merrill belonging to J. C. Mitchell, Louis Gerber and C. Swanson.

A. T. Langell and Louis Gerber purchased 47 fine brood mares in the Merrill country last week of G. Manning, Guy Merrill, Dan Colwell and Joe Denny. These fine animals will be shipped to Mr. Gerber's brother's ranch at Tehama, Calif.

We understand that sheep are doing exceptionally well on the desert so far. The last storm was greatly needed there to start the feed.

What the Klamath country needs as irrigation comes is a diversity of farming. Raise hogs, poultry and run a small dairy. Raise a few good horses and mules, and it will bring money to the farmer.

### PROSPERITY REBEKAH LODGE NO. 104 ELECTS OFFICERS

At the last meeting of Prosperity Rebekah Lodge No. 104, I. O. O. F., the following capable officers were elected for the ensuing term:

Noble Grand—Mrs. Nellie Wattenburg.  
Vice Grand—Mrs. Nellie Van Riper.  
Recording Secretary—Miss Lulu Straw.  
Permanent Secretary—Mrs. Mary Hogue.

Treasurer—Mrs. Alice Goeller.  
The appointive officers will be selected on the night of installation.

### Precipitation for November

The precipitation for the month of November was 5.18 inches, including melting snow. The precipitation for the same period last year was 5.29 inches.

### Invest Your Money

IN KLAMATH FALLS REAL ESTATE value will advance more rapidly than in any other city in the Northwest.

A NEW HOME only a few blocks from Public School; 5 rooms with bath; modern in every way. Only \$500 cash, balance easy monthly payments.

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