

BIG CHIEFS AT LODGE Holding Important Conference With King Harriman

KRUTSCHNITT AND HOOD THERE

Railroads for Central Oregon to Receive Consideration of Highest Officials—Extension of Line From Klamath Falls to Natron to Be Built at Once

Central Oregon, so long without transportation facilities, is to have a railroad in the near future according to the statements attributed to E. H. Harriman. Work on the line is to begin as soon as the line can be definitely fixed and thorough investigations are being made as to the most feasible route through the vast territory known as the Inland Empire of Oregon. The trip made by J. P. O'Brien, general manager of the Harriman lines in the Northwest, through Central Oregon was for the purpose of summing up the resources of the country. Mr. O'Brien is generally considered one of the most practical railroad men in the West and upon his report will depend the early construction of the road through Oregon from north to south connecting with the Columbia Southern on one end and with the California Northeastern at Klamath Falls.

Competent men who have been in the field have reported to Mr. Harriman upon the conditions that exist in the land that is awaiting transportation in order to assist in its development. Mr. Harriman is aware that many sections need relief and he has stated that the work of building a line along the Deschutes through the Bend country will be begun in the immediate future.

It is a settled fact that the line will be extended from Klamath Falls to connect with what is now the main line north and south and that the new road will be made the main line between Portland and Sacramento. It is the intention of Mr. Harriman to cover every part of the state of Oregon so that many of the sections that are now remote from the railroads will have good transportation facilities. In connection with this he is considering the construction of a line from Klamath Falls to Lake

county, and from there to Harney county.

It is for the purpose of considering these propositions that he has called to Pelican Bay a number of his chiefs several of whom are already there and a number are on the road.

Julius Krutchnitt, the manager director of the Harriman systems and Chief Engineer Wm. Hood, of the Southern Pacific, passed through the city today on their way to the lodge. This will complete most of the high officials that Harriman has summoned and within a few days it is expected that some definite conclusion will be reached in regard to new lines for the Interior Oregon country.

It is evident that Mr. Harriman has some very important matters pending for none of the representatives of the railroad stationed in this city will say anything on the matter. It is generally understood that Mr. Harriman has private business to transact that is of great importance and for this reason extra precaution is taken not to permit the public to get an inkling of what is going on.

Here From Chicago

Glen Andrews, railroad editor of the Chicago Record-Herald, arrived in the city last night accompanied by H. R. Gallager, manager of the California Butte Valley Land Co., and by C. J. Grady, a wealthy druggist of Chicago. Mr. Andrews came to the Butte valley to visit his son who is station agent at Macedool, but while here will visit the Upper lake resorts and will likely call upon Mr. Harriman, he being practically the only newspaper man who has ever succeeded in getting him to talk for publication. While here he will also gather material for a good Klamath story in the Chicago paper and in this he is being assisted by the directors of the Chamber of Commerce.

Street Carnival Prospects Very Promising at Present

The prospects for a Street Carnival are bright enough to make it almost a certainty. A meeting was held this morning of several of the business men, at which the proposition was discussed. B. St. George Bishop, president of the Agricultural Association, was present and the question of securing a portion of the funds of the association for premiums for agricultural products, etc., was discussed, and Mr. Bishop stated that he would bring the matter to the attention of the board of directors this afternoon. He stated that if he saw that a success could be made of the affair and that the association could cooperate in a creditable and satisfactory manner that he would be heartily in favor of holding a fair in connection with the street carnival this year. Of course, it is recognized that no such display can be made as was carried out last year, but it is nevertheless certain that if the association, with the able assistance of Mr. Bishop, decides to take a hand in the matter there will be held a fair and carnival that will reflect credit upon all those who will have any connection with the matter.

One of the first steps to be taken in the consummation of the plans mapped out is to see what the business men of this city think of the proposition, and with this end in view G. Heitkemper, Jr. and K. Sugarman were appointed as a committee on finance. They will visit all of the business men tomorrow and see what they think of the proposition and what they desire to contribute. It is not the intention of the Carnival committee to raise a large sum of money. It was thought at first that it would be unnecessary to raise any, but after thoroughly canvassing the situation, it became evident that a success could not be made of the affair without funds, and it was decided to try and raise \$500. This is only a nominal sum and it is certain that no difficulty will be experienced in securing this amount. This money is to be used for securing outside attractions, advertising, music and decorating. If Messrs. Heitkemper and Sugarman meet with the success that conditions demand, then it is certain that the fair association will join with the Carnival committee and thus assure the unqualified success of both.

HORTON RANCH SOLD

Announcement of Construction of Clear Lake Dam Moves Real Estate

It has been only a few days since the definite announcement was made that the Secretary of the Interior had ordered work commenced on the construction of the Clear Lake dam in the Upper project. This announcement has already had a good effect on the prospects of the land owners in that section and many big deals are being negotiated, some of which have already been consummated.

One of the largest land deals in the Upper project which has been made since the announcement of the Secretary of the Interior, was the sale of the Horton ranch on Lost river. This ranch, consisting of 1500 acres, has been purchased by W.W. Masten, of Imperial valley, California, through the agency of the Hall-Shepherd company. The consideration was approximately \$35,000. Mr. Masten is the gentleman who recently purchased the big Summers ranch a few miles south of this city.

Five hundred acres of the Horton ranch is already in cultivation, most of it in meadow land. The remaining thousand acres, which is mainly sage brush, will be cleared this fall, and the entire tract will be planted in grain in the spring. It is Mr. Masten's intention, as soon as the water is ready for the land, to put in alfalfa and divide the ranch in small tracts for sale. The Horton ranch is considered one of the best large tracts in the upper country and has nearly six miles of water front along Lost river.

Another important deal in the Upper country made this week was the sale of the L. D. Burk place to S. W. Reese, of Pasadena. This ranch consists of 320 acres and adjoins the town of Bonanza. The price paid was \$8000.

John Hedger sold his place near Bonanza to W. L. Fairfield, the consideration being \$4000 for 160 acres. H. L. Holgate who was in the city from Bonanza today states there is a decided improvement in that section and that a number of other deals of importance way be consummated shortly.

P. O. Parsons, another Imperial valley man, has purchased several business lots in the town of Bonanza on which he will erect a handsome business block this fall. Bonanza has taken on new life since the definite

announcement as to work on the Clear Lake dam and there has already been considerable property changing hands, besides several other deals which will be closed in the near future.

Running Trains to State Line

Railroad building in the vicinity of Dorris is extremely lively. One of the large steam shovels is now working on the south portal of the big tunnel and several cars are kept busy removing the dirt. The track has been built to where the tunnel begins and all arrangements are completed for excavating.

Trains are now running across the hill and it is announced that the freight depot at Dorris will be moved to Calor within a few days and all shipping for the Klamath country will be transferred to the state line station. Several days ago it was announced that the passenger traffic would be changed first, but later orders are to transfer the freight as well, and so far as can be learned the first train will run to Calor tonight, delivering passengers, mail and freight.

Indications are that work is to begin shortly on the north portal of the tunnel and it is evident that the rock and dirt taken from the excavation will be used in making fills and ballasting the track north of Dorris. It is very probable that much of the material removed from the tunnel will be used in making fills on the marsh.

There is no longer any question but what the road will be completed to navigable water in the fall and that by the time the roads get bad there will be no further use for stage and freight wagons.

NEW TONIGHT.

The Magistrate's Crime, Roller Skating Craze, Tulips, the great colored transformation picture, and others. New songs. All for ten cents at the Opera House.

You will save money by buying sewing machines and all of your sewing machine supplies at Mullers, corner Main and 6th streets. 7-311f

CRATER LAKE ROADS

Governor Appoints Committee on Ways and Means

HARRIMAN HEADS APPOINTMENTS

Harriman Expected to Call Meeting of Committee Soon to Take Action Towards the Accomplishment of the Building of Highways to Oregon's Wonder

Governor Chamberlain has appointed the committee which will have in hand the ways and means of providing the money necessary to build two good automobile roads to Crater lake, and also the selection of the points from which the highways will penetrate into the mountain vastnesses and about the natural beauties which surround Crater lake. The committee consists of the following: E. H. Harriman, Judge Lionel R. Webster, Henry L. Benson, Klamath Falls; J. F. Reddy, Medford; F. H. Hopkins, Central Point; Benton Bowers, Ashland; J. H. Scott, Salem; G. T. Baldwin, Klamath Falls; T. B. Wilcox, Portland; W. I. Vawter, Medford; C. S. Jackson, Portland, and Colonel Frank H. Ray, New York City, who is largely interested in the development of the Rogue river district.

Governor Chamberlain's action in naming the committee which will soon formulate plans for the construction of the wooded avenues in the deep forests surrounding Crater Lake National Park, came about as the result of a move to gain easy access to one of the most scenic regions in the world.

While Mr. Harriman was in conference with the Governor's party and General Manager O'Brien at Pelican Lodge last week, he was forwarded the following telegram, after a conference between some of those interested in building roads to the park:

"E. H. Harriman—Proposed to raise \$250,000 to build first class auto roads from Medford to Crater lake and from lake to Klamath Falls connecting with your line at both ends. State of Oregon, Jackson county, Klamath county, cities of Medford, Central Point, Klamath Falls, interested individuals and several

corporations to provide money. Many prominent men favor movement. Will you accept appointment as one of commission which governor will name to formulate plans and carry project to completion? Will not encroach greatly on your time."

Then out of the dense woods surrounding the idyllic spot where the railroad king is free for a time from the cares and worries of the financial maelstrom, came the following reply:

"Thanks for your message. I will confer with the governor when he comes down here. Am ready to do anything I can to aid intelligent improvement."

And so Governor Chamberlain promptly placed E. H. Harriman at the head of the committee.

As soon as Mr. Harriman has given the final word concerning the building of the new railroad into central Oregon, and thus relieves himself of this new business enterprise he has taken up since coming to Oregon, it is expected that he will call a meeting of the committee and action taken towards the object to be attained. Harriman-like, it is not likely that much time will be consumed in getting down to work and formulating definite plans for bringing within easy reach of the world one of the most ideal and entrancing spots within the boundaries of the United States.

Medford and Klamath Falls will probably be the two points from which the auto roads will start. The cities lie nearly opposite each other on either side of the Cascades and in a direct line with Crater lake, which lies on the summit of the mountains north of the points mentioned.

Fresh berries and cantaloupes at the Monarch. -S

Ladies!

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Pony Jackets and Sweaters

. . . Every one is a beauty . . .

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We have the best guns and ammunition. Let us outfit you for a trip to the mountains. We have the goods that hunters need.

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Our rods and tackle are the best that are made and the stock from which we invite you to select is very extensive. . . .

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