

The Evening Herald.

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THIRD YEAR, No. 918

KLAMATH FALLS, OREGON, TUESDAY, JULY 27, 1909.

PRICE 5 CENTS.

SEWER BONDS AWARDED

OFFER OF KEAN & CO. OF CHICAGO IS ACCEPTED

PAY PREMIUM OF \$2,500
Council Considering Character of System to Be Installed—May Use Lake Ewauna

The bankers of the city were called into consultation with the city of Chicago last evening for the purpose of securing their opinion on the various bids submitted for the sewer bonds. The bid of Morris Brothers of Portland was made in such a manner as to puzzle the city dads, so it was decided to submit both propositions to the city. The bid of Morris Brothers was \$1400 better than the bid submitted by the Portland house, and the bonds were accordingly awarded to S. A. Morris of that city.

Now that the matter of funds has been settled, the Council and Mayor are getting down to the consideration of the kind of a system that will be installed. It was discussed to some extent last night and will be gone into further this evening, when the Council will meet at 8 o'clock.

Developed from the discussion of the night, the sentiment is in favor of utilizing Lake Ewauna as a dumping place for the sewage is growing, and the city fathers are that the system will be installed with this end in view. However, will be made for the employment of septic tanks at such time as the city will be compelled to use them. The reason for the proposed step is economy. It seems that some members of the Council are not only desirous of having the future generation pay for the sewage, but also want it to pay for the same. Wise and sound foolish policy that advocates the elimination of the septic tank at the beginning. It is certain as the system is installed that the city will be enjoined from using the lake for a cesspool. As soon as the attention of the State Board of Health is called to the matter, it will be more than likely that they will take a hand in the matter and stop it.

U. and Zella Bussey of Lorella passed through the city to-day, the former en route to Pockegama, where he will teach school, and the latter en route to Keno for the same purpose.

Withers, a prominent attorney of Goldfield, Nev., and son are expected at the Lakeside, left this morning by a special boat for Spinks' where he will try his luck as a prospector.

Mr. Folsom of Juneau, Alaska, returned to the city last evening. Mr. Folsom is a Klamath county landowner and comes to see how matters have progressed since his absence.

FIGHT FOR DESCHUTES

HILL AND HARRIMAN FORCES TAKE THE FIELD

CENTRAL OREGON THE STAKE
Hill Throws Big Force Into the Deschutes Canyon and Proposes to Hold Right-of-Way

THE DALLES, Ore., July 25.—"We are going to build a railroad along the Deschutes, and it is not going to stop in the canyon, either, but is going to be built into Central Oregon," said Johnson Porter of Porter Brothers, the big railroad contractor, here yesterday.

"It is not a Hill line, never has been and never will be," continued the railroad man. "The right-of-way is owned by Porter Brothers, and the road is going to be built by them. Other fellows can build if they want to, and we are not going to try to stop them. Our rights-of-way conflict in some places. Ours has been accepted as far as Madras.

"We think that Central Oregon is a very productive country, and our railroad is going to develop it."

Hundreds of men, forty horses, forty wagons and all facilities for construction of roadbed and wagon roads arrived in this city yesterday afternoon by boat. About twenty more men arrived last night and others are expected the first of the week. All supplies will be freighted from this city to Deschutes. Work will be commenced at once building wagon roads to the proposed route at different points. Offices have been opened in The Dalles, though the main office of Porter in railroad work will be in Portland. Johnson Porter says his people had the first survey into Central Oregon, and that Harriman followed in their footsteps.

"I don't think the struggle for supremacy in the rugged Deschutes canyon will be one of picks and shovels, but of motions and briefs," remarked a man closely identified with the Harriman interests in discussing the activity of Porter Brothers at The Dalles. The speaker has been more or less intimately connected with the preliminary operations which have been undertaken in the proposed railroad invasion of Central Oregon, and is in a position to know what he is talking about.

There is every reason to believe that Porter Brothers, who have apparently acquired the surveys and other rights of the Oregon Trunk, represent the Hill interests. Two of the brothers were closeted with Hill's confidential representative, John F. Stevens, in Portland for several hours only a few hours ago, as exclusively related in the "Telegram" at the time. Stevens has spent most of the past month looking over the Central Oregon country and his friendly relations with the Hills is too well known to admit of doubt, while Porter Brothers have always been identified with any large railroad construction projects undertaken by Hill, including the North Bank project. In that memorable contest Porter Brothers won their fight on the conflicting locations and Hill's lawyers won the legal battles in the courts. Harriman was completely routed on every point.

Harriman's legal staff believes it will be no difficult matter to block any serious encroachments on their domain by Porter Brothers and the men behind them. In fact, it is understood that papers are already in preparation which are likely to throw the Deschutes embroglio into the courts in the near future.

It has been brought out in published reports inspired by Harriman officials that the Oregon Trunk Line has no legal standing in Oregon, being a Nevada corporation which, under the provisions of its articles of incorporation, violated the comity of States. In addition to this, the government approved survey maps of the Oregon Trunk and not Porter Brothers' maps. It is, therefore, held by the Harriman interests that the successors to the Oregon Trunk people have no more standing, legally, than Nelson, Williamson and others who secured the surveys for the Oregon Trunk.

It is practically beyond all question that Harriman lawyers will apply for a restraining order against the Porter Brothers, at least as soon as these contractors undertake any construction work at points where there are any conflicts.

Meantime there is intense and added activity in the construction department of the Harriman lines here. All the engineers that can be scraped together are being hustled into the interior and extra crews of men are being rushed forward as fast as they can be assembled. Although General Manager J. P. O'Brien stated a fortnight ago that there would probably not be more than two hundred men with sufficient equipment sent into the Deschutes canyon, Twoby Brothers are already scattering between six and seven hundred men along the 130 miles of the proposed route.

It is of interest in connection with the battle for possession of strategic points in the canyon that Porter Brothers waited until the very last day of grace before sending construction crews in there, to-day being the time limit within which the Oregon Trunk had to make good or forfeit the rights bestowed by the government in the approval of the survey maps of this project.—Oregon Telegram.

James T. Nabett, a prominent architect of the Sacramento valley, wife and son, Ray D. Head and Miss Velmer Howard arrived from Lakeview last evening, intending to stop over a few days while en route to Crater lake and other points in Oregon. They are traveling in Mr. Nabett's touring car.

Ed Laughlin has purchased from Harry Epping his soft drink establishment at the Lakeside.

COUNTY FAIR AND CARNIVAL

A MOVEMENT TO HOLD THEM SHOULD BE STARTED
PREPARATION TIME IS SHORT

The Big Crops Guarantee an Agricultural Exhibit Surpassing Any Ever Seen Here

Some move should be made looking toward preparation for the holding of a fair this fall. The time is not far distant when such an event will have to be held provided Klamath county is going to hold onto its share of the State money that goes with the holding of a fair. It seems to be pretty generally agreed that in addition to the usual events held in connection with the fair there should be something additional on the streets of the city. Many have suggested a street carnival, others some form of entertainment. Whatever it is, preparations will have to be made in advance and the time is at hand when steps should be taken to decide the question.

Under the State law the fair will have to be held under the auspices of a fair association, though the actual work can be delegated to another organization if the association sees fit to do so. The premium list, however, will have to be prepared and paid out by the association in order to secure the benefit of the State's money appropriated for such use. The Chamber of Commerce should appoint a committee to confer with the fair association in order that plans may be outlined for the carrying out of a program that will insure adequate entertainment and a first-class fair. Never before has this county been blessed with the abundant crops that will be harvested this fall. The farmers will now be enabled to gather specimens and thus contribute assistance to the Chamber to start an exhibit that will show to the home-seeker the agricultural resources of the county to good advantage.

The Herald hopes that the farmers will grasp the splendid opportunity a fair will give to the county at this time and while the Chamber of Commerce or the fair association is preparing plans for the manner of entertainment to go with the fair, will not fail to do their part by selecting and arranging the best specimens of their crops as they mature and have them in readiness when the time arrives to use them.

WAGNER—MARKEE

Miss Sadie Wagner and M. C. Markee were married in this city at the home of the bride's parents, Mrs. F. H. Peltz, Sunday evening. The wedding was a quiet affair, only the immediate relatives of the contracting parties being present. The bride has been a resident of this city for about two years and has a wide circle of friends. Mr. Markee for nearly two years prior to the arrival of the railroad was in charge of the collection department of the Klamath Navigation company. He is now employed at the Southern Pacific depot. He is a young man of energy and ability, with bright prospects for a successful career. The many friends of the young couple wish them much happiness and long life. They will make their home in this city.

Bills Being Laid for Building

Work on the superstructure of the new block being erected by G. W. White has been started and the building will be rushed to completion as rapidly as possible. The lower floor will be occupied by stores and the second floor will be used for offices and lodge rooms. Two of the store rooms have been leased already—one by Chastain, Langell & Co. and the other by the Star drug store.

Ladies Go After Bear

C. M. Ramsby and wife, F. L. Houston and wife, B. E. Withrow and wife left this morning for Blue mountain on a bear hunt. They will go to Wampler's on the Upper Lake and from there take pack horses for a trip to the south fork of Umpqua river. The ladies were armed with rifles and each intends to bring back a bear or deer.

Mrs. Abrahams and Mrs. Williamson arrived here last evening from Chico on a visit with their mother, Mrs. M. McMillan.

COLONIST RATES AGAIN ANNOUNCED

Schedule That Brought 65,000 to the Northwest Will Be Repeated This Fall

Colonist rates identical with those which brought 65,000 settlers to the Pacific Northwest last spring are to be put into effect again on the Harriman lines in September and October. The announcement of the new fall rates was made at the general offices of the system in Portland yesterday, but in the general offices of the North Bank railroad and in the Portland offices of the Canadian Pacific and Great Northern inquiries brought the answer that no information had yet been received as to the purposes of those roads.

J. M. Scott, assistant general passenger agent of the O. R. and N., last night said that in announcing the new rates the Harriman system was acting independently of other railroads. The other roads, up to yesterday, had refused to join in them.

Heretofore colonist rates have been established by Western points by agreements entered into by all the transcontinental railroads. At the last meeting of the Transcontinental Passenger association in Seattle the subject of colonist rates was not taken up. The announcement yesterday of the intention of the Harriman lines to put in fall colonist rates came in the form of a telegram from Wm. McMurray, general passenger agent of the O. R. & N. and Southern Pacific lines in Oregon, who is now in Chicago.

Rates Effective September 15

The rates will be put in effect September 15th and colonist tickets will be sold every day until October 15th. While identical with the spring colonist rates, the fall rates this year will be \$5 lower than the fall rates of last year.

The rates will apply to all main and branch line points on the O. R. & N., including the Oregon, Washington & Idaho railway; to all main line points on the Short Line intermediate to Huntington and Butte; and on the Southern Pacific to all main and branch line points south of Portland and including Weed, Cal., via Portland.

The following rates will apply from points named to all territory described in the foregoing: Chicago \$33, Omaha \$25, St. Louis \$26.50, St. Paul \$25. It is surmised that similar rates will be put in effect by the other transcontinental lines, applying generally from Minnesota, Wisconsin, Illinois, Iowa, Missouri, Tennessee and Texas terminals.

Stop-Over Privileges Allowed

On tickets to points on the Southern Pacific, Weed, Cal., and north in California and Oregon, via Portland, stop-overs will be allowed at any point south of Portland intermediate to destination of ticket. To secure such stop-overs, tickets must be exchanged at Portland union depot for special form of ticket, which must be deposited with agent at each point of stop-over immediately upon arrival. This will permit of stop-overs at as many points as desired on the Southern Pacific, south of Portland, not to exceed ten days at any point. These stop-overs are exclusive of and in addition to any stop-over authorized east of and including Portland. Upon application to conductors.

(Continued on Second Page.)

A BARGAIN CATALOGUE

THE MERCHANTS OF THIS CITY SHOULD ISSUE ONE

WOULD BRING MUCH BUSINESS
A Bargain Week Should Be Instituted and an Effort Made to Capture Outside Trade

Are the merchants of Klamath Falls going to make a move towards securing the trade of the outside communities? That is a question that still remains unanswered. Some time ago it was suggested that the merchants get together and issue a catalogue and establish a bargain week. No move in this direction has been made, and unless one is made very soon it will be too late to bring to this city the hundreds of people who have been going elsewhere with their money. They can do better in Klamath Falls than elsewhere, but they will have to be told that fact clearly and distinctly, and the only way to do it is for the merchants to issue a catalogue giving prices that can be compared with those heretofore paid by these people.

One method that could be followed is to turn the matter over to the Chamber of Commerce and have the catalogue issued under its auspices, the merchants furnishing the articles they desired listed therein. Each business house should select one article that will be sold during that week at or below cost, and this used as a "puller" for business. In addition to this article such others as they choose to run as bargains should be listed, together with a fuller list of the staples that remain at the regular price. A "bargain week" would bring to this city thousands of dollars and help the merchants to move goods that would otherwise remain on their shelves for the winter. This sale should be run during the fair week and now is the time to start the ball rolling.

One of the large new steamers of the Orient Steam Navigation company plying between England and Australia has been provided with a model electric equipment, even including an electric laundry. The wash is first boiled in a tank, where the water is kept at boiling point by means of steam pipes; thence it is carried to a pair of washing machines driven by an electric motor. The clothing is dried by means of a hydro-extractor driven at 640 revolutions per minute by a two-horse power motor. There is a Decouder machine driven by an electric motor, which is provided with a safety device to prevent the operator's fingers from being caught under the rollers. If the fingers come too near the roller, the motor which drives the machine is automatically stopped. The laundry is equipped with an electrically-driven ironing machine and with several electric irons.

Mrs. Joseph Koessel returned to her home in Fruitvale, Cal., yesterday after a visit with her brother, Joseph.

NEW MARKET FOR CATTLE

TACOMA COMES TO KLAMATH TO SECURE BEEF

DEMAND OF COAST INCREASES
The Completion of the Line to Natron Means That Klamath Will Be Large Beef Producer

The prediction often made that Klamath county is destined to be one of the main supply grounds for the stock markets of the Pacific Coast is emphasized by the appearance in the city of L. P. Pauley, representing the Castens Packing company of Tacoma. This company is one of the leading packing concerns on the Coast, and is constantly adding to its capacity, which now amounts to 150 head a day.

Mr. Pauley was here last year and purchased several train loads of cattle around Fort Klamath. These were driven to Ashland for shipment. This year they will be shipped from Midland, and the result is the leaving in this county a considerable amount of money that would otherwise be spent on the other side of the mountains.

"When this line is completed to Natron, Klamath county will at once take front rank among the cattle-producing sections of the Coast," said Mr. Pauley at the Lakeside to-day. "Few realize what this will mean to the farmers of this county. Heretofore it had only one market for its stock—that to the south. The building of this line will open up the northern market, and this one will be more important than the one south. The growth of the Northwest during the past few years has been phenomenal and with this increase has come the greater demand for meats of all kinds. This has grown to such an extent as to attract the attention of the great packing companies of the East and they are at work now erecting mammoth plants in Portland. It will be a difficult matter to supply the demand, and I firmly believe that there will be a substantial advance in the price paid for stock of all kinds."

Klamath county now has the lead in the stock industry and it is not likely that it is going to lose it. The opening up of the northern market means a greater demand for fattened stock and this means a greater demand for alfalfa. It is not a rash prediction to make that if all of the irrigated lands in Klamath were in alfalfa there will be demand sufficient to consume the entire supply."

Dr. McManus of Sherman, Mich., and Frank Moorland, formerly baker of Sherman, Mich., but now located here, returned from Spring creek yesterday. They report a delightful trip.

Burrell Short was in the city yesterday on business. He says haying is on full blast in his section, with heavy yields being reported from all of the ranches.

Born, Monday afternoon, July 26th, to Mr. and Mrs. R. R. Craig of this city, a son.



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