

HILLS SUGGESTION COMMON AGENCY

STATES WANTING TO COLONIZE NOW SPEND ENOUGH TO GET SEVERAL TIMES WHAT THEY DESIRE

ST. PAUL, Minn., Feb. 23.—In a statement issued from the offices of the Northwest Development League, James J. Hill, chairman of the board of the Great Northern railroad, advocates the strengthening of the organization, co-operation of the Northwest states and establishment of a central colonization or immigration bureau to aid in the development and settling of the American Northwest. The statement from Mr. Hill is a powerful endorsement of the movement started in Helena, Mont., last May, when the Northwest Development League was organized.

"The states of this league spend enough separately on immigration projects to bring in several times as many people each year as they gain; but a considerable portion of it is devoted to enticing settlers from one of them to another," said Mr. Hill. The states in the league are Minnesota, North Dakota, South Dakota, Montana, Idaho, Washington, Oregon and the territory of Alaska.

Mr. Hill goes on to say: "A most desirable result of this confederation would be the establishment of a common immigration agency, with resources sufficient for a comprehensive canvass of possible settlers, but absolutely impartial as to their location anywhere within this zone between the Mississippi and the Pacific. Substitute one central colonization bureau for seven, and every dollar expended will do the work that five do now."

"This association of seven states and our great undeveloped territory comes into existence in an interesting way. The Northwest Development league is not the creation of the promoter's art. It is not a product of either ambition nor jealousy. It is a grouping of business entities having work in common which can be accomplished better united than divided. The conduct of business in the long run is not a mere scramble for the best place at the trough. As science discloses the broad general principles by which the world of nature works, so the study of human association for the increase of wealth and the growth of commerce reveals similar broad general principles underlying and governing the lives of men and commonwealths in that intimate intercourse which is the distinguishing mark of modern times."

"The phase of growth which more particularly engages the best minds of today is combination with power, just, reasonable limits. We found out long ago that individuals, communities, corporations and every instrumentality having to do with the common life of men can accomplish more results, both as to quality and quantity, when working together free from hostile suspicion. Our own and many other countries have been experimenting for a generation with this law. Almost every business in the United States today uses the method of associated enterprise in handling interests having a common focus. Our higher court has only recently laid down the equitable rule by which the co-ordination of business interests without hurtful monopoly may be directed and limited in the future. We are witnessing a rapid evolution of the commercial side of human partnership."

"As citizens and pioneers and up-builders of the country we should follow the lead and adopt the best discoveries of commercial experience. It is only natural that a number of states closely related by location, by natural advantages, by similarity of interests, should combine to promote the growth of all those interests. This is the fact, and this is the idea behind the organization of the Northwest Development League."

"It furnishes the machinery by which these states of the northern tier may better and more quickly achieve their rightful destiny, as part of a better and more homogeneous development of the whole nation than could take place otherwise."

"The word 'Northwest' has no longer a definite significance. Once it meant Pennsylvania. Later on one understood by it Indiana and Illinois. Minnesota and the Dakotas, Washington and Oregon in their turn have come within its hospitable definition. Perhaps we can find no term more aptly characteristic of the territory represented here—Minnesota, North Dakota, South Dakota, Montana, Idaho, Washington, Oregon and the territory of Alaska—than the 'Zone of Plenty.' If we take this line of states standing at friendly attention along two thousand miles of our Canadian border, with 400 miles of eastern frontage and over 500 miles of coast line on the Pacific, we have a territory of so splendid a past, of a future so abounding in promise, of a neighborliness already so thoroughly established, of such ample capacity in the production of wealth that it may fitly be called the 'Zone of Plenty.' With the present and the future of

tencies this organization has to deal, this mighty aggregate of natural power, given the raw material of wealth in abundance and adequate facilities for creating it and for communication with the markets of the world, that community is most fortunate which has room for expansion. Capable as a whole of supporting a dense population, the people of these seven states number less than 6,000,000. This opportunity is reflected in the strong current of immigration constantly setting in this direction. In the last ten years these states increased their population by nearly 2,000,000, which is almost exactly a half of all their people in 1900. In other words, while the population increase of the whole United States for the decade was 20.9, the increase in these states was 50 per cent.

"It will be a part of the work of this league to maintain or even to increase this rate of growth. Economy in expenditure along with the increased output have been made possible in business by the substitution of an intelligent and efficient central control for a multitude of costly and jarring managements."

"Look at the territory from Minnesota to Oregon as it was fifty or sixty years ago and compare it with today. The change we see in retrospect would in prospect have been almost unbelievable. Yet the transformation of the years to come will be even more striking and significant."

"In this zone of plenty, industry may find its highest reward and wealth its greatest increase. But to win this you must work for it. Keep your attention on the main fact and refuse to run after the ghost dancers and medicine men with whom the country has of late been over-supplied. When they tell you that prosperity may be created and maintained by tariffs or other artifices, by anything other than intelligent industry under free conditions, laugh at them. When they insist that they are going to save your industrial souls by some sort of legislation, laugh at them."

"Whenever this country has faltered or stood still it has been through reliance upon politicians and law abiding and foolish notions which fill the air with mark and our capitals with confusion and impotence."

"We need more individual self reliance. We need a high standard of public and private integrity."

"We need a new realization of the necessity as well as the dignity of labor. We need honesty enough to live within our means. We need to realize that public credit is a resource to be used only in emergencies and that we must pay as we go or go to ruin. We need more liberal relations with the rest of the world, but above all with these neighbors, who are our best customers and with whom we have so lately authorized a small experiment in commercial freedom. We need to understand, once for all, that the future of men and commonwealths is created out of character and intelligent effort directed toward definite practical results, and not by anything which any political agency can accomplish. Based on these principles, avoiding these errors, serving these ends, holding the complete and balanced development of industries and resources superior to mere increase in numbers or growth by artificial stimulation, the Northwest Development League may become a sovereign factor in the nation's prosperity as well as a clearing house for activity and expansion of the chain of states that links the Father of Waters with the Western sea."

MALHEUR CANYON TUNNEL STARTED BY CONTRACTOR

VALE, Feb. 23.—Ground was broken Saturday on the 300-foot tunnel at milepost 56 in the Malheur canyon, announcing more activity on the construction of the Oregon Eastern railroad building from this city across the state to Eugene, where it will connect with the Coos Bay road.

Last week witnessed the start of actual construction operations on the trans-Oregon line, as the various camps, which have completed preliminary work, such as road building, started working on tunnels and several heavy cuts.

Wagon roads have been completed as far as milepost 40, and several bridges are now under way. At milepost 15 the Utah Construction company is making a 60-foot cut; at milepost 30 the Wasatch company is working on a similar piece of work; at mileposts 39 and 40 the Utah people are working on the approaches to the east and west portals of the 2,600-foot tunnel, and 56 miles from this city Banks Brothers, contractors, are driving a 300 foot tunnel.

Within another month, when right of way troubles of the first thirteen miles of the Oregon Eastern are expected to be settled, the grading of the roadbed will start from the local yards, and in four months construction trains will be running into Malheur canyon as far as the first heavy cut, anywhere under way.

Rudolph Madsen, the music dealer, left on Sunday for San Francisco to be gone probably a month.

PETITION GOING FOR SIGNATURES

CAPTAIN APPEGATE, ASPIRANT FOR DELEGATE TO NATIONAL REPUBLICAN CONVENTION, GETS PAPER STARTED

Captain O. C. Applegate, who is a Republican candidate for delegate to the national republican convention at Chicago June 18th, is having circulated petitions for the purpose of having his name go on the ballot at the next general election, which, when filled, will be sent to Salem and there filed in the office of Ben W. Olcott, secretary of state of Oregon.

In order to get the nomination for delegate it is required of the candidate that his petition be signed by 1 per cent of the last congressional vote, that the petitions be circulated in one-fifth of the precincts of the state and in at least seven counties.

Captain Applegate will request the secretary of state to have printed on his name after the ballot: "Prompt development of natural resources, liberal aid for irrigation and good roads."

It is just twenty years since Captain Applegate was delegate to a republican national convention, he having sat for Oregon in the meet of 1892, in Minneapolis, when Tom ("Czar") Reed, Chauncey M. Depew,

TAFT'S REPLY TO TEDDY AT TOLEDO NEXT MONTH

WASHINGTON, D. C., Feb. 23.—It is officially announced that Taft's reply to Roosevelt's Columbus speech will be delivered at Toledo March 5.

Progressives privately admit that Governor Johnson is the progressive leaders' choice for Roosevelt's running mate. They expect Johnson to hold the La Follette ultra radicals in line. The governor speaks at Columbus next week. Progressives are confident that Roosevelt will on Monday definitely announce his candidacy.

GENERAL SHEN'S HEAD REMOVED FOR CAUSE

SHANGHAI, Feb. 23.—General Shen, who was made military commander of Shanghai when the republicans gained control, has disappeared mysteriously. Some time ago General Li Yuan Hung commissioned him to buy a quantity of rifles for the republican army at Wuchang. On their arrival there they were found to be such poor ones that General Li had them all thrown into the Yangtze. It was also reported that Shen bought them for 17 taels per rifle and turned them over to Li at 30 taels each.

The day this report gained, currency visitors at the general's yamen in the native city were informed that the general was ill, but would be out again in a few days. Several weeks have now elapsed, and he isn't any better. Nobody can find him, either.

The general impression is that the story of his illness is the polite Chinese way of saying that he has been executed.

TIMES AND WORLD SAY HARD THINGS OF COLONEL

NEW YORK, Feb. 23.—Speaking of Roosevelt's Columbus speech, the World says: "This another way of saying the power of the majority ought to be absolute and the minority has no rights which the majority is bound to respect. 'Tis Roosevelt's formal invitation to revolution and anarchy."

The Times says: "Roosevelt's address removes him from the republican party, and makes it impossible to nominate him. Roosevelt forswears allegiance to the party which made him president, and takes the field as an enemy and a destroyer."

LA FOLLETTE PETITIONS ARE TO BE CIRCULATED

PORTLAND, Feb. 23.—Work of securing signatures to petitions to place the name of Senator La Follette on the Oregon presidential primary ballot was resumed yesterday, following the receipt of a telegram from La Follette, in which he stated that he was in the race for the presidential nomination, and would be in the running to the finish at the national convention.

When the news was flashed here recently that the Wisconsin senator was ill, and that his illness was serious enough to cause his retirement, work on the petitions was suspended, and a number of petitions that had been sent into Eastern Oregon on orders of Thomas McCusker, La Follette's Oregon campaign manager, were recalled.

Beardsley Sues for Divorce Elmer O. Beardsley, proprietor of the Klamath Falls Iron Works, has entered suit for divorce from his wife, Ada B. Beardsley.

Fred Peterson, principal of the Bonanza schools, and a candidate for the republican nomination for county school superintendent, is in the city for a few days.

CUT-OFF WORK NEEDS TWO YEARS

CONTRACTORS PREPARING TO MOVE EQUIPMENT AND POSSIBLY CONTRACT MAY BE DEFERRED UNTIL 1913

With Erickson & Peterson, contractors, who built that portion of the Southern Pacific Natron-Klamath Falls cut-off to the lower end of the Klamath marsh at the Williamson river, packing up their belongings, which had been stationed there during the winter, it looks very much as though there may be no work done on this end of the cut-off during the coming summer. The removal of the contractors' equipment may not, on the other hand, signify very much, for the reason that the contract might be let later. It is apparent, however, that no contract has yet been let for working from the Williamson river northward, and the fact that the upper end of the work on the unbuilt line will include such labor that it may take at least two working seasons to accomplish it, makes it seem a feasible theory that the railroad people will not build the lower part of the gap and let it lie idle for a couple of years, but wait until the upper end can be constructed to meet it.

M. K. Temple, of the engineering department of the Southern Pacific, said Friday morning that nothing official had been learned by the department on the subject, although the appearance of things would lend color to the belief that no work would be done during this year from the river northward. He believed that there might be word shortly, and that if so work is to be done the engineering force which has been encamped here in cars on the Southern Pacific tracks during the winter would shortly pull out.

"The contract may be let later for this year and again it may not be," he said. "Things are rather quiet generally over the country and possibly the directors of the company would not feel like tying up capital in that part of the extension and let it stand there without any traffic until the difficult upper stretch is completed. On the other hand, they may decide to go ahead just the same. We are not yet advised as to what the intention is."

The upper portion of the unfinished line includes a score or more of tunnels and is by far the most difficult portion of the work remaining to be done, while some claim that the lower part, leading north from the Williamson river about 45 miles, can be laid at the rate of half a mile a day. This would mean that the latter stretch could be put down in three months.

As is commonly known, the object of the building of the cut-off is principally to save the heavy grades which exist along the present line. Over the Siskiyou these grades run about three per cent, while on the cut-off the grade will be reduced to one per cent. At the same time the cut-off will reduce the distance between Weed and Eugene about 27 miles, therefore shortening the distance between all points north of Eugene and all points south of Weed the same distance.

The saving in grade will mean an immense economy to the railroad company in the course of years in the easier operating expenses. It will afford a fine saving of time for travelers and freight which have to be carried through from Eugene or points to Weed or points below, as well as on freight and passengers to Klamath Falls, probably from the south as well as from the north. As it is everything and everybody from the north has to shy out of the state of Oregon via Weed to get into Klamath Falls.

From the south the chances are that freight and passenger rates will have some adjustment when the line is a through one for the reason that the present branch line is expensive to operate, which means that the income must be heavy, but when it becomes part of a large, practically straight line, the cost of running it will be materially reduced and the benefit will very likely be given to the traveling and freight-shipping public.

The mileage from Portland to Weed is 428 miles and from Weed to Klamath Falls 86 miles, a total of 514 miles. From Portland to Eugene is 129 miles; Eugene to Natron, 8 miles; Natron to Klamath Falls, 178 miles, a total of 315 miles. Thus the mileage saved in the run from Portland to Klamath Falls would be 199 miles. The distance from Portland to Weed, 428 miles, which is covered now, will compare with 401 miles over the Klamath-Natron short-line, a saving on through traffic of 27 miles.

With 27 miles less of road to cover and a heavy grade reduced two thirds, the through trains are expected to save several hours' between the Rose and Golden Gate cities.

Senator Reed will ask the senate to investigate the election of Senator Dupont of New Jersey.

MILE HIGH IS ARMY LIMIT FOR MILITARY AVIATORS

WASHINGTON, D. C., Feb. 26.—Army aviators, in future, will not fly over one mile high.

This order was issued by Brigadier General Allen, in charge of the aviation corps, following a report from the army aviation school at Augusta, Ga., where experiments have been in progress for some time, regarding the best heights for air pilots to maintain to reconnoitre. The best flying, experts agree, is done between 1,000 feet and 5,280 feet in the air, and, it being considered unwise and dangerous to foster competition regarding altitudes attained, orders have been issued forbidding government aviators exceeding one mile above the earth.

It has been found that excellent photographs may be attained from the 3,000-4,000 foot levels, and that at 4,500 feet an airship painted with gray aeroplane paint is practically invisible, even on a bright day. Experiments now in progress promise the early perfection of an aluminum motor, which will be almost noiseless, and which will further decrease the likelihood of the discovery of an aeroplane by the enemy.

BAD PRISON CONDITIONS PREVAIL IN PORTUGAL

LONDON, Feb. 26.—Shocking conditions prevail in the prisons of Portugal, according to a report made by a committee of British subjects who made a personal investigation of two of the largest and best equipped jails in Lisbon, where most of the political prisoners are confined.

"The punishment cells, in which the prisoners are kept sometimes for a fortnight," says the report, "are places of horror, without air or light. They have stone floors and are at all times in a most filthy condition, overrun with rats and vermin. In the larger cells many prisoners are herded together. These cells contain a sort of slop sink, which serves sundry purposes, and which is often choked, making the air foul and poisonous."

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