

ADMINISTRATION OPENS FIRE FOR CONCRETE WALKS

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Widening of the sidewalk two feet on each side of the street on Sixth from Klamath avenue to Main street was approved by a majority of the council although Councilman Baisinger and City Engineer Don J. Zumwalt were inclined to believe that the council should devote their attention to widening the street for automobile traffic rather than narrowing it four feet.

"I would call the council's attention to the fact that virtually every city in the United States at this time is striving, through one means or another, to have their streets widened rather than narrowed," Mr. Zumwalt pointed out.

But the sidewalk widening proposal carried nevertheless. Cost of the additional improvement will be assessed against only abutting property holders.

C. A. Dunn Angry
"They don't know what they're talking about. The fill has been removed and the ground rolled."

This was the indignant response of Clifford Dunn of the Dunn and Baker Construction company, to a

protest registered by property holders on Siskiyou street stating that a fill by the construction company had damaged their property.

"I'm getting sick and tired of it," Mr. Dunn continued, his countenance white from anger. "We did all we could; we removed and rolled the fill; and because there was a slight overflow, the property holders are still objecting."

Decision was reached by the city council to allow the People's warehouse to retain their big scales in the middle of south Sixth street in spite of the fact that the street will be paved within the next few weeks.

M. F. Parker, manager of the warehouse, pointed out to the council that the scales were more or less of a community accommodation. City Engineer Zumwalt said that the scales could be retained without jeopardizing the pavement.

Street Petition
Petition of 13 property holders for the paving of Spring street from Oak street to south Sixth was recommended also eight inch concrete and a roadway 40 feet wide—referred back to petitioners because preliminary expense money and a statement of assessed valuations of property affected was lacking.

Street Commissioner John Verlings informed the council that approximately 15 water pipes to serve

the new motor driven street flusher should be installed. Fire hydrants and present flusher feeder pipes are inadequate, Mr. Verlings pointed out. The street committee will confer with the California Oregon Power company and ascertain the cost of installations.

Hereafter, unless application for permit is made before erecting signs, signs will quite likely be torn down, the council announced last night.

Permit was granted to the Green Lantern Cafeteria for the erection of a sign in front of the Melrose building.

"While we are discussing this subject, I believe something should be done about the Grey Goose Sandwich shop sign on Main street," the mayor said. "It is something of an obstruction and I've seen several people bump into it."

Wants More Parking
Councilman Olds opened up a new topic at the council table, one that would warm the hearts of motorists striving to find a place to park.

"It's my firm belief," Olds said, "that oil companies—or at least some of them, notably the Shell Oil company—take up too much space for their approaches across sidewalks. In one instance on Eighth and Main they take up 42 feet for one entrance. When parking on Main street is at such a premium, I believe that some action should be

taken to cut these entrances down to at least 20 feet and leave more room for the motorist."

The council did not take any definite action.

RYCKMAN SAYS EGGS TAKE BEST IN LAKE

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creek, Delph creek, Willamette, Hood River, Butte Falls and Tumalo hatcheries. Rainbow eggs have been shipped from Klamath to the Delph creek hatchery, steelhead eggs from Mohler to the Hood River hatchery, cutthroat eggs from Nevada to the Bandon hatchery, rainbow eggs from Klamath to the Lakeview hatchery and steelhead eggs from Tidewater to the McKenzie hatchery.

BUDD SAYS NO PLANS FOR EXTENSION SOUTH

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decision had been reached on what feeder lines might be built from the terminus of the O. C. & E. railroad, 40 miles east of Klamath Falls at Sprague river.

Asked whether or not the O. C. & E. line would have to be rebuilt to better handle heavy tonnage originating in the eastern Klamath territory, Mr. Budd said:

"You may rest assured that if it is necessary to rebuild or do any work on the O. C. & E. line to better handle tonnage that would originate in eastern Klamath, that work will be done. However, our plans are not sufficiently matured at this time to make any definite statement in that connection."

Mr. Budd was curious to learn the attitude of Klamath towards the joint use of the Southern Pacific line by the Northern line subsidiary.

"You see," he explained, "it amounts virtually to a half ownership by the Great Northern of that portion of the S. P. main line over which our road would traverse."

"Actually it is on a long time rental basis because the situation is such that any other arrangement would be impractical."

"The common user agreement is in line with national railroad policy which is to avoid, wherever possible, parallel construction and apparent useless expenditure of money. It is this policy that the interstate commerce commission has propounded and which prevails throughout the United States. I hope the people of Klamath understand the situation."

"According to present indications, the Oregon Trunk railroad will be in Klamath Falls early in 1928. We are now buying up right-of-way along our new survey and if we do not encounter any unforeseen obstacles the connection should be completed at that time."

Mr. Budd and his party combined pleasure with their business trip when they journeyed last night to Crater lake.

"We are all pronounced enthusiasts of the lake. We experienced no difficulty in reaching the lake and found accommodations delightful."

Included in Mr. Budd's party were L. C. Gilman, Seattle, vice president of the Great Northern; Charles O. Jenks, St. Paul, operating vice president; A. J. Wittich, Portland, chief engineer of the S. P. & S. railroad and Oregon Trunk railroad; Kenneth Hauser, Portland, who, with his brother, Rupert Hauser of Portland, holds the general contract for construction of the Oregon Trunk ex-

tension; L. K. Needham, Oregon Trunk engineer; Charles A. Hart, Portland attorney; and T. B. Denman who will be the Great Northern representative in Klamath Falls.

Jack Bernaby is visiting in the city today from his home at Bend. He is stopping at the hotel Hall.

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