

Republican in Politics, and devoted to the Timber, Agricultural, Stock and Wool interests of the great Klamath County.

Published every Thursday by WESLEY O. SMITH, Editor and Proprietor.

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Better roads in any county will hold intending settlers, while bad roads impel them to look further.

With the eloquence of Patrick Henry the Ashland Tribune exclaims: "Give us new sidewalks or tear up the old ones and let us go back to the cow trails of our fathers."

"Old maid insurance" is carried out in Denmark. Women who think they may become old maids pay so much a year, and at 40 receive pensions for life.

An exchange says the most prosperous town in the one where there is the greatest evidence of local pride. It doesn't require mansions and great lawns and the trappings of wealth to make a prosperous town or city, but order, cleanliness and the evidence of civic pride are an absolute essential.

MORE ABOUT TRANSPORTATION.

Editor Republican: Since reading your article in last week's paper on the transportation question, I have made some inquiries concerning this matter and find that the freight coming through Pogeama averages about 500 tons per month, at an average cost of something more than \$20, per ton.

Now these conditions existing there would seem to be no obstacle in the way of establishing an All Steam line of transportation between this place and San Francisco. Starting from here with a properly constructed steamboat, connecting with an automobile for passenger travel and a traction engine hauling, say three cars and making a trip per day each way, can be effected at a saving of at least \$7 per ton on freight; this would show a saving of \$3500 per month on freight now received via Pogeama alone, and would enable our merchants to get freight in at all seasons of the year, besides expediting our mail one day.

These suggestions are not prompted by philanthropic impulses, but emanate from a deliberate business view of the situation, the proposed transportation line must make a profit, and I am convinced it would prove a good investment from a business standpoint, besides, the consumers would save in one year more than enough to establish and equip the line. It is not this better than paying some railroad company a large bonus to build a road and still be at its mercy as to freight rates? It is a true saying that "Providence helps those who help themselves," instead of waiting longer for something to turn up, better to go work and turn up something to our advantage.

Resolutions of Condolence.

Hall of Linkville Lodge No. 110, A. O. U. W. Klamath Falls, July 13, 1904. Whereas, it has pleased the Supreme Master of the universe to take from our midst, Brother A. D. Carrick, therefore be it

Resolved, that while we bow with submission to the will of the Almighty, never-theless we mourn the loss of a brother who had the good of the order so much at heart

Resolved, that in the death of Brother Carrick this lodge and the A. O. U. W. in general has lost a member, whose place will be hard to fill, and that his family has lost a good and indulgent husband and father, and this lodge hereby extends to the bereaved family the sincere and heart-felt sympathy of our entire membership

Resolved, that our charter be draped in mourning for a period of thirty days, that a copy of these resolutions be spread on the minutes of our lodge, that a copy of these resolutions be transmitted to the bereaved family, and that a copy of these resolutions be furnished the press of our city for publication.

Respectfully, Alex Martin, Jr., W. T. Shive, J. W. Siemens, Committee.

TRIP TO KLAMATH FALLS

What a California Visitor Has to Say About Our County and City.

We left San Francisco Saturday evening on the Oregon Express arriving at Thrall the following day at 1 p. m. A description of the beauties of the northern trip would probably be interesting to our readers but so many fine articles have appeared in the various magazines and railroad circulars that we will refer to them.

On Salt river, near Phoenix, a masonry dam 225 feet high above bed rock has been started. This will control the flood water of Salt river and save a settled community that was drifting back into a desert because of the drought and the flashy nature of the stream.

On the Lower Colorado the Yuma project has been brought to the point where bids are asked for on the work which is estimated to cost \$5,000,000. This will provide for a system of irrigation, drainage and levees to prevent over-flow. The Colorado is a navigable interstate stream and a special act of Congress was obtained to permit of the necessary diversions.

Several of these projects are now in various degrees of development in most of the arid states. Usually both drainage and irrigation is provided. The law requires that the cost of the works must be returned to the government in ten annual installments without interest, profit or taxes.

In building these projects only permanent construction is used, no perishable material being employed. The plan is always to irrigate the greatest area from a given stream that can be served within commercial limits, the last acre feasible being reclaimed.

In the case of the Klamath project the position of the government will be largely dependent upon the attitude of the people of this section. If local conditions are satisfactory to them the department will doubtless give that great weight in reaching a conclusion.

Preliminary surveys will be started by Mr. Humphrey who will spend the summer here in carefully looking into this locality.

Methodist Church.

Sunday school at 10 a. m. Preaching at 11, subject "The Religion." Epworth League at 7:30 p. m. Preaching at 8, subject, "Christ's call to the Thirsty." The choir will be in attendance and take part in the services.

SUMMONS.

In the Circuit Court of the State of Oregon, for the County of Klamath, vs. Ora M. Clemens, Defendant. To Ora M. Clemens, the above named Defendant.

GOVERNMENT IRRIGATION

Visiting Engineers Looking Over Klamath Basin Irrigation and Drainage Proposition.

Messrs J. B. Lippincott and T. H. Humphrey, Engineers of the Geological Survey have been spending a week or more in looking over the drainage basin of Klamath river. Mr. Lippincott gave the Klamath Republican the following statement concerning the irrigation work of the government.

The fund that has been turned over to the Secretary of the Interior from the sale of public lands has now reached over \$20,000,000. The first construction to be started was on the Truckee river in Nevada. This stream will be diverted and Lake Tahoe used as a storage reservoir to supplement the low water flow.

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Contest Notice.

Department of the Interior, United States Land Office, Lakeview, Oregon, June 28, 1904. A contest against the claim of Fred Flock entry No. 1022, made September 22, 1893, on the 1/4 Sec. 2, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 10, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 11, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 12, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 13, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 14, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 15, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 16, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 17, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 18, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 19, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 20, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 21, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 22, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 23, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 24, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 25, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 26, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 27, Twp. 36 S., R. 12 E., W. 3 W., and 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3 W., and 1/2 Sec. 254, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 255, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 256, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 257, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 258, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 259, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 260, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 261, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 262, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 263, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 264, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 265, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 266, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 267, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 268, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 269, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 270, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 271, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 272, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 273, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 274, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 275, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 276, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 277, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 278, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 279, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 280, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 281, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 282, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 283, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 284, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 285, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 286, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 287, Twp. 36 S., R. 12 E., W. 3 W., and 1/2 Sec. 288, Twp. 36 S., R. 12 E., W. 3 W.,