

## The Klamath News

Official Paper for the City of Klamath Falls and Klamath County

EDWIN ROSE, Managing Editor

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### CRATER LAKE'S LURE

The significant feature of tourist travel this season is the growing popularity of Crater Lake. People everywhere seem to know about it and list it as one of the real attractions of the coast. The visitors' list at Crater this season is larger by thousands than it was last year, and if the interest keeps growing we may find it profitable to boost it ourselves.

This shows the wisdom of the Pacific Highway Bureau. Tourists from California stop to replenish gasoline and supplies after the hard mountain climb. This allows time to explain the advantage of the Klamath way to Crater, with surprisingly clever results. Most of the visitors seem glad to know of the shorter route and in that way get acquainted with what we have to offer in climate and scenery. It is easy to visualize how very much this will mean to us in the years to come, and if our business men get the right slant on possible development along this line there will be no hesitancy in giving full support to the Bureau at Ashland.

### GROW WITH KLAMATH

Anyone expecting to get rich overnight on account of local railroad development will have to guess again. Editorial opinion in Portland and elsewhere forces the conclusion that nothing can be expected this year from the Northern lines, which will cause disappointment to many. But business will continue good here notwithstanding. And growth will probably be much more solid and substantial because of the delay.

The tendency is all too general to adopt oil-boom methods wherever there appears the slightest warrant or excuse. Klamath is a prosperous, healthy town as it is, and the fact of new railroad connections is evidence that business is already here to warrant them. For that reason all we need to do is to "carry-on" as formerly, with such additional interest and enthusiasm as circumstances permit. And those who "stick to their last" will find this city quick to respond and liberal as to compensation. If a roll could be called of individuals who have made big money here the last ten years some of us would be amazed at the showing. Then why worry about the years ahead? The success that has already been possible will be expanded and enlarged regardless of new railroads. All it needs is for everyone to keep busy and the future will be thoroughly assured.

## Bacon Sandwich To Be Tolerated Say Filipinos

ABOARD S. S. HUSTAMANTE, Philippine Islands, July 28.—(United News)—"We want no bacon sandwich," read one of the many signs carried by independence enthusiasts in parade that greeted Colonel Carmi Thompson when he visited the town of Cuyo, the last point on his present inspection tour.

This was the Filipino way of describing a congressional bill introduced by Representative Robert L. Bacon of New York. They have declared that this bill, announced as a measure to further Philippine progress, has in reality concealed within its folds means of tightening America's hold on the islands.

Specifically the bill provides a separate government for Mindanao, the Moro section, and strengthens the powers of the governor general.

This bill and the Kless bill, defining the powers of the Philippine auditor seem to have aroused widespread resentment, for everywhere Colonel Thompson has gone he has been warmly welcomed and thereafter given a demonstration by the independence group.

## Poincare Given Confidence Vote

PARIS, July 27.—(United News)—The chamber of deputies by two votes of confidence implying its early acceptance of Premier Poincare's measures for financial rehabilitation, has given France the hope of a stable government for a period of several months.

Poincare, who appealed to the patriotism of France many times as its war-time president, has again appealed to the representatives of the people and once more he has received a sweeping demonstration of approval. The official vote of confidence stood 358 to 131, while another measure agreeing to early consideration of Poincare's financial projects was passed 48 to 31.

## INDIAN CONGRESS IS GREAT SUCCESS

(Continued from Page One)

one of the "finest in the United States. There were about 250 present, and this included men from all walks of life. The commissioner of Indian affairs was present and stated that he approved of our organizing and his only suggestion was that, if possible, we hold our next congress a little later in the season, or after all the crops are in, so that we would feel easier and not troubled by work neglected on account of our convention.

"I succeeded in having the program changed, and we elected a permanent chairman, Paul G. Wapato, a full blood Indian, and a permanent secretary, Victor Johnson, part Indian.

"The attendants at the convention were much interested in our talks and they even insisted that a blind young Indian speak, and he was led to the platform and talked about our getting together and working for our own betterment in an organization just as business people generally do.

"The hearty co-operation of the people of Spokane will long be remembered by every Indian who attended the congress, and it will certainly be a pleasure to return there for our next meeting."

## GEORGIA NATIONAL GUARDSMEN ABANDON

(Continued from Page One)

fire when the train ran into a washout near Winterhaven, Fla.

Firemen from Winterhaven extinguished the fire.

Two washouts occurred on the coast line south of Waynesville, Ga., according to reports received here. Trains were being re-routed.

Reports from Miami and West Palm Beach, where the storm damage is heaviest are still meager. Communication into the storm area probably will not be normal for several days, but telegraph and telephone service will be partially restored by Thursday noon, reports from Jacksonville indicate.

The Italian ship Ansaldo San Giorgio Secondo, which fought a desperate battle with the storm after it had lost its rudder, has been taken in tow by the West Haverhaw and is being brought to Jacksonville, a wireless report received at Jacksonville stated. It is expected to arrive some time Thursday.

Two tankers which are overdue at Jacksonville have not been heard from, but they are believed riding out the storm.

More than a score of yachts and houseboats have been sunk at Palm Beach and Lake Worth. The sinking of the houseboats has left several families homeless.

## THE RAILROAD SITUATION

(From the Salem Journal)

It is all very well for the public service commission, as a grand-stand play, to clamor for the interstate commerce commission to order the building of railroad lines in Oregon, but if the railroads do not want to build lines, there is no way to compel them to, and if they do build lines, they cannot be compelled to divide their use with competing railroads. Any such orders would be confiscation of property and unconstitutional.

There is every indication that the railroads affected have entered into an agreement on the building program which will materially curtail the proposed extensions, which were evidently largely bluff for trading purposes. The northern lines have apparently abandoned their proposed extension into the Klamath basin from Bend in return for concessions in other territory. This is an era of mergers and consolidations and new alignments are to be expected.

The acquisition of heavy holding in both the northern and southern lines by Curtiss James of New York is undoubtedly a factor. It is reported that Mr. James is the largest individual stockholder in both groups and also principal owner of the Western Pacific. It is not at all improbable that the Klamath tonnage will go east via the latter.

It begins to appear as if rail extension in Oregon will be confined to completion of the Natron cut-off, extension of the Strahorn line to a connection with the Nevada, California and Oregon at Lakeview and the rebuilding of the latter as a standard gauge line to its connection with the Western Pacific.

Such a program will be a keen disappointment to the people of Oregon, especially speculators who have invested on the rumors of extension hoping to reap unearned profits, but there is no way to force construction. If this surmise proves correct, and every indication bears it out, the only way to secure the central Oregon railroads is for Oregon capital to build them.

## Legal Notices

### NOTICE INVITING BIDS FOR STREET IMPROVEMENT Unit No. 53

Pursuant to Ordinance No. 768 of the City of Klamath Falls, Oregon, notice is hereby given that bids will be received by the Police Judge of said city, at his office in the City Hall, up to and including Monday, the 9th day of August, 1926, at the hour of 8:00 o'clock P. M. for making the proposed improvement of Oak street from the easterly line of Ninth street to Spring street, Eleventh street from the southerly line of Walnut street to a connection with the proposed improvement of Oak street, Market street from Spring street to the existing pavement on Market street, being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon. Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 35 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge of said city, reference to which is hereby made regarding further details for plans, construction, materials, quantities, and the like.

Also bids will be received for the maintenance of said improvement for the succeeding five years from the date of acceptance of the work on a basis per square yard per year.

Said improvement will be let in one contract and bids will be received for each kind of pavement specified above, and will be opened for consideration by the Common Council on the ninth day of August, 1926, at the hour of 8:00 o'clock P. M. Bidders will be required to submit bids on blanks prepared by the City Engineer, and bids will not be considered unless so submitted. Blanks for bids may be obtained at the office of the Police Judge.

The successful bidder will be required to give bond in a sum to be fixed by the Common Council for the faithful performance of the contract to be entered into for making said improvement. Each bid must be accompanied by a check certified by some responsible bank for five per cent of the amount bid, as guarantee that the successful bidder will enter into contract with the city for the making of such improvement within 15 days from the date of making such award.

The Common Council reserves the right to reject any and all bids, and to make such improvement on behalf of the city.

Dated at Klamath Falls, Oregon, this 27th day of July, 1926.

LEM L. GAGHAGEN, Police Judge.

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Blanks for bids may be obtained at the office of the Police Judge.

Also bids will be received for the maintenance of said improvement for the succeeding five years from the date of acceptance of the work on a basis per square yard per year.

The successful bidder will be required to give bond in a sum to be fixed by the Common Council for the faithful performance of the contract to be entered into for making said improvement. Each bid must be accompanied by a check certified by some responsible bank for five per cent of the amount bid, as guarantee that the successful bidder will enter into contract with the city for the making of such improvement within ten days from the date of making such award.

The Common Council reserves the right to reject any and all bids, and to make such improvement on behalf of the city.

Dated at Klamath Falls, Oregon, this 27th day of July, 1926.

LEM L. GAGHAGEN, Police Judge.

## SPEEDER IS CRAZY IS COURT DECREE

SALEM, July 27.—(United News)—The contention of many sane minded citizens that speeders are crazy received official recognition here when Carl B. Montgomery, arrested for speeding, was committed to the state hospital for the insane.

Montgomery was arrested on word from Albany. He was traveling 50 miles an hour when stopped. On being returned to Albany his erratic actions caused an investigation which disclosed the fact that he was mentally unbalanced.

## NO SMART ALECKS IN JOHN D'S FAMILY

CHICAGO, Ill., July 28.—(United News)—John D. Rockefeller, Jr., refused to let newspaper photographers take pictures of his two sons here today, claiming the boys were "just ordinary citizens who might think themselves important if they got before the camera." John D. himself, however, affably consented to pose.

## Reed Is Becoming Borah Democratic Party in Nation

WASHINGTON, July 28.—(United News)—Senator James A. Reed of Missouri, who is the principal figure in the senate primary investigation at Chicago, is rapidly becoming the Borah of the democratic party.

He is receiving presidential mention to an extent that would have seemed preposterous a few years ago when he was denounced by Woodrow Wilson and was thrown

out of the democratic national convention at San Francisco because of his opposition to Wilson.

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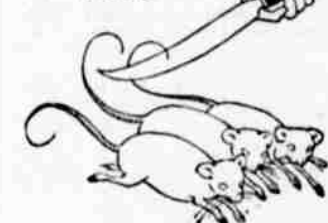
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