

THE FIRST BIG INVESTMENT WHICH WILL MARK AN ERA IN FUTURE DEVELOPMENT

CRITICAL PERIOD

For Water Users--Every Thing Now Depends on Promptness in Signing Their Land.

The people of Klamath Basin are in a critical period. But I fear they are not as yet fully realizing the importance of the situation. The signing of the water user's agreement is an obligation that equals a mortgage, is a weak and futile argument. The best of our lands are clear at \$7.50 per acre, with water \$50 is a fair price for fair land; if, by the borrowing of \$18.00 with ten years to pay the debt, you can make \$7.50 land worth \$50, haven't you increased your estate \$27.50 per acre? Was ever a loan made on such terms? Was ever a Government so wise, so far sighted? Can it be possible that intelligent men living in the arid country refuse to see the unusual, almost unheard-of advantage they have over their fellow farmers in less favored regions?

Can you not see that before a contract can be let, the exact area to be irrigated must be known; that the size and capacity of the canals may be determined? And once the estimates are made and canals begun, can you not see that your land, if not signed up for water rights, must remain an arid spot, fit only to breed gophers and the like, while your more intelligent neighbor with his irritable water right is able to produce? What do you suppose land left out of the canal scheme will be worth? I'll tell you. If you do not get the Government contract at all, your dry lands will be worth just what they were worth five years ago, and no more. But suppose you are one of the unwise that refuse to sign, and enough of the wise do sign and the canal is built, where will you come off? You will be in worse fix than the sailor who looked upon the great ocean and said: "Water, water, everywhere, but not a drop to drink."

It would be a great victory if enough real farmers to constitute the 95 per cent would sign and the five per cent of selfish, short-sighted land owners should be composed solely and only of speculators whose short-sightedness and selfishness caused their own downfall. My urgent advice is: Sign the Water User's Contract, and do it now. Do not hesitate or fear--remember, "They who hesitate are lost."

WEEKS DEATH RECORD.

Clara Belle, the young daughter of Mr. and Mrs. J. M. Gardner of Fall Creek, died Saturday, May 27, aged 2 years and three months. The funeral services were held Sunday at Reno.

Mrs. Bessie Hanks. Bessie E. Hanks, wife of Major Hanks of this city, died at her home on Monday morning at 6:30 o'clock from child-birth, aged 19 years, 4 months and 29 days. The deceased was the daughter of Mrs. Samuel Chappell of this city. She was born in North Yakima and moved to this county with her parents while quite young. She was married about a year ago to Major Hanks, the youngest son of Mr. and Mrs. J. L. Hanks. The funeral services were held at the residence of Mrs. Chappell Tuesday morning at 10 o'clock. Interment was made in the Klamath Falls cemetery.

Isaac E. Mitchell. Isaac Emory Mitchell, of this city, died Monday evening about 8:45 of heart trouble. Mr. Mitchell was attending the railroad and irrigation mass meeting at the court house and was apparently in good health when he was suddenly stricken with heart failure. A doctor was summoned immediately but the unfortunate man was dead within ten minutes.

CHANGED TO YONNA VALLEY. Through a request from the residents of Aikali Valley, the name "Aikali" will be erased from the Government maps and it will hereafter be known as "Yonna Valley."

HOT SPRINGS PROPERTY SOLD

\$100,000 PRICE PAID

Valuable Property To Be Platted and Improved --Electric Car Line Contemplated.

"EDITOR REPUBLICAN--To quiet certain rumors floating about and to have the facts known, permit me to state that a corporation known as The Hot Springs Improvement Company, has become owner of 540 acres of land adjacent to Klamath Falls, formerly owned by W. A. Wright and Major Worden. "The plan of development is not fully matured but it is safe to say that the platting will be most carefully done with an intent to make it the most attractive addition to the city. Streets will be graded and the hot springs developed. Engineers will be at work at an early date. At the proper time announcement will be made through your advertising columns. Yours, W. H. HOLABIRD, President Hot Springs Improvement Co. Klamath Falls, May 29, 1905."

It has been practically known that a

sale of the famous hot springs property adjoining the city had taken place during the past week. A representative of the Republican called upon Mr. Holabird, who was credited as one of the buyers, and asked for a statement of the facts in the case. Mr. Holabird admitted that the property had been bought and gave the paper the above statement over his signature. He stated that further than this he did not wish to be quoted at the present time. It is understood, however, that it is the intention of the Hot Springs Improvement Co., which is composed of wealthy capitalists, to spend about \$50,000 in the construction of a sanitarium and to develop the hot springs, so as to make it one of the greatest resorts in the west. The land surrounding the springs will be platted and laid out for fashionable residence property. The streets will be graded, the grounds improved and parks laid out. It is also probable that hot water will be piped from the springs so as to cover most of the property.

Electric Car Line. A petition has already been framed to be presented to the Town Council asking for a franchise for an electric street railway line through the city. This petition will not be presented at once as it is the intention of the promoters to build only in case the Government begins work on their irrigation project and the railroad is built. The street car line will probably run through the city and connect with navigation on the upper lake.

SITUATION OF KLAMATH PROJECT

I enclose you a copy of a letter from the Secretary of the Interior of the Director of the Geological Survey, relative to the Klamath Project. This signifies the willingness of the Secretary to construct the Klamath Project, provided the land owners thereunder properly organize their Water Users' Association, and sign contracts for their land to receive water under the general terms of the Reclamation Act, and the By-Laws of the Association.

It must not be supposed that the Secretary will proceed with the construction of this Project until the lands have been satisfactorily signed. On the contrary, it can be absolutely and positively stated that not one particle of construction work will be done until these requirements are met on the part of the landowners. The Engineers of the Klamath Project and their associate Consulting Engineers are expected to particularly guard the Reclamation Fund in this matter, and to advise the Secretary along these lines, and I can assure you that the Secretary will not consent to the expenditure of public funds unless he is secured absolutely by the contracts above referred to, and, moreover, the settlers who sign these contracts will be expected to rigidly adhere to the provisions contained therein.

I will personally pledge you, if such assurance were necessary, that I will act in accordance with the policy which I have outlined above. It is, therefore, necessary for the Water Users' Association and the land owners in Klamath Basin to proceed along the lines indicated by the Reclamation Act, to-wit: to complete their organization and sign these contracts promptly, if they wish the constructions to be undertaken promptly. I see no reason why construction work should not begin at an early date, as far as we are concerned. The landowners have their share of this contract to perform, and I trust we will not be delayed in this great enterprise by any failure on their part. Judging from their enthusiasm and support in the past, I believe they will rise to the situation.

I request that you keep me fully informed as to the status of affairs in this connection. Our agreement with the Klamath Canal Co. has been signed by its officers.

Yours very truly,
(Signed) J. B. LIPPINCOTT,
Supervising Engineer.

In letters of the 10th and 12th instant to the Department, you presented the matter of the proposed Klamath Project in Southern Oregon and Northern California, under the act of June 17, 1902, (32 Stat., 888) reported on to you the 1st instant by the Board of Engineers of the Reclamation Service.

This correspondence includes statements in detail relating to the conditions effecting the project and the action essential on the part of the United States to the ultimate completion of the project if adopted.

I learn therefrom that the total irrigable area under this project embraces 29041 acres of which 45 per cent, or 13082 acres are public lands, and 55 per cent, or 15959 acres are private lands, and that 90000 acres are in California and the remainder, or 62 per cent, are in Oregon.

It appears that the estimated cost of the reclamation of the land is, in round numbers, \$4,400,000, or \$18.00 per acre. The lands being reported to be of excellent quality and the cost of reclamation being, in your opinion, notably low. You have stated that the Board of Engineers has reported favorably on the project and have advised me that you concur in its recommendation and have further recommended that \$1,400,000 be set aside for the project from the funds which may be available in the future, and that there now be appropriated from the funds in hand, the sum of \$1,000,000 with a view to the purchase of the property now the subject of options, and for entering upon and constructing an integral part of the project as authorized by Sec. 4 of the act.

You have referred to the conditional approval in departmental letters to you on the 28th ult. of agreements to purchase certain private rights which it is necessary to acquire, and have asked authority to advise the parties, viz: the Klamath Falls Irrigation Co. and the Little Klamath Water Ditch Co., that the rights and property in question will be purchased at the prices stated under the conditions of the options heretofore conditionally approved on the showing of good title and compliance with the usual conditions of purchase; also that an agreement in due form for the purchase from S. L. Akins of the property of Jesse D. Carr Land & Livestock Co. as heretofore specified at the price heretofore stated when presented will be approved.

With respect to the property of the Klamath Canal Co. you have submitted a copy of a further report of the Board of Engineers, dated the 5th inst., together with a copy of a memorandum of agreement proposed to be entered into with the Company for the acquisition by the United States of water rights, canals, rights-of-way, tunnel routes, etc., necessary in carrying out the project, and have recommended that the memorandum be approved.

The Board has recommended that an option be agreed to for the purchase of the rights and interests of this company for \$150,000.

I have considered your several letters and recommendations, and in accordance therewith I hereby, on the condition hereafter stated, adopt the Klamath Project and authorize you to cause the construction thereof to be entered upon under the act. I also, on the same condition, set aside for the construction of the project from the funds that may become available to the future, the sum of \$1,000,000 and hereby authorize the sum of \$1,000,000 as a part of the cost of construction, from the fund provided by the act now in hand. I also, on the same condition, authorize you to advise the Klamath Falls Irrigation Co., in accordance with your recommendation, and inform you that an agreement with S. L. Akins will be approved when presented, subject to the conditions covered by your recommendations.

The memorandum of the Board covering the rights and property of the Klamath Canal Co. is also hereby approved as you have recommended.

The condition on which the foregoing departmental action hinges is the acquiescence by the United States of the rights and property of the Klamath Canal Co., as per memorandum submitted by the Board.

Very Respectfully,
E. A. HERRICK,
Secretary.

PORTLAND AWAKENS

Will Now Use Every Effort To Induce Harriman To Extend Lines To Interior Oregon.

The next thing in order is the extension of the Columbia Southern from Shaniko to Bend and the construction of an east and west line through interior Oregon with feeders running into the Klamath country. On Saturday, June 3, the Portage Road will be an officially accomplished fact and a reality instead of the dream of the past, and those men who have labored so faithfully under the name of the Open River Association to bring about its completion will, like Alexander the Great, have to turn to other worlds to conquer. Saturday next will mark, to a certain extent, the passing of the Open River Association, its work will have been practically completed, but the movement it has started will live, and is now progressing, under other titles, though with the same energy and backed by the same men with augmented power.

Work for New Lines. For some months now practically the same men who have been forcing the completion of the Portage Road, have been working under the name of the transportation committee of the Portland Chamber of Commerce for the construction of transportation lines into Central and Southern Oregon. The work has been done silently and from day to day added power is being brought together for the ultimate attack upon the present position of the Harriman people, which is adverse to the construction of the lines sought.

During the past month the subject of the extension of the Columbia Southern from Shaniko to Bend has been brought repeatedly to the attention of President E. E. Lyle, of the Columbia Southern, by the transportation committee, but up to this time the official has done nothing more than to acknowledge the receipt of the communications and petitions. A few days ago, therefore, the members of the committee deciding that the way to get clear water was to go to the fountain, took the matter up directly with E. H. Harriman, the man who apparently holds the destiny of Oregon in his hands.

Called to Harriman's Attention. It was called to Mr. Harriman's attention that he had promised more than a year ago to construct the extension to the Columbia Southern, but that after the work had been started the men had been called off and nothing had been done since. It was shown to him and will be further demonstrated that the extended line would tap a very rich country and would tend toward bringing the contiguous territory into communication with Portland and the outside world, to the great advantage and increased prosperity of both. The extension asked for is approximately 100 miles in length and it is estimated that it will cost \$1,250,000.

At the same time the construction of an east and west line was taken up with the New York railway magnate, and it was shown to him that the construction of such a line of about 300 miles, with feeders into the Klamath Lake district, was essential to the complete development of the state. According to the statements made, it was shown that such a line could be built from Casadero to the Warm Spring agency, then past Bend and on to Ontario. In addition to this route is the one now surveyed from the end of the Corvallis & Eastern across the mountains and by practically the same route as the other past Bend and to Ontario. Either of these lines would cost between \$5,000,000 and \$6,000,000 and both routes are perfectly feasible.

Immediate Action Necessary. It is deemed necessary by the transportation committee that immediate action be taken, in view of the fact that all of the \$100,000 guarantee asked by the road now being built from Southern California into the Klamath Lake country, with the exception of \$5000 has already been provided for, while even that will be raised within a week. It is considered that once the California road is built into Oregon from the south it will be extended into the interior and will draw the trade away from Portland to San Francisco.

It is practically certain that it is the intention of the California road to build into Klamath County, and this fact is shown by real estate transfers that have been made in that district in the past week or two, which show plainly that the railroad people are purchasing grounds for terminals and other properties. The transportation committee is therefore prepared to make a strong effort to force the construction of one or both of the interior roads at an early date as possible in order to head off the encroachment of the southern route. A daily increasing power from this city is backing the project and the interests of the interior part of the state are being enlisted. The members of the committee having the active prosecution of the project, report that the prospects for success look brighter now than they ever did and that there is strong probability that some arrangement can be made by which the lines asked for can be built at an early date--Oregonian.

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