

ESPEE GETS BUSY ON HEELS OF HILL

FORMER USING GREAT NORTHERN MAN'S WEAPONS, WHICH ARE NONE OTHER THAN NEW RAILROADS

The Southern Pacific company has at last recognized the efforts of James J. Hill to obtain an entry into California.

In Oregon the Pacific Great Western, the probable name of J. J. Hill's California transcontinental road, is being projected to connect Eugene with Coos Bay and the Coos Bay territory. Surveyors of this Pacific Great Western are already working in the northern part of California, attempting to map out a route for Hill's line's entry into this city before 1915. And the Southern Pacific company is fighting Hill with Hill's own weapons, and the weapons are new railroads.

Five new lines working out of or toward Eugene are being projected by the Southern Pacific or Harriman lines.

These are: The Oregon Eastern, which is building the Southern Pacific's cut-off between Eugene and Klamath Falls.

The Oregon Electric, which is building south from Salem, and which will connect Eugene with Portland, and which is said to be a Harriman enterprise, because of the fact that many of its stockholders are essentially Harriman men.

The Willamette Pacific, which is the Southern Pacific's line between Eugene and Coos Bay, and which is the most direct rival of the Pacific Great Western.

The Oregon Eastern, which will connect with the Oregon Short Line, a distinctly Harriman enterprise, on the eastern border of the state, and build through Malheur canyon and across Central Oregon to Eugene.

The Portland, Eugene and Eastern, which is building an electric road from Monroe, and which will provide another line to Portland via Corvallis and the Southern Pacific's so-called west side line.

Figures presented to Wm. Sproule, president of the Southern Pacific company, show that the Oregon Electric will probably be the first line completed. Most of the grading, according to these figures just presented to Sproule, has been done between Salem and Albany, and a portion of the work is under way between Albany and Eugene. It is the opinion of Sproule and other Harriman officials that cars will be running between Portland and Eugene by next fall.

Work on the Klamath Falls cut-off has been under way for more than two years, and will probably be finished before the expiration of 1912. The year of 1911 saw approximately forty-five miles of road completed, and the present year, according to Southern Pacific officials, will see the remaining fifty miles of road completed. There is little doubt but that Eugene is to be the headquarters for the Southern Pacific centralized fight against Hill, as the Southern Pacific has recently improved facilities for handling trains at that point, and has many plans for new improvements before the expiration of this twelve-month.

When this line is completed Klamath Falls will be on the main line of the Southern Pacific between Portland and San Francisco, and not until the Hill purchase of terminal facilities at Klamath Falls did the Harriman lines establish this main line point.

An illustration of the Southern Pacific's work upon its Coos Bay invasion is found in the fact that contracts were recently let for the building of the first 140 miles of the Oregon Eastern's cross-state line from Vale to Eugene. This will give the Harriman line a direct outlet to the East from the Willamette Valley, and may be used as the main line between Portland and the East. The road is destined to connect the Southern Pacific's new line at or near Crescent, a short distance south of Eugene. And it is not unlikely that a point north of Crescent and nearer Eugene will be selected as the western terminus of this road.

It is calculated by railroad officials that it will take four years to build the line from Vale, the eastern terminus, to the western destination. The Hill road—the Pacific Great Western—is projected to build from Eugene to Coos Bay along the same general route that has been adopted by the Southern Pacific.

The Portland, Eugene and Eastern is without doubt a more pretentious enterprise than is apparent. This concern is building between Monroe and Eugene, and is known to be backed by Harriman interests. It is known that the logging road between Corvallis and Monroe recently passed into the hands of the Southern Pacific. The line between Monroe and Eugene will give the Harriman system a through electric road to Portland, inasmuch as present plans contemplate the electrification of all the so-called West Side lines between Portland and Corvallis.

This will enable the Southern Pacific to meet the Oregon Electric, its

Hill rival road, on equal terms for the heavy traffic centering in and about Eugene. And it is all conceded to show that the Southern Pacific is prepared to fight Hill's proposed entry into this California, via Oregon, and to fight the Hill lines every inch of the way.

It is known in San Francisco that a visit of Sproule and E. E. Calvin, vice-president of the Southern Pacific, to Oregon had a good deal to do with orders to rush the recent Harriman improvements in Oregon. And it is also known that soon Sproule and Calvin and Traffic Vice President McCormick are to make another tour of their Oregon lines.

Their visit will doubtless result in the announcement of a number of new lines projected in such a manner as to compete more vigorously with Hill, according to local railroad officials. The Oregon battle is considered only the preliminary to the real competitive fight that, it is said, is bound to ensue when Hill's official foothold is heard in California.

NEGRO BRUISER GOING TO NEW YORK SEEKING MATCH

CHICAGO, Jan. 19.—After declaring war on the metropolis, pugilistically, Jack Johnson, heavyweight champion, has changed his mind and declares he intends to leave for New York soon to sign for a match there with either Carl Morris or Al Palzer. The fact that Chairman O'Neill of the New York boxing commission has stated that Johnson would not be permitted to engage in any bouts in New York state.

When reminded today that he had said that he would "blacklist" any fighter engaging in a contest in New York, Johnson said:

"Well, Ah reckon I've got as much right to change mah mind as anybody else. I just want to show Mistah O'Neill that he can't discriminate against mah."

Johnson received a \$15,000 offer to engage in a ten round contest from a New York club. The name of his prospective opponent was not named, but it is believed to be either Morris or Palzer. Johnson said he would ask more money from the bidder when he arrives in New York.

SOUTHERN REPUBLICANS SCRAP OVER FAVORITES

WASHINGTON, Jan. 19.—A bitter pre-convention fight is being waged throughout the South by three branches of republicanism, according to reports. Organized campaigns to capture delegates to the Chicago convention are being conducted by the Taft forces, the La Follette boomers, and more recently proponents of Colonel Roosevelt.

Politicians here were surprised when they heard that foremost among the Roosevelt workers below the Mason and Dixon line was Ormsby McHarg, originally a Roosevelt boomer back in 1907, later one of Hitchcock's lieutenants, lining up Taft delegates in the Western country, substantially rewarded for his work by a job as assistant secretary of commerce and labor, retired, it was reported, because he issued an interview characterizing Roosevelt as "the little yellow dog under the republican bandwagon."

Reports that McHarg had experienced a change of heart about Roosevelt were received with much interest, as much as the other tip—that George W. Perkins, former partner of J. P. Morgan, and at present director in both the steel and harvester trusts, is financing the Roosevelt boom because of his personal friendship for the colonel.

Representative Nelson (progressive republican, Wisconsin) is in charge of the nurturing of the La Follette boom in the South. Secretary Hilles is busy lining up the administration forces for Taft.

MAIN STREET LOT AT \$300 PER FOOT

Crisler & Stilts have sold half of the vacant lot on the south side of Main street, between Allen Sloan's abstract office and the Van Riper grocery, to C. E. Riley. The lot is 56x100 feet, and the price paid was \$300 per front foot.

The owners of the entire tract contemplate putting a brick store building of two stories on the site in the spring.

Mr. Riley will probably move his saloon from the present Sixth street stand into the new building. If this is done the bar will be the most centrally located in the city, save that of Z. C. Powell.

It is reported today that Howard F. Shepherd has sold for \$10,000 the property across the street from the Crisler & Stilts-Riley tract. On this block is a one-story business block in which are located the offices of Arthur R. Wilson and Harry D. Mills, and the tailor shop of Alt & Bodge.

In an interview at New Haven Saturday President Taft refused to comment on the Cummins candidacy.

PARCELS POST UNDER ADVISEMENT

THROUGH LOWER RATE THAN GIVEN FOR DOMESTIC MAIL—BILLS FOR REFORM ASK SERVICE AT LESS THAN COST

WASHINGTON, D. C., Jan. 20.—Notwithstanding the liking of the people personally for President Taft, Farmers and merchants alike have expressed irritation in the hearings of the senate postoffice committee, now being conducted by the chairman of that committee, Hon. Jonathan Bourne, that Postmaster General Hitchcock, with approval of the president, continues to add countries under agreement to transport merchandise by mail for less than postage charged for domestic parcels; making the rate for such countries 12 cents per pound or fractional part thereof, whereas the rate within the United States is 16 cents per pound. Congress has been criticised by people who erroneously believed such arrangements were made by congress.

Farm journals supported by the advertising of retail mail order houses have printed riot-breeding statements that foreigners who come to America and have occasion to send or receive parcels from across the sea are given privileges not enjoyed by our home people in a domestic way. Representatives of the Grange and similar organizations have declared in the senate hearings upon parcels post that congress should either provide the same rate for domestic service or prevent, if possible, the postmaster general from adding remote and unimportant foreign places in such agreements. Some of the representatives of mercantile organizations, believing that the postmaster general has been doing these things to add to the clamor for parcels post, have been thinking things about the postoffice department, which, if thought in print, would probably bar them from the mails. Such a scarcity of information exists in the minds of the people generally as to just how these things have been brought about, regardless of hails in America being so much longer than those of European countries generally, that the introduction of a resolution of inquiry in congress calling for full information for the benefit of the public would not be surprising.

Merchants are significantly mentioning that the National Federation of Retail Merchants, representing about half a million retail merchants, is apt to become an active factor in the coming campaign; regarding the subject of parcels post as more important than any party question. The very capable secretary of this organization is J. R. Moorehead of Lexington, Mo. The wholesalers of the country are also effectively organized in opposition to parcels post, under the name of the American League of Associations, the work of the organization in Washington being in charge of E. B. Moon.

Hearings of the senate postoffice committee are yet being held. They develop some interesting view points.

One of the national farm organizations filed resolutions of endorsement of Representative Lewis' scheme for confiscation and government operation of the express companies. Representatives of others insist upon a flat-rate system of parcels post. One or two advocates before the committee said they would be satisfied with a preferential rate being given in a zone of origin of shipment. Their plan to have parcels transmitted long distances at the same rate as provided for short hauls seem somewhat contradictory to their profession of retaining any obligation to support the communities in which they live. Members of congress say it will be difficult to give these people legislation until they can agree upon what they want.

Advocates of parcels post say they want the government to go into the express carrying business largely to reduce exorbitant express rates. Representatives of the mercantile associations say that the express companies, in their hogghishness, are to blame for all the agitation for a parcels post, but that the mercantile associations are doing all in their power to secure regulation and reduction by the interstate commerce commission and the railroad commissions of various states. They say that the merchants pay a larger proportion of these express charges than the farmers do. They add, however, that the express companies, with all their faults, have never considered doing the local communities the injury that is now proposed that the government should in fact through the carriage of parcels at the same charge for 1,000 miles as for thirty miles.

They say that such a system as proposed is that of protection turned upside down; that it is a reversal of all the laws of justice and right for the man who goes into a new community and establishes a store or factory to have to meet upon equal terms in his own community the competition of the man who has remained in an old-settled community, but who gets the government to transport his parcels to remote consumers at the same price as they charged by the government to

the man a few miles away. Free trade, they say, while not proposing any artificial stimulus by the government to the development of home industries, leaves such individual with the advantages nature gives him in the local markets, which have cost him some effort to attain.

Mr. Cowles, secretary treasurer of the "Postal Progress League," told the postoffice committee of the senate and of the house that he wants the man of Northern Maine to have the same advantages in the markets of the Central West as those now enjoyed by home dealers and manufacturers situated there. Opponents of parcels post say that such advocates seek to deprive them of the results of the work of their commercial clubs and similar organizations in promoting industrial growth and that the natural result of such a revolution of methods of trade distribution would be to congregate the factories of the country where labor and power are cheapest as in the neighborhood of Niagara Falls.

Local merchants say they are now paying freights according to length of haul, they support local industries, pay home taxes, are not seeking markets thousands of miles away, and that they are entitled to retain those they now have. They estimate that a loss of 25 per cent of the present volume of trade through parcels post would drive about 75 per cent of them into bankruptcy and disable their support of local industries, including the local newspapers, and their ability to extend credits.

Among those who have appeared before the senate committee in favor of parcels post are W. C. Thorne, general manager of Montgomery Ward & Co. of Chicago; Frederick C. Beach, president of the Postal Progress League, admitted to the committee that Montgomery Ward & Co. and other retail mail order houses had contributed money liberally to support the parcels post movement. E. W. Bloomington represented twelve retail mail order houses of New York and some large department stores doing a retail mail order business. Miss Lenora O'Reilly of New York said that women shirt makers of New York contemplated establishing a large co-operative retail mail order business if parcels post were enacted, so they could sell to people all over the country at small cost. She failed to state what effects she expected for new shirt waist factories in some of the smaller cities and towns.

One advocate before the committee spoke of the necessity of "fluidity of transport." This caused a hearer to remark privately that what some of the large retail mail order houses which published "annex" catalogs for the special use of consumers in "dry" territory and certain thirst-quenching supply houses really desire, at cost less than cost of carriage to the government, is "transport of fluidity."

The postoffice department estimates that the cost of carrying merchandise now averages 12.3 cents per pound. None of the fourteen bills introduced last session provided a rate more than 8 cents per pound. More of the advocates of the proposed subsidy say that they expect the system ultimately to pay, but place their advocacy generally upon the "good of the masses of the people."

Advocates of parcels post say the government is now carrying merchandise up to four pounds weight per package at a rate regardless of distance. Opponents say that the fact that the government is now doing this at a rate which enables it to come out a little more than even does not prove that the weight limit should be increased to eleven pounds and carried for less than cost to the government. They mention that such authorities as Sir Henneker Heaton, formerly postmaster general of Great Britain, have said that, except for light packages, a flat rate system, that is one in which the charges are regardless of distance, would be impracticable in a country of such long hauls as the United States. This English postmaster general, it is recounted, also said that the effect of such a flat rate system was to transfer certain industries to localities where lower wages and duties are paid.

The general refusal of the advocates of parcels post in the hearings to accept the zone rate plan suggested by Senator Bristow, it is now averred, has disclosed the cloven hoofs of the retail mail order houses back of the propaganda. The sentiment seems to be gaining that the carriage of merchandise regardless of length of haul, for which the government must pay the railroads, is all wrong, and has already done too much to build up retail mail order houses at the expense of local communities. It is generally thought probable that, in the introduction of any bill inaugurating a zone system, if the bill so introduced does not reduce merchandise to be carried regardless of distance to a limit much below the present four pounds, an amendment to the bill will be introduced providing for such reduction.

O. W. Robertson of the Toggerly has returned from a trip to Manhattan and Reno, Nev.

PROFESSIONAL CARDS

C. C. BROWER
Attorney and Counselor at Law
Rooms 7 and 8.
Murdoch Bldg. Klamath Falls

WILL A. LEONARD
Dentist
White-Maddox bldg.

MUSIC
Orchestra or Band
Furnished for all occasions
A. Y. TINDALL
Klamath Falls Herald Office

E. L. ELLIOTT
Attorney at Law
General law Practice State and Federal Courts. Examiner of Land Titles.
First National Bank Block, Klamath Falls, Ore.

GOVERNOR WEST IS SORE OVER ATTACKS OF PAPERS

SALEM, Jan. 20.—Governor West is apparently determined to protect his prison policy from bitter attacks launched against it by a number of Oregon newspapers. He has unofficially announced that hereafter he would leave it to the discretion of prison officials as to whether the escape of convicts should be made public or not.

ITALIAN PARLIAMENT MAY MEET THIS MONTH

ROME, Jan. 20.—Premier Giolitti has made it known that he is taking steps looking towards the convocation of parliament the latter part of January, should he find conditions favorable to that end. Parliament was to have convened the last week in November, but the premier feared that socialist opposition in the chamber to the war in Tripoli might prove an embarrassment to the government. It is believed that the government now has the situation at Tripoli so well in hand that opposition would not embarrass the government in carrying on the war.

KILLS HIS DIVORCED WIFE AND ALSO SELF

RENO, Nev., Jan. 20.—Bide Noyes, employed by the Nevada Packing company at Reno, murdered his divorced wife, formerly Mary Avansino, the daughter of a wealthy rancher, and then killed himself.

DECEASED WILLS CHEAP MAN AMONG HIS EFFECTS

PORTLAND, Jan. 20.—A man valued at \$250, whose age is estimated to be 1,000 years, is one of the personal effects in the inventory filed today in the county court in the estate of William O. Stitt. Little is known concerning the "man" save that he is petrified and weighs 680 pounds.

NOTICE FOR PUBLICATION

(Not Coal Lands)
Department of the Interior, United States Land Office at Lakeview, Oregon, December 11, 1911.

Notice is hereby given that John J. Cunningham of Box 646, Tacoma, Washington, who, on April 18, 1910, made timber and stone application No. 03329, for E SE 1/4, NW 1/4 SE 1/4, SW 1/4 NE 1/4, Section 5, Township 37 S., Range 10 E., Willamette Meridian, has filed notice of intention to make final proof, to establish claim to the land above described, before C. R. De Lap, county clerk of Klamath county, at Klamath Falls, Oregon, on the 16th day of February, 1912.

Claimant names as witnesses: Thomas O'Connell, Thomas Shannon, William McMillan, Nestor Marchand, all of Klamath Falls, Oregon.

A. W. ORTON, Register.

NOTICE FOR PUBLICATION

Lakeview List No. 05226

United States Land Office at Lakeview, Ore., Dec. 23, 1911.

Notice is hereby given that the Northern Pacific Railroad company, whose postoffice address is St. Paul, Minnesota, has this 23d day of December, 1911, filed in this office its application to select under the provisions of the act of congress approved July 1, 1898 (30 Stat. 597, 620), NW 1/4 of NW 1/4 of Section 26, and NW 1/4 of NW 1/4 Section 34, township 37 south, range 9 east, Willamette meridian.

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 on or before the 23d day of February, 1912. A. W. ORTON, Register.

NOTICE FOR PUBLICATION

(Not Coal Lands)

Department of the Interior, United States Land Office at Lakeview, Oregon, November 14, 1911.

Notice is hereby given that James Arthur Hawkins of Klamath Falls, Oregon, who, on February 5, 1910, made timber and stone application No. 02984, for E 1/2 of NE 1/4 section 29, township 38 south, range 10 east, Willamette meridian, has filed notice of intention to make final proof to establish claim to the land above described, before C. R. De Lap, county clerk of Klamath county, at Klamath Falls, Oregon, on the 26th day of January, 1912.

Claimant names as witnesses: S. E. Icenbica, Roy Kinsman, E. E. Kirkendall, Clarence Harris, all of Klamath Falls, Oregon.

A. W. ORTON, Register.

NOTICE FOR PUBLICATION

(Not Coal Lands)

Department of the Interior, United States Land Office at Lakeview, Oregon, December 19, 1911.

Notice is hereby given that David L. Rightmiller of Olney, Oregon, who, on December 4, 1906, made homestead entry No. 3688, serial No. 01280, for SW 1/4 SW 1/4, section 13; S 1/2 of SE 1/4, SE 1/4 SW 1/4, section 14, township 39 S., range 10 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. De Lap, county clerk of Klamath county, at Klamath Falls, Oregon, on the 27th day of January, 1912.

Claimant names as witnesses: Sam Dixon, Esau Kick, Emil Berling, John Slade, all of Olney, Oregon.

A. W. ORTON, Register.

NOTICE OF SETTLEMENT OF ACCOUNT

In the County Court of the State of Oregon, for Klamath County

In the Matter of the Estate of Rose E. Daggett, Deceased.

Notice is hereby given that Claude H. Daggett, executor of the estate of Rose E. Daggett, deceased, has rendered and presented for settlement and filed in said court, his final account of his administration of said estate, together with report thereof, and that on Thursday, the 15th day of February, 1912, at 10 o'clock of the forenoon of said day, at the court room of said court, at the courthouse of said county of Klamath, in the state of Oregon, has been fixed by said court as the time and place of settlement of said account and hearing of said report, at which time and place any person interested in said estate may appear and file his exception in writing to said account, and contest the same.

CLAUDE H. DAGGETT, Executor of the Estate of Rose E. Daggett, Deceased.
Dated at Klamath Falls, Oregon, this 17th day of January, 1912.
1-18-2-15 r

NOTICE OF SHERIFF'S SALE

In the Circuit Court of the State of Oregon, for the County of Klamath.

L. W. Copeland, Administrator of the Estate of J. V. Ball, Deceased, Plaintiff,
vs.
Charles Donart, Defendant.

Notice is hereby given that, by virtue of an execution, duly issued out of the above-entitled court and cause, on the 10th day of January, 1912, upon a decree, made and entered of record in said court and cause on the 16th day of May, 1910, which was later affirmed by the supreme court of the state of Oregon, as will appear from a decree duly entered in said cause on the 3d day of January, 1912, in favor of the above-named plaintiff, and in compliance with said writ, I have duly levied on the following described real property, to wit:

All of block 17, of Nob Hill addition to the city of Klamath Falls, Klamath county, Oregon.

And will, on Friday, the 9th day of February, 1912, at 10 o'clock a. m. of that day, at the front door of the county court house, in Klamath Falls, Klamath county, Oregon, sell at public auction, to the highest bidder, for cash, all right, title and interest which the said defendant had in and to said real property, after the 16th day of May, 1910, or so much thereof as may be necessary to satisfy said execution.

The proceeds of said sale will be applied to the satisfaction of said execution and decree, including principal, interest thereon, costs and disbursements and accruing costs, and the overplus, if any there be, to be paid into court to be further applied as by law directed.

Dated this 11th day of January, 1912. W. B. BARNES, Sheriff.