KLAMATH REPUBLICAN OLD KLAMATH IS NOW SURE OF RAILROAD BROWN SAYS

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

It has sent its representatives repeat

edly into the rich valleys and great pi-

neries of the Klamath country. The

millionaire owners of the road have

W. O. SMITH, Editor and Proprietor.

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

NOW FOR A RAILROAD.

ty for a railroad. There has been railroad talk and railroad talk, but the with the representative citizens and the Trustees take charge of funds and hold Positive inducements are now offered Klamath Falls and Klamath counmatter has at last been placed in a tangible shape, and now a road, definite road is guaranteed on or before March them in escrow : Klamath County and and certain. is offered. before that time.

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 tive assurance for this county, different Bishop and H. Fred Schallock. before March 31, 1907-just two years and a little over two months from railroads have been looking this way. this date.

The promoters say that if the people meet the proposition made them, soil, the great fimber belts and the unthe road will probably be completed much earlier. It will be to the interest excelled stock industry have been atof the Company to finish the road as early as possible, and it will lose no tracting the movers of traffic. It has time after the preliminary arrangements are made. be first to grasp the opportunity.

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 Klamaih Falls.

The resources of Klamath county are already great, but not sufficiently the interior and has been surveying its developed to justify the building of a road on a paying basis from the start. way into the great Klamath country, But there is every indication that the country will be early developed and with Klamath Falls, 50 miles from its that then the traffic from this point will pay a 'railroad well. With this present terminal, its objective point. 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 been here and viewed the field in person March 31, the present year, if the people will secure for them a right of way only a short time ago. Their road was from the California line to this city, and also subscribe a bonus of \$100,000 originally constructed for the lumbering in money and lands, to be paid upon the completion of the road. industry alone, but the broad valleys

Can the people do this? Will they do it ? What the people state is and their various products appealed to the best evidence of what they can and will do. The leading business men the acute indement of the experienced of Klamath Falls met the railroad representatives, and assured them that financiers and they began negotiations they believed the sum could be raised and assured them that they would at once. 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 the contemplated route of the road and liberal and business to the bone, and once convinced that it will pay to raise took an inventory of the products and the sum they will raise it. They realize that for the development of her probable traffic. But the final deal was wonderful resources a railroad is their greatest need. With a railroad they practically closed with W. H. Halibird, ean do everything; without one the country must remain at a standstill, in representative of the Klamath Improvea measure.

A railroad will facilitate the irrigation work; a railroad will bring more the Weed Lumber Company. 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 the leading business men and financiers work are men who generally accomplish whatever they undertake. All of of the town who went into the details of the successful business men in Klamath Falls are enlisted.

With Government irrigation and a railroad to Klamath Falls the future gentleman is still here and will remain 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 and real estate to the amount of \$100,000 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 busi-raised by March 31 of this year and us to the amount of successary of the remarkable water power ness affairs and in public improvements, as in individual affairs, it never that where lands should be taken they raised and placed in escrow, to be paid

LEADING NEWSPAPER OF INTERIOR OREGON. Iron Horse Under Guaranty to Snort in City Limits Within a Given Time.

That Klamath Falls is now to have a Moore and L. F. Willits. railroad there seems to be no further Appraisers' committee : Alex Martin. question. The railroad builders are Jr., G. W. White and Maj. C. E. Worhere, an agreement has been reached den

To solicit funds to defray expenses of

Ever since irrigation became a posilocal committee's work : B. St. George

Mr. Holabird Talks.

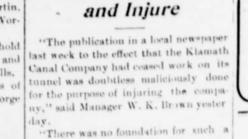
The wonderful productiveness of the Colonel W. H. Holabird, who was sent here by the Weed Railway people. and who has high standing throughout the country as a conscientious promoter long been only a question of who would and a man in whom the people can confide, in an interview with a representa

road has been coming this way. The of the Republican said: "The Weed Lumber Company, a poration operating on the north side of Shasta Mountain, owning timber aggre gating 70,000 acres reaching over on b Ratte Creek, found it necessary in con aection with their extensive lumber op erations 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 local paper was doubtless faked from a well equipped for their purpose, extendin order to reach the large body of their timber by rail would necessitate an investment of from \$350,000 to \$400,000. The Weed Lumber Company desiring to from should it injure the lake as a naviconfine their operations solely to the

timber business, consented to sell their railroad to a company which has been The company also sent other representatives into the field who went over Weed Lumber Company. Their attention was called to the Klamath Lake region by a well known citizen of Kiamment Company, which is the name of ath Falls, Charles E. Worden, which the new company which has absorbed resulted in a visit to this section by the leading men in the Weed Lumber Com-Meetings were held Thursday and Fri pany. They were greatly impressed day nights of last week in Worden & Son's offices in this city at which were the matter with Mr. Halabird. That transportation facilities, and while the present population would not make a trons at all times for some reason. railroad profitable in the beginning. At these meetings Mr. Halabird made

a proposition to the people of Klamath be an investment to be proud of. county that if they would raise a rubsidy in the way of subscriptions of cash his compay would extend its road to

Klamath Falls and make this place its railroad to Klamath Falls within a as soon as the population of the country permanent terminus. The details stip-reasonable period if a subsidy consisting justifies it. ulated that the subscription should be



Claims Persistent Ef-

fort to Mislead

PAPER LIED

statement, and should the slightest precaution have been used it could have been ascertained that the company is going tight along with its work. We have never stopped for a day. We have have never stopped for a day. We have surveying corps in the field, and are in Groceries, Dry Goods, 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 or der 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 dispatch to the Oregonian, which stated ng for a distance of about 25 miles, but that the Government would probably take action in the matter and declare the Upper Lake navigable and thereupon prohibit the taking of water theregable body.

"It has been held by the Government engineers as well as by all scientific men acorporated under the laws of the State who are familiar with the matter that of California as the Klamath Develop- the taking of water from the Upper ment Company, comprised largely of Lake for the purposes named would not the directors and share-holders of the 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 with the opportunities here, and made of Klamath county to sustain us along a second visit at a later date. They ar- this line. The persistent publication of rived at the conclusion that the country falsehoods by the paper referred to indihad a great future if provided with cates that it is not only determined to injure us but proposes to mislead its pa-

they believe in the near future it would Southern Pacific as above mentioned, and it is the intention of the company "They sent their representative into that Klamath Falls will be their perma-Klamath Falls December 20th last when nent terminus. They anticipate the dehe, on behalf of the company, stated velopment of the region surrounding that they would undertake to build a Klamath Falls by various branch lines

ue to the amount of \$100,000 could be obtainable; with 500,000 acres of the richest land in the world, and 15,000

кеятись сочису вник Klamath Falls, Oregen

Alex Martin, President, Alex Martin Jr, Cashier E. R. Reames, Vice-Pres't, E. M. Bubb, Asst. Cashier,

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pays to go around with a chip on one's shoulder.

If the Klamath Canal Company, or any other concern even thought it pointed for the purpose. could block Government irrigation and hold the field, or draw down an unreasonable compensation for acquired rights a great dispointment would be and deeds to lands subscribed are to be the result. But the Republican does not believe this company or any other placed in escrow for delivery upon the 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 Compahy, 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 en- ized themselves into a body for work. terprise in a given community, when it is acting in a fiduciary capacity for Realizing that such a body should be orthe citizens of the community. Its officers, it is true, may declare a body of ganized to meet the requirements of the water navigable and forbid citizens from doing anything that will interfere growing town they formed themselves 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 Wright, vice president and W. S. Worhas forbidden another to do for himself.

The officers CAN do these things, it is true, but the Government always Following committees were appointed, makes full reparation to its subjects for any injury done them under the with W. S. Worden as secretary: To weight of its heavy arm, where erroneously wielded by misguided or preju- solicit the subscriptions to meet the diced 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 pap, 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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DEW DROP CONFECTIONERY STORE

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CHRISTMAS GOODS.

BRRILL.

Wilson, Prop'r.

ORECON

should be appraised by a committee

on the ground for some time.

These subsciptions, consisting in cash 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 organ into the Klamath Chamber of Commerce The following officers were elected :

den, secretary. \$100.000 subsidy, Joe G. Pierce, R. S.

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erything fresh.

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given to prescrip-

tions by experts.

ipon the completion of the railroad 000,000 feet of pine of a superior quality, within the stated period. The repre- tributary to Klamath Falls, it would

sentative of the company returned to seem that a city of no small proportions Klamath Falls on the 10th of January is to result from this long looked for authorized by the Klamath Develop- and hoped for means of railroad comment Company to definately arrange munication with the outer world. the details. This was accomplished by "The president of the Klamath Devela meeting in the office of Worden & Son, opment Company is Mr. A. H. Nafzger, of fifteen of the leading business men of a gentleman widely known in Southern Klamath Falls, who unanimously agreed California and throughout the truit

that it was possible to raise the \$100,000 markets of the United States, having subsidy, provided the Klamath Devel- been for years president of the Southopment Company would cause a stand- ern California Fruit Exchange, aud ard gauge railroad to be built and oper- prior to that a banker, a man of rare ated into Klamath Falls within two business sagacity and possessed of the years from March 31, 1905. To this the push that is so characteristic of the representative of the Klamath Develop-

ment Company consented. The local "The business and financial standing committee will make their organization of the men behind this railroad propopermanent, and have appointed their sition is of the very highest character,

various sub-committees which will ac- and it is popularly believed that this tively undertake the work of raising the will not be a fake but a real bona fiele subsidy. This subsidy is to be in the standard guage first class railroad, s orm of conveyances of land placed in that tourists and merchandise can both

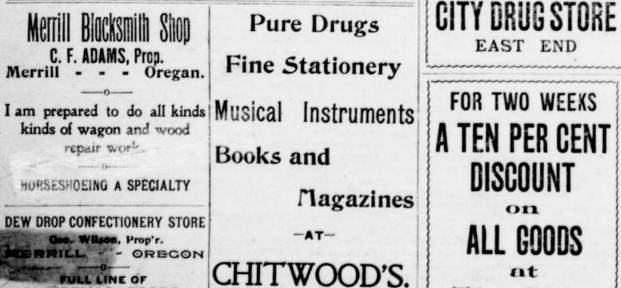
he hands of trustees, the trustees being enjoy the best railroad facilities possible ieo. W. White and Alexander Martin, and that in the near future." Jr., president and cashier respectively of theFirst National Bank and Klamath ounty Bank of Klamath Falls. "The railroad is to be incorporated to Prices quoted by addressing me at

build from Weed, the junction with the Klamath Falls.

with or without lot of horses in the drivers country. HORSES BOUGHT AND SOLD THOS. W. NEWTON, Prop'r men who do things in the west. EXCHANGE STABLES W. W. HAZEN, Proprietor, EAST END, KLAMATH FALLS, OREGON. Livery. Hay and Grain bought and sold. Horses boarded by day, week or month. Passengers conveyed to all parts of Southern Oregon O Shorts' Spring Lake potatoes are and Northern a lifornia at the very lowest rates. sold on "A Shillings Best Plan. Telephone Connection Between Stable and Hotel Linkville. Phone Main 14

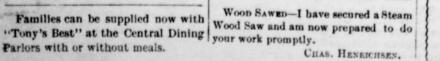






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