

KLAMATH REPUBLICAN

SUPPLEMENT.

VOL. 6.

KLAMATH FALLS, OREGON, THURSDAY, JUNE 27, 1901.

RAKES, RAKES, RAKES. LARGEST STOCK IN KLAMATH COUNTY.

Deering all steel, Hand Dump, 8½ foot, \$30.
Deering all steel, Self Dump, 8½ foot, \$35.
Deering all steel, Hand Dump, 10½ foot, \$35.
Deering all steel, Self Dump, 10½ foot, \$40.
Thomas wood wheel, Self Dump, 10½ foot, \$40.
Hollingsworth-Tiger steel wheel, Self Dump, 10½ foot, \$40.

For cash purchases, will give 6 extra teeth with each rake.

BALDWIN, THE HARDWARE AND IMPLEMENT DEALER.

A. O. U. W. BUILDING, KLAMATH FALLS.

Owen McGuire of Bedford was in town Friday.

M. A. Long of Round lake was in town Saturday.

S. A. White of Royston visited this place Friday.

James Tobin of Lost river was at the Falls Saturday.

Wm. Deal of Langell Valley Sundayed in Klamath Falls.

H. D. Stout went over to Lakeview this week to make proof at the land office on his timber claim.

Jas. Moore, Joe Moore and Wm. Brisben arrived Wednesday with three six horse loads of freight.

Mike Hartery and wife of Merrill were visiting friends at Klamath Falls the latter part of last week.

Klamath Falls merchants received 41,200 pounds of freight yesterday and will receive over 12,000 pounds more today.

Bert Withrow, son of C. H. Withrow, arrived home yesterday from the Portland military school, to remain during vacation.

Fred Carrick, son of A. D. Carrick of this place, arrived on Tuesday for vacation from Forest Grove where he is a student at the Pacific University.

John Houston went to San Francisco for medical treatment this week. His father accompanied him and will remain with him for some time.

J. Conner and son, W. E. Conner proprietors of hotels at Salem and Ashland respectively, have been here the past week looking after the interest of their ranch.

F. P. Grohs of Langell Valley was in Klamath Falls Saturday. At this place he met his two daughters who had arrived from Auburn, Or., to spend the summer with him here.

Mr. Yaden, proprietor of the Klamath Falls and Ashland stage line, arrived here on Friday from Ashland. In view of the increasing business, Mr. Yaden has added a new stage to his line.

Ernest Bath, aged 49 years, suicided at Sisson on Wednesday of last week rather than go to jail. He had been bound over on a charge of stealing a beef, and said he would kill himself if he could not secure bail.

Grants Pass Observer: Judge H. L. Benson, wife and two children, Henry and Lois, of Klamath Falls, arrived here last Friday evening and visited their son and brother Rea Benson. They were on their way to Portland.

Ashland Tidings: H. H. Roberts, of Heppner, deputy U. S. marshal, arrived yesterday on his way to Klamath county, where he will subpoena witnesses in the case of the alleged illegal fencing of government land by Jessie D. Carr and others.

Medford Mail: Asa Fordyce re-

turned last week from the Ft. Klamath country. While over there he invested quite extensively in stock ranch land, having purchased 260 acres from Ed. Robinson, for \$12.50 per acre, and 175 adjoining acres from C. T. Nicholson, for the same price per acre. He will make a stock ranch of the land and is right now buying stock to put on it.

Ashland Record: I. W. Burris and family leave today for Klamath Falls to make their home and go into the hotel business. They have lived in Ashland many years and have the best wishes of many warm friends in Ashland for their future prosperity and happiness.***The Ladies of Trinity Guild gave Mrs. I. W. Burris a pleasant surprise party on Monday evening in honor of her departure for Klamath Falls. The event occurred at the home of her sister, Mrs. E. A. Smith, on Church street.

EASTERN OREGON.

Pendleton Tribune:

Transportation in Eastern Oregon is the greatest need of this part of the state. We have long distances, broad plains and rugged mountains, which make traveling difficult and the carrying of produce expensive. Social and political relations are hindered. A large part of the profits of industry are appropriated by freighting companies, and resources remain undeveloped because of the high rates for shipping ores, livestock and agricultural products.

Eastern Oregon comprises a territory almost 250 miles square. It extends from the summit of the Cascades to the Idaho line, and from California and Nevada to the Columbia. Every one of 15 counties has resources, topography and climate similar to all the others. They are by nature sisters. Their hopes and aspirations vary but little, and whatever brings good to one benefits the others. The dreams of gold of the Blue Mountain counties are shared by Harney, Lake, Crook and Wasco, and the wheat fields of Umatilla, Union, Sherman and Gillman supply bread for the cattle and sheepmen that pasture their herds and flocks in every county. Two or three counties may be classed as wayward. Wasco has become identified in many ways with Portland, and the Valley and Lake and Klamath lean toward the Southern Pacific and California, the remaining dozen, however are as good friends as the almost slight acquaintance of the people can justify, and when greater transportation facilities are provided, they will stand together for industrial, social and political ends, and Eastern Oregon will become much better known than it is today. Willamette Valley will not then be another name for Oregon, but Eastern Oregon and the Inland Empire will become the Mecca toward which the immigrants will journey.

This vast territory has but one rail-

road of any consequence. The Oregon Railroad & Navigation Company's track lies along the extreme northern border for half its distance, and then cuts off the whole northeast corner. The Northern Pacific has a 30-mile branch running into Pendleton, and the Oregon Short Line meets the O. R. & N. at Huntington, barely touching the state. A small branch line runs south 30 miles to Heppner from the O. R. & N. main line, and the Columbia Southern has been built southward a short distance from near The Dalles.

The Columbia and Snake river are of no advantage as long as the dalles obstruct navigation, and Eastern Oregon has no other navigable streams.

The extreme northern part of Eastern Oregon, then, has transportation facilities, but nine-tenths of this great area never saw the smoke of a steam engine or heard the echo of its whistle. Citizens travel hundreds of miles to the state capital. Cattle and sheep are driven from 20 to 250 miles to a railroad for shipment. Wool is hauled similar distances at a heavy expense, and good mines remain unworked because the gold in the ores will not pay for shipment alone. It costs 12 cents a bushel to market export wheat, between one-fourth and one-fifth of the price being given up to the railroad companies. This tax, allowing for a reasonable rate, means a tax of a quarter of a million dollars annually on Umatilla County alone. In spite of these things, however, Eastern Oregon is prosperous. The difficulties of transportation are overcome in the best ways possible, but there will be a different story to tell when the dalles are made passable and railroads are built into the interior. These are inevitable facts, that the future must bring. Grant, Harney, Malheur, Crook and others are now traversed by projected railroads, and the building of them before long is not a dream.

Portland should become interested in this matter and endeavor to secure the trade of this region. If railroads are to be built southward into the interior from the O. R. & N. main line the channels of trade will flow toward Portland; but if the Southern Pacific builds a line through Lake, Klamath and Harney Counties San Francisco will capture a large share of this section. Portland should for the same reason labor for the opening of the Columbia to prevent Seattle from securing much of the business of the northern half of Eastern Oregon.

Call at "Van's," the jeweler, and see his stock and get prices before buying watches, clocks or jewelry.

Strawberries and cherries every day at the East End Grocery.

Eczema, salt rheum, tetter, chafing, ivy poisoning and all skin troubles are quickly cured by DeWitt's Witch-Hazel Salve. The certain pile cure. J. L. Padgett & Sons, Keno.

The bilious, tired, nervous man cannot successfully compete with his healthy rival. DeWitt's Little Early Risers the famous pills for constipation will remove the cause of your troubles. J. L. Padgett & Sons, Keno.

"A few months ago, food which I ate for breakfast would not remain on my stomach for half an hour. I used one bottle of your Kodol Dyspepsia Cure and can now eat my breakfast and meals with a relish, and my food is thoroughly digested. Nothing equals Kodol Dyspepsia Cure for stomach troubles." H. S. Pitts, Arlington Tex. Kodol Dyspepsia Cure digests what you eat.

J. L. Padgett & Sons, Keno.

CARRICK, GRIGSBY CO.

The most complete line of extras in the county. The authorized agents for McCormick's chimes and extras in Klamath. Tiger Holingworth teeth, here than elsewhere. New good goods. Call and examine. CARRICK & GRIGSBY.

Mr. James Brown of Putnam over 90 years of age suffered for with a bad sore on his face. clams could not help him. DeWitt's Witch Hazel Salve cured him permanently.

J. L. Padgett & Sons, Keno.

"The Doctors told me my was incurable. One Minute Cure made me a well man." Silver, North Stratford, N. H. cause you've not found relief. stubborn cough, don't despair. Minute Cough Cure has cured sands and it will cure you. be sure.

J. L. Padgett & Sons, Keno.

Ashland and Klamath Stage Line.

Makes daily trips each way. ren, Soda Springs, Shasta, ma, (Logging Camps) to Klamath Falls.

It is the direct line from and all Northwest Oregon. ath Falls, Merrill, Bonanza and Lakeview, and also Agency and Ft. Klamath.

Leave Klamath Falls daily a. m. and arrives by 2 p. m. makes good connections north and south bound at Ashland. Daylight ride.

Good Stock and Equipment.

Careful Attention Traveling Public.

R. M. GARRETT, J. L. Padgett & Sons, Keno. Superintendent.

Ager-Lakeview Stage Line.

S. L. McNAUGHTON.

Office: At the Telephone Office.

KLAMATH FALLS.

Daily from Ager to Klamath Falls, Keno, Bonanza, Bly and Lakeview.

Daily from Lakeview to Bly, Dairy, Klamath Falls, Keno, Hot Springs and Ager.

Makes connection with Ager, Cal.

Easy Coaches Excellent Accommodations.

Passenger, express and freight solicited. All business will be expedited.