

KLAMATH REPUBLICAN

W. O. SMITH, Editor and Proprietor.

LEADING NEWSPAPER OF INTERIOR OREGON.

Klamath Falls, Ore., Thursday, January 19, 1905.

NOW FOR A RAILROAD.

Positive inducements are now offered Klamath Falls and Klamath county for a railroad. There has been railroad talk and railroad talk, but the matter has at last been placed in a tangible shape, and now a road, definite and certain, is offered.

It is not a question of a road of some kind some day, but a road with standard gauge and modern equipment completed to Klamath Falls on or before March 31, 1907—just two years and a little over two months from this date.

The promoters say that if the people meet the proposition made them, the road will probably be completed much earlier. It will be to the interest of the Company to finish the road as early as possible, and it will lose no time after the preliminary arrangements are made.

The principal stockholders of the Weed Lumber Company, one of the wealthiest corporations in the west, with its headquarters at Weed on the Southern Pacific railroad, a few miles north of Sisson, in California, have organized themselves into the Klamath Development Company, for the purpose of extending the Weed railroad, now completed 25 miles into the interior, 50 miles further to Klamath Falls.

The resources of Klamath county are already great, but not sufficiently developed to justify the building of a road on a paying basis from the start. But there is every indication that the country will be early developed and that then the traffic from this point will pay a railroad well. With this outlook the incorporators of the Klamath Development Company, are willing to build the road to Klamath Falls without delay, if the people will meet them on a proposition which they have made to them.

They offer to build the road to Klamath Falls within two years from March 31, the present year, if the people will secure for them a right of way from the California line to this city, and also subscribe a bonus of \$100,000 in money and lands, to be paid upon the completion of the road.

Can the people do this? Will they do it? What the people state is the best evidence of what they can and will do. The leading business men of Klamath Falls met the railroad representatives, and assured them that they believed the sum could be raised and assured them that they would make an earnest effort to secure the required amount.

It is a large sum, it is true, but the people of the Klamath country are liberal and business to the bone, and once convinced that it will pay to raise the sum they will raise it. They realize that for the development of her wonderful resources a railroad is their greatest need. With a railroad they can do everything; without one the country must remain at a standstill, in a measure.

A railroad will facilitate the irrigation work; a railroad will bring more people and money; a railroad will prove the greatest factor in developing the greatest county in Oregon.

The Republican believes it will pay to raise the \$100,000 subsidy. It believes the people can and will raise the amount. The men enlisted in the work are men who generally accomplish whatever they undertake. All of the successful business men in Klamath Falls are enlisted.

With Government irrigation and a railroad to Klamath Falls the future of Klamath county will no longer be speculative.

SHOULD AVOID LITIGATION.

The spirit of fight and drive out has dominated some of the citizens and one or two of the members of the irrigation committee with reference to persons holding acquired rights in the path of the Government irrigation project in Klamath county.

The spirit of fight is a proper one when fight is necessary, but in business affairs and in public improvements, as in individual affairs, it never pays to go around with a chip on one's shoulder.

If the Klamath Canal Company, or any other concern even thought it could block Government irrigation and hold the field, or draw down an unreasonable compensation for acquired rights a great disappointment would be the result. But the Republican does not believe this company or any other institution in Klamath county has any such motives.

Upon the other hand if the promoters of the Government project should think they can run rough shod over the rights of the Klamath Canal Company, or those of any other private institution, because they have the Government behind them, they will find obstacles thick and fast in their way.

The Government has not superior rights to its citizens in a business enterprise in a given community, when it is acting in a fiduciary capacity for the citizens of the community. Its officers, it is true, may declare a body of water navigable and forbid citizens from doing anything that will interfere with navigation, but they cannot act revengefully or through jealousy and deny a citizen of a right for the purpose of furthering the ends of others in the name of the Government. The Government will not do for one what it has forbidden another to do for himself.

The officers can do these things, it is true, but the Government always makes full reparation to its subjects for any injury done them under the weight of its heavy arm, where erroneously wielded by misguided or prejudiced officers.

In times of war it may take, confiscate or destroy private property, but in times of peace it always makes full reparation for such acts. It is the boast of the United States Government that it has never injured a private citizen without paying due compensation therefor. This rule is the very foundation of its constitution; the declaration of its independence.

It will do it in the work of irrigation in Klamath county, and those narrow minded persons attempting to domineer the Klamath county irrigation committee into an oppressive spirit, and any public officers drawing public pay, who think otherwise will be thoroughly undeceived as the work proceeds toward completion.

It might as well be understood once and for all that in its irrigation work in Klamath county the Federal power is not going to trample down the rights of citizens; neither is it going to be mulched by grafters either in or out of its employ, and the earlier everybody gets in and works for harmony and fairplay on all sides the sooner will Klamath county have her rich but arid lands reclaimed.

Litigation will not pay, a usurpation of rights will certainly bring about litigation and those attempting to stir up strife should receive a proper reprimand from the people. An enemy to doing justice to any private institution is as wicked and does as much harm to the cause as does the enemy to Government irrigation.

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CHAS. HENRICHSEN.

OLD KLAMATH IS NOW SURE OF RAILROAD

Iron Horse Under Guaranty to Snort in City Limits Within a Given Time.

That Klamath Falls is now to have a railroad there seems to be no further question. The railroad builders are here, an agreement has been reached with the representative citizens and the road is guaranteed on or before March 31, 1907. It may reach this point long before that time.

Ever since irrigation became a positive assurance for this county, different railroads have been looking this way. The wonderful productiveness of the soil, the great timber belts and the unexcelled stock industry have been attracting the movers of traffic. It has long been only a question of who would be first to grasp the opportunity.

The Lindley, or Klamath Lake railroad has been coming this way. The Weed railroad from Weed station on the Southern Pacific south of the beginning point of the Lindley road on the same line has already advanced 25 miles into the interior and has been surveying its way into the great Klamath country, with Klamath Falls, 50 miles from its present terminal, its objective point.

It has sent its representatives repeatedly into the rich valleys and great pineries of the Klamath country. The millionaire owners of the road have been here and viewed the field in person only a short time ago. Their road was originally constructed for the lumbering industry alone, but the broad valleys and their various products appealed to the acute judgment of the experienced financiers and they began negotiations at once.

The company also sent other representatives into the field who went over the contemplated route of the road and took an inventory of the products and probable traffic. But the final deal was practically closed with W. H. Halabird, representative of the Klamath Improvement Company, which is the name of the new company which has absorbed the Weed Lumber Company.

Meetings were held Thursday and Friday nights of last week in Worden & Son's offices in this city at which were the leading business men and financiers of the town who went into the details of the matter with Mr. Halabird. That gentleman is still here and will remain on the ground for some time.

At these meetings Mr. Halabird made a proposition to the people of Klamath county that if they would raise a subsidy in the way of subscriptions of cash and real estate to the amount of \$100,000 his company would extend its road to Klamath Falls and make this place its permanent terminus. The details stipulated that the subscription should be raised by March 31 of this year and that where lands should be taken they should be appraised by a committee appointed for the purpose.

These subscriptions, consisting in cash and deeds to lands subscribed are to be placed in escrow for delivery upon the completion of the road to Klamath Falls. The road is to be completed to this point on or before March 31, 1907, a period of two years from the date of the completion of the subscription.

The business men immediately organized themselves into a body for work. Realizing that such a body should be organized to meet the requirements of the growing town they formed themselves into the Klamath Chamber of Commerce. The following officers were elected: George T. Baldwin, president; W. A. Wright, vice president and W. S. Worden, secretary.

Following committees were appointed, with W. S. Worden as secretary: To solicit the subscriptions to meet the \$100,000 subsidy, Joe G. Pierce, R. S.

BROWN SAYS PAPER LIED

Claims Persistent Effort to Mislead and Injure

"The publication in a local newspaper last week to the effect that the Klamath Canal Company had ceased work on its tunnel was doubtless maliciously done for the purpose of injuring the company," said Manager W. K. Brown yesterday.

"There was no foundation for such a statement, and should the slightest precaution have been used it could have been ascertained that the company is going right along with its work. We have never stopped for a day. We have surveying crews in the field, and are in every way carrying out our original plans, and expect to add more men to the work as soon as spring opens."

"The statement also published in the same paper to the effect that the Secretary of War has issued a prohibitory order against our company taking water from the Upper Lake is also false. We have received no notice of any such order, but to the contrary Senator Fulton wires that he knows of no such order."

"The 'special dispatch' published in a local paper was doubtless faked from a dispatch to the Oregonian, which stated that the Government would probably take action in the matter and declare the Upper Lake navigable and thereupon prohibit the taking of water therefrom should it injure the lake as a navigable body."

"It has been held by the Government engineers as well as by all scientific men who are familiar with the matter that the taking of water from the Upper Lake for the purposes named would not injure it as a navigable body. It is therefore clear that if this is true, and the Government intends taking water from it it would not deny others the same rights for the same purposes."

"We desire nothing but our rights in this matter, and that the truth be told, and we expect all broad-minded citizens of Klamath county to sustain us along this line. The persistent publication of falsehoods by the paper referred to indicates that it is not only determined to injure us but proposes to mislead its patrons at all times for some reason."

Southern Pacific as above mentioned, and it is the intention of the company that Klamath Falls will be their permanent terminus. They anticipate the development of the region surrounding Klamath Falls by various branch lines as soon as the population of the country justifies it.

"With the remarkable water power obtainable; with 500,000 acres of the richest land in the world, and 15,000,000 feet of pine of a superior quality, tributary to Klamath Falls, it would seem that a city of no small proportions is to result from this long looked for and hoped for means of railroad communication with the outer world."

"The president of the Klamath Development Company is Mr. A. H. Nafziger, a gentleman widely known in Southern California and throughout the fruit markets of the United States, having been for years president of the Southern California Fruit Exchange, and prior to that a banker, a man of rare business sagacity and possessed of the push that is so characteristic of the men who do things in the west."

"The business and financial standing of the men behind this railroad proposition is of the very highest character, and it is popularly believed that this will not be a fake but a real bona fide standard gauge first class railroad, so that tourists and merchandise can both enjoy the best railroad facilities possible and that in the near future."

O Shorts' Spring Lake potatoes are sold on "A Shillings Best Plan." Prices quoted by addressing me at Klamath Falls.

MOORE AND L. F. WILLITS.

Appraisers' committee: Alex Martin, Jr., G. W. White and Maj. C. E. Worden.

Trustees take charge of funds and hold them in escrow: Klamath County and First National banks of Klamath Falls.

To solicit funds to defray expenses of local committee's work: B. St. George, Bishop and H. Fred Schalklock.

Mr. Holabird Talks.

Colonel W. H. Holabird, who was sent here by the Weed Railway people, and who has high standing throughout the country as a conscientious promoter and a man in whom the people can confide, in an interview with a representative of the Republican said:

"The Weed Lumber Company, a corporation operating on the north side of Shasta Mountain, owning timber aggregating 70,000 acres reaching over on to Rattle Creek, found it necessary in connection with their extensive lumber operations to build a railroad connecting with the Southern Pacific at the town of Weed, which is situated between Edgewood and Sisson. The railroad the Weed Lumber Company constructed is standard gauge, 60 pound steel, and well equipped for their purpose, extending for a distance of about 25 miles, but in order to reach the large body of their timber by rail would necessitate an investment of from \$250,000 to \$400,000. The Weed Lumber Company desiring to confine their operations solely to the timber business, consented to sell their railroad to a company which has been incorporated under the laws of the State of California as the Klamath Development Company, comprised largely of the directors and share-holders of the Weed Lumber Company. Their attention was called to the Klamath Lake region by a well known citizen of Klamath Falls, Charles E. Worden, which resulted in a visit to this section by the leading men in the Weed Lumber Company. They were greatly impressed with the opportunities here, and made a second visit at a later date. They arrived at the conclusion that the country had a great future if provided with transportation facilities, and while the present population would not make a railroad profitable in the beginning, they believe in the near future it would be an investment to be proud of."

"They sent their representative into Klamath Falls December 20th last when he, on behalf of the company, stated that they would undertake to build a railroad to Klamath Falls within a reasonable period if a subsidy consisting of money and lands at their present value to the amount of \$100,000 could be raised and placed in escrow, to be paid upon the completion of the railroad within the stated period. The representative of the company returned to Klamath Falls on the 10th of January authorized by the Klamath Development Company to definitely arrange the details. This was accomplished by a meeting in the office of Worden & Son, of fifteen of the leading business men of Klamath Falls, who unanimously agreed that it was possible to raise the \$100,000 subsidy, provided the Klamath Development Company would cause a standard gauge railroad to be built and operated into Klamath Falls within two years from March 31, 1905. To this the representative of the Klamath Development Company consented. The local committee will make their organization permanent, and have appointed their various sub-committees which will actively undertake the work of raising the subsidy. This subsidy is to be in the form of conveyances of land placed in the hands of trustees, the trustees being Geo. W. White and Alexander Martin, Jr., president and cashier respectively of the First National Bank and Klamath County Bank of Klamath Falls.

"The railroad is to be incorporated to build from Weed, the junction with the

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