

## \$40,000 LAND DEAL ON THE WEST SIDE

### CONTRACT MADE ON OVER 400 ACRES

#### San Diego Parties Expect to Convert West Side Heights into Residence Property

A deal was consummated last evening which is of great importance to this city. Moore Bros. entered into a contract with John J. Fitzpatrick of San Diego for the purchase of nearly 500 acres on the west side of the river and adjoining the town. Mr. Fitzpatrick is representing other San Diego capitalists and has returned to that city to consult with them. It is expected that the deal will be closed within three weeks, as a good sum was paid for the limited option.

It is the purpose of the parties to spend a large amount in building terraces, boulevards, streets and improving the property for residence purposes. The property included in the deal covers nearly the entire hill facing the city on the west side and could be made into fine residence property. The sale price is not made public, but it is understood to be not less than \$40,000.

### Fish Hatchery For Klamath County

Arrangements are being made for starting a big fish hatchery on Short Creek in the northern part of the county. Short Creek has its head in several large springs on the ranch belonging to John Ellis, and runs for a distance of three-quarters of a mile through the place and empties into Seven Mile Creek.

Several local parties are said to be interested in the establishment of the hatchery, and work is to begin at once on the dams, screens, hatching troughs and other equipment, and several hundred thousand of young trout will be planted this year. The hatchery will be used for commercial purposes as well as to stock other streams of the county. Short Creek will be made a fishing stream and privileges will be sold and the market supplied with trout.

Good rigs and the best of driving teams at the Mammoth Stables. Parties conveyed to any part of the interior.

## FAVORS CHANGE IN TRAIN SCHEDULE

There has been a difference of opinion as to the best schedule of the train to and from Klamath Falls, and in justice to those favoring a change from the present schedule, a representative of the Herald took the opportunity of asking the opinion of Mr. Naffziger on the matter. Mr. Naffziger has given considerable study to this matter and is familiar, from actual experience with the conditions. In speaking of the proposed change he said:

"Yes, I look with favor upon the train schedule which has been approved by the Chamber of Commerce and which, as I understand, was also favored by Mr. Dyer, Superintendent of the State Division. Being familiar with the existing service on the main line of the Southern Pacific, the proposed schedule appears to me to be the best that is practicable under the present conditions."

"It is a long ride from San Francisco or Portland to Klamath Falls, and a service with the least discomfort and delay possible is desirable. At present, passengers from the south must leave San Francisco immediately after luncheon, leaving their baggage on the train at 4 o'clock in the morning for the change at Weed, a most uncomfortable hour in the winter time. Passengers going to or coming from Portland must under the present schedule stay over night at Weed."

"Under the proposed schedule, parties coming from San Francisco leave there at 8:20 at night, arriving at Weed at 12:15 the following day, on the best train on the main line—Pullman cars, dining car and observation car. They come through the attractive Shasta region in the daylight—luncheon at Weed—and arrive at Klamath Falls, when the road has been properly ballasted for service, in the late afternoon in ample time for the distribution of the mails at Klamath Falls."

"Leaving Klamath Falls in the morning, passengers for the north make direct connection at Weed with Train No. 16, the best on the main line, and arrive in Portland the next morning."

"Passengers for the south have about four hours to wait at Weed—the same as they now have—except that under the schedule they would get Train No. 15, the best on the main line, and reach San Francisco the next morning in time for a full day's business. At present they

must remain at Weed until 9:30 at night and get to San Francisco a little after noon the following day. It goes without saying that one train a day on this branch could not connect with all of the trains on the main line, and therefore the best must be chosen out of the lot.

"The service for passengers going north from Weed would be much better than at present; also for passengers going south it would be better, as saving half of the following day, and every way better for passengers coming from the south."

"Under the proposed schedule, if parties from the south desire to come to Weed on No. 14, as at present, they can do so, having half a day at Weed. It therefore gives two trains from the south by which passengers can make connections for Klamath Falls, as against one at present."

"There is another feature of this that will certainly appeal to the people of Klamath Falls, and that is that the train would tie up here at night. That means the train crew would be located at Klamath Falls, and, of course, that means a pay roll, small, it is true, but we do not despise the day of small things."

"All of our stages going out on the different mail routes from Klamath Falls leave in the morning, and parties coming in going further into the interior would simply have to stay over at Klamath Falls, as they do at present."

"This is my personal view of it, which I am prepared to revise at any moment when a better schedule can be proposed."

## Council Passes Two Measures

### Zumwalt to Do Engineering Work on Sewer System

The City Council held an adjourned meeting last evening and passed their second reading two ordinances. One of the measures was for the purpose of declaring the result of the recent sewer bond election and authorizing the advertisement for bids on the bonds. The second ordinance contained a contract employing Engineer D. J. Zumwalt to do the engineering work on the sewer system for the entire city. The compensation for this work is to be four per cent of the amount of the cost.

Another meeting of the council was held at 9:30 this morning, and both ordinances were passed and will go into effect in 30 days. The \$40,000 bond issue will be for 20 years and will draw 4 per cent interest.

In the selection of Mr. Zumwalt, the Council has shown good judgment. He is no experimenter, for he has been here long enough to demonstrate that he possesses the ability demanded for such a responsible position. He is especially well qualified for the work, and when the contract is completed, the city may be sure of having a system that will meet all the requirements of the municipality.

Poros knit and B. V. D short sleeves undershirts and knee length drawers at the K. K. K. Store.

## WILL COMPETE WITH N. C. O. RAILROAD

### McCloud Road and Freight Teams After Alturas Trade

ALTURAS, May 18.—The war between the business men and merchants of this country on the one hand and the N. C. O. railway on the other, over the exorbitant freight and passenger rates on this road, now seems to be on in earnest.

Upon the solicitation of the business men of the country, Mr. G. M. Swobe, Vice President and General Manager of the McCloud railroad, paid Modoc county a visit, for the purpose of making investigation as to the practicability of shipping the freight into this country via Bartle.

Swobe interviewed the merchants of this part of the country and then in company with S. H. Bunch made a trip across the mountain to Surprise Valley to interview the merchants of that section.

It is stated that the freight rate from San Francisco to Bartle is \$1.05 per hundred. In the past teams have delivered freight from Bartle to Alturas for \$1 per hundred. This brings the rate from San Francisco to Alturas via Bartle at \$2.05 per hundred, while the same rate from the same point via Reno over the N. C. O. is \$2.35, making a difference of 30 cents per hundred in favor of the Bartle route.

The business interests of this vicinity are on the verge of taking in hand the matter of fixing up and reconstructing the road between here and Bartle. The road can be improved and shortened sufficiently, it is believed, to bring the rate down to 75 cents per hundred.

During the past few years much freight for this section has been hauled via Bartle, and more would have been shipped this way if it had not been for the poor facilities for handling freight there and for the poor accommodations for the teamsters. It is understood that these matters will soon be remedied.

A party consisting of Mr. and Mrs. O. B. Gates, Mesdames R. S. Smith, E. J. Murray and W. O. Smith and Misses Hendricks and Hannon, went to Ady this morning and returned on the special which brought the office cars to this city.

Furnished rooms and apartments at the Baldwin. 13

### Klamath County Real Estate Dealers Ass'n

Organized for the Protection of the Buyer and Seller of Real Property and the promotion and improvement of Klamath County. Members—

- D. B. CAMPBELL, P. L. FOUNTAIN, GREGORY & McCLELLAN, HALL-SHEPHERD CO., HOLCOMB REALTY CO., MASON & SLOUGH, T. W. STEPHENS, FRANK IRA WHITE, WILBUR WHITE.

Transactions with any of the above dealers insure protection.

## FARMERS WILL BE GIVEN A HEARING

### Irrigation Committee Will Receive Suggestions on Visit

The Secretary of the Water Users Association has received a communication from Senator Carter, chairman of the Senate Irrigation Committee, stating that the committee will visit the Klamath Project on October 12th. After reciting the resolution passed by the Senate, the communication reads:

"In the judgment of the committee, the views of the members of each Water Users Association should be secured and carefully considered in order to ascertain existing conditions from their point of view. The water users are vitally interested in all legislation which may directly or indirectly affect the reclamation work, and to them the committee will look for a full and free expression of their deliberate opinions on the existing law, the administration thereof, and the suggestion of such amendments to the law as may be deemed useful."

"Owing to the large number of projects to be visited and the limited time at the disposal of the committee, it will not be possible to examine or accord a hearing to all members of the respective Water Users Associations, but at the same time it is very desirable that the judgment of all, as expressed through the majority, should be ascertained."

"For the purpose of economizing time in securing the desired expression, I respectfully request that the water users be assembled in a public meeting, or a series of meetings, to discuss such matters as they desire to present to the committee and that their views be formulated in a concise statement in writing, the same to be presented by a committee of their members, who will be prepared to answer such questions as the Senate Committee may think proper to ask in regard to the written statements or any other matter relating to your project."

A number of questions to be considered and answered are suggested in the communication, but any matter can be taken up that the water users desire.

## Secretary of Water Users to Retire

C. P. Chastain, secretary of the Klamath Water Users Association, will retire at the expiration of his present term of office on June 4th, and a new secretary will have to be elected. Mr. Chastain will take an active part in the business of Chastain, Langell & Company.

## Automobile and Steamer Route

ALTURAS, May 19.—The building of a road for automobiles and light-rigs between Alturas and the southern end of Goose Lake was commenced last week. It is said that this enterprise is undertaken by the Oregon Valley Land Company, and is for the purpose of facilitating rapid transit between the terminus of the railroad here and the territory north of here.

The distance which the road is to be built is approximately fourteen miles and is to be constructed at an expenditure of about \$60,000. About seventy-five men have already been put to work on the construction, while a large number will be added to this crew as they can be procured. The road will be built twelve to fourteen feet wide and on a very even grade. A steamer will be built for travel

## PLANS READY FOR THE NEW DEPOT

on the lake to connect with the railroad and to ply between the southern end of Goose Lake and Lakeview, Oregon. The steamer will be capable of carrying 150 passengers and will also be fitted for handling the freight between these two points. It is stated that by using the automobiles and the steamer that two round trips will be made daily between Alturas and Lakeview.

The Oregon Valley Land Company is opening up and developing a large amount of land in Southern Oregon and Northern California, and it is stated that in the interest of its large holdings it is willing to expend \$100,000, if necessary, to establish rapid freight and passenger service between the holdings and the outside world.

## Big Class For High School

At the eighth grade examinations, conducted on May 18th and 19th, there were eighty-eight applicants in Klamath county. Superintendent Swan, assisted by Prof. R. H. Dunbar, Miss Nett Drew and Prof. B. P. Alexander, have completed the work of grading the papers of all the districts except Pokeyama, the papers of which district have not yet come in. Fifty-one diplomas certifying that the applicants have completed the work of the grammar grade have been issued. Several fall in one or two branches and may have another chance on June 1st and 11th, or again on September 1st and 2d.

The following are the successful pupils:

- District No. 1—Henry Ketsdover, Laton Stephens, Henderson Mulkey, Glenn Beals, Maysel Sandersen, Jennie Applegate, Forrest Peil, Ives Elliott, Hazel Summers, Ralph Bulard, Charles Ogle, Henry Messner, Goldie Barnes, Robert Riggs, Miles Price, Etta Turner, John Nelson, Evelyn Graves, Edith Campbell, Herold Sargeant.
- District No. 11—Donna Mack.
- District No. 8—Albert Jones.
- District No. 12—Fred Williams, Lester Boggs.
- District No. 13—J. Ernest Nall, Carl Ritter, Joseph Sterzl, Carl Rueck, Louise Egert, Theresa Sterzl.
- District No. 16—Charles Hughes.
- District No. 20—Hall Burnham.
- District No. 25—Rueben Gerber.
- District No. 27—Hilred Wilson.
- District No. 28—Claud Andrews, Harriet Garrison, Chas. Haskins, Henry Hartman, Lee Brown, Lester Pope, Alla Ballis, David Fitch.
- District No. 7—Hazel A. Vose, Earl K. McCoy.
- District No. 2—Leona Bean, Marie Harpold, Erma Hoagland, Victor Hamaker, George Bassett, Agnes Driscoll.
- District No. 24—Blanch Thompson.

## WILL COST NOT LESS THAN \$15,000

### To Be Constructed of Rubble With Dressed Stone Caps—Floors to Be Tile

The Chamber of Commerce and citizens generally have taken a good deal of interest in the matter of a passenger depot for Klamath Falls, and they now will be glad to know that the plans being rapidly matured in the Chief Engineer's office will give to Klamath Falls a very attractive structure.

The walls of the building are to be of rubble, with dressed stone caps of lighter shade and a mansard roof of different color.

The ladies' waiting room will be large and will have a lavatory connected, and these rooms and also the general waiting room will have tiled floors and wainscot about 7 feet high in tile.

In addition, of course, to these rooms will be the men's lavatory, the office and baggage room, with an open court, adjoining the baggage room.

The building will cost in the neighborhood of \$15,000. While the disposition of the citizens of Klamath Falls to contribute something, if necessary, toward a passenger depot of attractive character was appreciated, the Chief Engineer, who has charge of construction, did not wish to entertain any proposition for a contribution.

## Chastain, Langell Company Formed

George Chastain, Claude Chastain and Arthur Langell have entered into a partnership under the firm name of Chastain, Langell & Company. The grocery stock of George Chastain will be taken over, to which will be added a complete new stock of general merchandise.

The firm will occupy their present quarters until about the first of September, when they will move into a new building to be built for them adjoining the Star Drug Store by G. W. White. The firm has a five-year lease on the new building, which will be specially constructed to meet the requirements of the business.

Wear K. K. K. Store's correct clothes.

### THE WALKOVER SHOE

## WRONGLY EDUCATED

A great many people have been brought up with the idea that new shoes are necessarily uncomfortable and that old shoes are necessarily shapeless. When they buy Walk-Over shoes they discover how wrong this impression is because new Walk-Over shoes are shapey comfortable and old Walk-Over shoes are comfortable and shapey. We are anxious to prove it to you.



A CLEVER CREATION

## K K K STORE

## Local View Post Cards

We have collected the most Complete Line of Local Views to be found in town. We have over 20 views in color, of German print, from photographs, and are true as to color. Over 75 views in photographs, including all points of interest in this county. We are constantly adding New Views. Come in and look them over.

## Star Drug Store

"They Have It"

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