

WHERE WILL FAIR BE HELD

DATE WILL BE SET ON RETURN OF BISHOP

TO HOLD PUBLIC AUCTION

Would Prove One of the Most Interesting as Well as Profitable Features of the Fair.

The all-important question before the business men to-day is the date on which will be held the county fair. President Bishop of the Fair Association is out of the city, and a meeting of the directors will not be held until his return, at which time the date will be announced. In connection with the holding of the fair is being discussed whether it shall be held in the city or on the fair grounds. If the latter place is decided upon it is going to meet with general opposition, for it is claimed that the location of the grounds and the difficulties to be encountered in reaching those make it impracticable to hold the fair there this year.

The general opinion seems to be that the same course should be followed this year as was adopted last year, a suitable place in which to install the exhibits. In this way the visitors to the city would be kept in the business center of the town, and the expense of going to the fair grounds, would not be tired out in the journey, and always be in touch with all forms of entertainment to be given during that week. It has been suggested that all forms of contests be eliminated, such as horse racing and kindred sports, and the money usually appropriated for that purpose be devoted to some form of entertainment of the guests.

Another idea that has been advanced and one that has never been tried here is the holding of a free public auction. No charge is to be made, and everyone is to be invited to bring whatever he may have to sell. It is to be held at the auctioneer's. Two hours each afternoon are to be devoted to the auction. This would be to meet with success. There is not a farmer in the county who has not something he would be glad to offer for sale at an auction, and he would likewise have his weather eye out for whatever was offered for sale. It is argued that the material welfare of the farmer should be thus looked after. He would derive benefit from a fair at which his real interests were provided for, and the after results would prove far more satisfactory than if his time were devoted to watching horse races or some other form of sport.

A FINE GARDEN

One of the finest little truck gardens in the county is to be found in this city at the home of H. Newham. Mr. Newham has always been an en-

thusiast about the possibilities of this section from an agricultural standpoint, and has often demonstrated what can be done. Each year he has added to his garden until there is to be found there the finest line of vegetables grown anywhere in the county. He brought to this office samples of potatoes, corn, lettuce, beets, parsnips and cabbage that are magnificent. He naturally feels considerable pride in the results of his efforts, and he has good reason. When the county fair is held this fall, he will doubtless be at the top or close to it as a prize winner.

The McRoskey inner-laced mattress is taking the lead of all others in material and construction. They are neat, handsome, and durable as well. You can always get them at the Big Store, Virgil & Son.

DISCOVER NEW LAKE

CINNAMON LAKE IS LATEST ADDITION TO THE MAP

IS NEAR CLOVER SPRINGS

Permanency of Body of Water Unknown, But If It Lasts, Will Be Used for Power Purposes.

Whitcomb & Greel, who have offices in the old Oregon stage company's building on West Main street, will add another link to the chain of Klamath Falls' growing industries with the opening of their new saw-mill plant located near Clover Springs, which is six or eight miles west of the head of Spencer creek. A traction engine has been taken up to their mill location, which can be used for operating the mill until the necessary water power can be developed there, at which time the mill will be run by water. Mr. Greel stated that a new lake had been discovered in that section, which is called "Cinnamon lake," after a cinnamon bear which was seen in that neighborhood. It is a natural reservoir of about twenty-five acres, which they have had surveyed, and if the water holds out in the lake this season they will utilize it in connection with their mill for power purposes and also for irrigation. The daily cut of the mill will be from 19,000 to 15,000 feet with the traction engine, which will be hauled into this city and shipped from here.

In speaking of the timber in that section, it was stated that it was of a very fine quality and that there was considerable larch growing there. It is their intention to manufacture the larch, which it is claimed makes very fine inside finishing lumber, and will not check or warp, also having a very fine grain. Larch is also extensively used in making butter boxes, on account of being odorless. It is expected that the mill will be in operation within the next two weeks.

CALIFORNIA IS THE GOAL

HILL HAS EYE ON PACIFIC AND EASTERN

SURVEYORS HEADED SOUTH

Portland Telegram's Early Statements Are Now Borne Out by Developments.

James J. Hill has sent the man he regards as the greatest location and construction engineer in the world into Oregon to look the long-neglected territory over with a view, beyond any doubt, of deciding upon the feasibility of throwing railroad lines through the rich and undeveloped empire. This man is John F. Stevens. Exclusive publication in Evening Telegram, July 14, 1909.

In an official statement volunteered by himself, John F. Stevens, personal and confidential representative of James J. Hill, yesterday afternoon admitted his own connection with and his sponsor's financial backing of the Oregon Trunk line. He thereby confirmed in almost every detail what the Telegram has claimed ever since July 14, when Stevens' presence in Oregon was first announced in these columns. This newspaper first identified the mysterious John F. Sampson who had spent some three weeks through Central, Southeastern and Southern Oregon as John F. Stevens, and stated more than a month ago that Stevens was simply out in that country looking for a feasible route by which Jim Hill could break into California and get a big slice of the Harriman melon.

Stevens discussed the determination of Hill to build into Central Oregon frankly, and with some of that resoluteness which characterized him when he was on the isthmus and refused to let Roosevelt tell him how to dig the big ditch. But when it comes to feeling the great engineer and constructive railroad genius on the project of invasion of California, he becomes evasive. However, his attitude on this subject is not so much to the point as the three indisputable facts:

Quotes Corroborative Facts

First—N. W. Bethel, location engineer of the North Bank, and only lately location expert on the Oregon Trunk, has taken up the task of running surveys for this road south from Madras and toward Lakeview. He will probably have crews in the field in a very few days. As construction engineer, Bethel has been succeeded by George A. Kyle, assistant chief engineer of the Pacific Coast extension of the Milwaukee. This leaves Bethel's hands free to project the Hill line to the various rich sections which are to be tapped on the way to San Francisco.

Second—Oregon Trunk people are to-day endeavoring to round up engineers and surveyors for this work in Portland.

Third—John F. Stevens and President V. D. Williamson of the Oregon Trunk have been in extended conferences with John R. Allen of New York, owner of the Pacific Eastern railway, at the Portland hotel to-day, and it is reasonably certain that Hill will take over this road projected between Medford and Crater lake in the near future. This does not give a direct outlet into California, but it will tap a bountiful empire in Southwestern Oregon at one end and afford easy access into a portion of Central Oregon, which has almost unlimited possibilities in the development of various industries. Hill's acquisition of this property would make it easy enough to connect it with the road which the Porter Bros. are now building up the Deschutes canyon.

California the Goal

It all indicates that the invasion of the Harriman preserves in Central Oregon is only one step towards Hill's ultimate goal—the great California treasure-house of traffic.

In waiting until the present time to cast off his mask, James J. Hill has simply followed the same policy

employed when he was figuring on building down the north bank of the Columbia, although it can be said without fear of denial that not only Stevens but the Oregon Trunk lawyers as well have been trying ever since the Telegram exploited Stevens' presence here, to persuade Hill to come out into the open and admit his connection with the anti-Harriman road. For reasons best known to himself, Hill has withheld such an announcement until now, right on the eve of the first great legal skirmish in the federal courts. The natural inference is that this sudden change of mind was brought about in a large measure by the story in Saturday's Telegram, where certain vital discrepancies in the Oregon Trunk maps and its doubtful legal standing were called attention to. These discrepancies are purely technical, but have, it is said, important bearing on the question of the legality of every reported right claimed by the Oregon Trunk. At any rate, the Harriman people attach so much importance to this legal loophole that they will make it the basis of their attack on Hill in the federal courts, and fight it out on that line if they have to carry it to the supreme court of the United States.

Forced into the Open

With this situation confronting him, it is conjectured that Hill felt that he would be in better shape to wage successful warfare if he admitted financial responsibility for the project.

Be this as it may, Hill's man Stevens is not at all worried, nor are the Hill lawyers, for they contend that they will build a railroad into Central Oregon even if they have to wipe out every bit of preliminary work already done and start right out from the beginning.

"We're going to build into Central Oregon," declared Mr. Stevens, with much emphasis this morning, "and we don't care a snap for the cost. That isn't worrying us in the slightest. We have got all the money we need, and why should we worry? As for any legal obstacles, I have no cause for anxiety; our lawyers are paid to meet any such exigencies, and I have every confidence that they will be equal to the emergency."

If the Oregon Trunk people can get sufficient equipment to keep 10,000 men busy they will fling such an array of constructionists into the field. "The work," said Mr. Stevens, "will be prosecuted just as rapidly as labor and proper equipment can be assembled, and there will be no let-up in activity until the road is turned over to the operating department."

Both Stevens and President Williamson deny that connections will be made with the North Bank by bridging the Columbia. But, at the same time, the same engineers now engaged on the Oregon Trunk only a short time ago completed a survey for such a bridge, made all the necessary soundings and borings for such a structure, but there is no hurry about this; the bridge can be built say time and it will not be necessary to fight Harriman every inch of the way; approval of the government engineers will remove any legal obstacle, and the O. R. & N. can't stop the Hill people from crossing its main line to hook up the Central Oregon line with the bridge across the river.

"I shall spend more or less of my time in Portland looking out for our interests in this project," said Mr. Stevens, "though my permanent headquarters will still remain in Chicago."

He closed his interview with the statement that there wasn't a richer empire under the sun awaiting railroad development than Central Oregon, and with the declaration that he didn't think he had ever made a better investment in his life.

Captain J. J. Rahm has just received his new power launch "Margarita" from the Michigan Steel Boat company. The launch is eighteen feet long, four and a half feet beam, with a six horse-power engine, canopy top, and capable of carrying comfortably fourteen passengers. Her speed is twelve miles per hour. Besides the launch, the captain has twelve row-boats of different sizes which can be secured at reasonable rates by applying at his new boathouse on the Upper lake. The Margarita will be used for the passenger business in the Upper lake and can be chartered at reasonable rates upon application to Captain Rahm.

BEST TOWN IN NORTHWEST

JAMES STRAW FINDS NONE AS GOOD AS KLAMATH

BUSINESS DULL ELSEWHERE

A Fair Comparison Made by a Conservative Citizen That Shows Up This City and County Well.

James Straw, one of our well-known old residents, returned home last evening from a trip to Portland, Coos Bay, Seattle, Yakima valley, Spokane and Coeur d'Alene.

"It seems good to get back home," said Mr. Straw, "for after visiting the various places above mentioned and noting pretty carefully the conditions prevailing on the outside, I found no town of this size, or some even larger, that could compare with it in business. The merchants in towns similar to ours are complaining continuously about dull times and poor trade, and upon going around among the merchants here they state that while business is not at its highest point, still they are perfectly well satisfied.

"You see more people in Klamath Falls on the streets than you do in any of the towns on the outside of the same size, and if Klamath Falls was bunched up like the most of those towns are we would have a crowd on the streets all the time.

"Crops in the Willamette valley do not look good on account of the cold, late spring, but in the Palouse and Yakima valleys crops look good."

Mr. Straw attended the land drawing in Spokane, but failed to get a claim, although he said one man who registered from this county, whose name he did not know, drew a claim in the Coeur d'Alene drawing, the number of the ticket being 1,365.

In speaking of the chances one had for drawing a claim, Mr. Straw said: "It was too long a shot to get anything. For instance, in the Plathend country there were 250 good claims and 29,000 people registered; in the Spokane reservation there were 30 or 35 good claims and 100,000 people registered, and in the Coeur d'Alene

reservation there were 600 or 700 good claims and 100,000 people registered."

Mr. Straw stated that travel was very heavy and the trains were filled with homeseekers, but that a good many of them were of the class that rode all the way out from the east in a chair car without changing their shoes.

On leaving here Mr. Straw was suffering from an abscess in his head, from which he has entirely recovered.

Why is our clearance sale like a magnifying glass? Because it makes your quarters appear as large as dollars usually are. Portland Store, next to Postoffice.

We are right at the bottom with prices. Come down and see us. Portland store, next door to Postoffice.

LOCATION OF POSTOFFICE

AGREEMENT WITH GOVERNMENT IN PRACTICALLY REACHED

LEASE IS FOR TEN YEARS

Calls for Entire Room and the Installation of Three Hundred Additional Boxes.

The question of the location of the postoffice is practically settled so far as the government and H. F. Murdoch are concerned. When the representative of the government was here some time ago he submitted to Mr. Murdoch a proposition in his building. This embodied the conditions that the entire room be devoted to the use of the postoffice, and that there be installed about three hundred boxes.

The plans for the new equipment have been received, and when the office is rearranged it will be one of the most convenient in the State. A private office is to be provided for the postmaster and the general arrangement of the interior will be entirely changed.

The lease is made out for a term of ten years. It is not likely that a change will be made during that period, as the government makes it a rule to change the location of the postoffice only on two conditions—when the quarters get too small or it erects its own building. Either contingency is not likely to arise during the term of the lease. The growth of the business of the postoffice is such as to warrant the prediction that next year will see the beginning of the free delivery system. This will do away with the necessity of larger quarters, as it will relieve the office of a great deal of business that will be transacted by the carriers. The erection of a government building is only a remote possibility, as it is one of the hardest things to get through congress.

CATALOGUE IS FILLED

BIG BOOK OF BARGAINS SOON TO BE ISSUED

NOW PLANNING CELEBRATION

Interest Is Growing in the Great Trade-Getting Movement—Many Suggestions Received.

The Bargain Week catalogue is filled. It will be a thirty-two page book, size six by nine inches, and every page will carry to the people of Lake and Klamath counties a list of the offerings of the merchants of this city that will bring here hundreds of purchasers, many of whom have never been here before and most of whom will in future make Klamath Falls a headquarters for their trading.

The question of holding a Week of Bargains hinged on whether enough of the merchants would be represented in the catalogue to justify its issuance. Now that this has been done, the next step will be to get ready for a proper observance of the occasion. In addition to the county fair will be held some other form of entertainment. It has been suggested that the Chamber of Commerce take charge of this part of the program, and those of the directors of the organization who have been seen have expressed themselves as willing to assume the task. If the directors at their meeting to-morrow night will officially adopt the matter it will mean its complete success and at the same time assure the hearty co-operation of the business men.

Many suggestions have already been received, and they are deserving of the careful consideration of those having the celebration in charge. One of the most unique and at the same time practical, is the holding of what shall be known as "Mask Day," during which everyone in the city, residents as well as visitors, will mask. This would undoubtedly be a popular part of the program. Other ideas have been advanced and should be submitted to the consideration of the managers, who will select the best of all the suggestions and incorporate them in the program.

Mr. Gammon, the genial proprietor of the Iris Theater, has signified his intention to give matinee performances at his playhouse during the Week of Bargains beginning October 4th to assist in entertaining the people when they are not spending money with the enterprising merchants behind this new move to bring trade to the city. Going a step further, Mr. Gammon has offered to give one free matinee to work into whatever program may be arranged for that week if a carnival or fair is held.

Jars of money given away at the Portland Store.

Come to Us for Your Fall Suit and Overcoat



We will make them to your exact measure from \$13.50 and up Stylish, perfect fitting clothing made by America's foremost tailors.

K. K. K. Store

Klamath Falls - - - Oregon

It Is Tried and Tested!

We do not take the manufacturers' word for the purity of

Our Olive Oil

We test each and every lot that we get by the most approved methods. We are giving away a ten-dollar Electric Stand Lamp with Olive Oil purchases. See our window for particulars.

Star Drug Store

"They Have It"

ROSE CREAM FOR SUNBURN