

## THE RAILROADS ARE RUSHING FOR KLAMATH, THE LAND WHERE EVERY MAN IS A KING

### Franchise Granted For Street Railway.

The ordinance granting A. H. Nafziger and his assigns, a franchise for a period of fifty years to construct and operate a single or double track street railway through certain streets in the city of Klamath Falls, passed its third and last reading at a special meeting of the town board on Monday night. The ordinance provides that construction must be commenced on the street railway before March 31, 1907, and after commencement the work must proceed without delay.

Mr. Nafziger was asked if the proposed street railway would have any connection with the steam road. He said that it would be a separate corporation entirely and would be put in for the development of our town. Mr. Nafziger has every confidence in the future of the town of Klamath Falls and believes that within the next few years our city will double many times in population. A country that will justify several investments in \$5,000,000 packages can easily support a first class town, and Klamath Falls will be that town.

### KLAMATH CHAMBER OF COMMERCE TO GIVE EXCURSION

### To Raise Money To Be Used In Opening Up Wood River To Navigation.

The members of the Klamath Chamber of Commerce met Tuesday evening at R. St. Geo. Bishop's store and completed organization, adopted By-Laws, and elected officers for the coming year. The following officers were elected: Fred T. Baldwin, President; J. W. Hamaker, Vice President; W. S. Worden, Secretary; and Alex. Martin Jr., Treasurer.

The By-Laws provide that meetings shall be held on the second Monday of each month and the object and purpose of the organization shall be for the development of Klamath Falls and Klamath County.

The charter members are as follows: J. W. Hamaker, R. St. Geo. Bishop, C. T. Oliver, J. Scott Taylor, G. W. White, Alex. Martin Jr., Fred Meinane, F. M. White, L. B. Yalton, Robin Casey, Mark L. Burns, Geo. T. Baldwin, W. S. Worden, H. J. Winters, R. P. Brothmeyer, Fred Schallack, W. G. Smith, W. S. Flogh, E. B. Henry and J. V. Houston.

After the election of officers, the matter of the opening of Wood River was discussed. It was stated that this was a matter of great importance not only to the people of Fort Klamath and Wood River but to the business people of Klamath Falls. The opening of navigation up Wood River to Fort Klamath would secure the trade of this entire valley for our town and also be a means of increasing the tourist travel to this county.

The people of Wood River turned out and helped liberally toward the raising of the funds for the railroad. In the line of our greatest need these people came to our assistance and the fact is felt and appreciated. It is without their help Klamath Falls might have been no better a railroad to day than in the past. In appreciation of this fact the people of Klamath Falls are delighted with the chance to assist our friends at the Fort when they need assistance.

It was the unanimous opinion of all the members that the Chamber of Commerce should do everything in their power to raise money to assist in dredging Wood River so that boats can run to Fort Klamath. It was stated that Mr. Totton had offered the use of the steamer Winema for an excursion, the proceeds to go toward this work. It was

## WHICH ROAD WILL SUPPLY KLAMATH TRADE FIRST?

### CALIFORNIA NORTHEASTERN GOULD SYSTEM WILL REACH KLAMATH FALLS DURING YEAR 1906

Company Capitalized at Over Five Million Will Lose No Time In Tapping The Vast Agricultural and Timber Region of Klamath County.

"I would say that beyond any doubt the railroad will be to Klamath Falls during the year 1906."—A. H. Nafziger.

The franchise granting to the Klamath Development Co., the right of way for a single and double track railroad line through the length of Klamath Avenue, was passed at the third reading at a special meeting of the town council of Klamath Falls Monday night.

The California Northeastern Railway filed articles of incorporation in Sacramento on July 9, with a capital of \$5,000,000. The incorporators are: A. H. Nafziger, G. N. Wendling, C. M. Olson, G. E. Bittinger and H. Nathan. The purpose of the company is to take over the Wood Railroad, which is built from Wood, California, on the Southern Pacific, to Grass Valley, and extend to Klamath Falls, Oregon.

A. H. Nafziger, one of the incorporators and who will be President of the Railroad, was in the city the first of the week and stated to a Republican representative that the Company should begin actual construction of the road at once. The officers of the new company will be elected at a meeting to be held hereafter. The transfer of the Wood Railroad to the California & Northeastern has not actually taken place yet but that will be done as soon as the return of the incorporation papers and the election of officers take place.

When asked if the agreement, that the road would be completed to Klamath Falls by March 1907, was still in effect, or whether the delay in raising the funds would necessitate a change in the time of completion, Mr. Nafziger said: "We will do as we agreed, and I would

say further that beyond any doubt the railroad will be in Klamath Falls during the year 1906."

Mr. Nafziger was asked if there was anything in the rumor that the road might be built to Merrill. He said that was a matter that was not being considered at present. The road was after the business and it might be possible that they would run a spur or branch to Merrill, but there were many matters of this nature that could not be considered until the engineers had made a survey and probably not until the road was completed to Klamath Falls. A spur however would be put in to connect with the Upper Lake.

"This is to be no logging road," said Mr. Nafziger. "The timber through which the road will run is owned by the Wood Lumber Company and they will operate their own logging camps and mills. The Cal. Northeastern Railway is to be a first class and well equipped road. We will not use as heavy steel rails as the main line of the Southern Pacific, at present, but the road bed will be made equal to any road on the Coast. In fact we will have no engineering problems. The only possible difficulty would be in crossing the swamp and we anticipate no trouble from that source." It was further stated that there had been no delay in the work during the organization of the new railroad, but that men had been constantly at work extending the track. A full crew however, will be put on at once and the work pushed, several crews of engineers will be put in the field and a general reconnaissance of the proposed route will be made in the course of a few weeks.

### McCLOUD RIVER RAILROAD WILL BE COMPLETED TO LAIRDS BY NEXT JULY

A Line Through This County To Connect With The Western Pacific.

Backed by a group of eastern men who are financially rated, like himself, in the millionaire class, Colonel Frank Ray of New York is looking over parts of Oregon with a view to electrical and railroad development. He came to Portland from Southern Oregon a few days ago, and is quartered at the American Inn, and is seeing the exposition.

It is understood that he and his associates are giving particular attention to the country lying between Portland and a connection with the Western Pacific, via the Klamath lake basin, where the government is inaugurating a \$1,500,000 irrigation project. Colonel Ray has long been a convert to the belief that Southern Oregon is the future garden spot of the Pacific coast, and he has already invested heavily in the Rogue River valley. He has made exhaustive investigations elsewhere in the state, and is one of the best posted men in Oregon on its soil and resources. He believes the soil of the Klamath country will when watered, be the most fertile in the world. The extent of his research is shown by the comparisons he makes between parts of Oregon and those of certain parts of Europe that have been under constant cultivation hundreds of years.

It is known that these men have subscribed a large fund to be expended in explorations and surveys of the water powers of the country between Portland and the nearest available connection with the Western Pacific, and it is believed their plan is in some way related to that road, which is to be built by the Gould system at an early date, tapping Portland and San Francisco. The Portland line is now being surveyed through the Klamath region.

In Southern Oregon the Ray Brothers are steadily pushing the development of water power for the production of electrical current and have completed their first plant on the Rogue river, at Gold Ray. Recently they acquired extensive riparian rights and water power at the head of Rogue river, a point that is convenient for the transmission of electrical current down the valley or over the hills and into the Klamath country on the east slope of the Cascades.—Oregon Journal.

### McCLOUD RIVER RAILROAD WILL BE COMPLETED TO LAIRDS BY NEXT JULY

In The Meantime Passengers and Freight Will Be Conveyed From S. P. To Klamath Falls By Rail, Stage and Steamboat.

"The officials of the McCloud road have guaranteed that the road will be completed to Lairds by July 1, 1906."—Col. F. G. Wilkins.

A party of Klamath Falls people consisting of Messrs. Woodbury and Wilkins of the Klamath Lake Navigation Co., and J. A. Martin and J. B. Horning, stage men, returned from a trip last week to Lairds' landing and over the proposed route of the McCloud River Railroad to McCloud, Cal. The purpose of the trip was to make final arrangements for the transfer of freight and passengers by rail, stage and water from Upton, Cal. on the Southern Pacific to Klamath Falls.

On his return, Mr. Wilkins stated to a Republican representative, that arrangements had been made and a Company formed for the through handling of traffic and passengers from the Southern Pacific line to this city. This Company is ready to-day for business. Passengers leaving here on the boat in the afternoon will reach Upton the following morning to connect with the Southern Pacific. There will be no delays or stops made on the trip.

Freight and Passenger Rates.

"All passengers and freight," said Mr. Wilkins, "will be delivered at Bartles by the McCloud Railroad, and from there will be conveyed by stage and team to Lairds' Landing, where it will be consigned to the Klamath Lake Navigation Company and by them conveyed to Klamath Falls by boat. The freight rate will be \$1.50 per hundred from San Francisco and \$1.75 from Sacramento, delivered at Oklahoma, White Lake City, Merrill Landing, Teeters Landing, Kenon or Klamath Falls. Special rates for freight by the car. The rate for passengers will be \$5 from Upton to any of the above points on the Lake and River. This is the rate for all passengers and freight consigned from the Southern Pacific Company, otherwise local rates will be charged. The Klamath Lake Navigation Company will sell through tickets and bill freight from this place to any point on the Southern Pacific."

The McCloud Company are now building a depot at Bartles, and have a party

setting grade stakes between Toad Lake and the summit at Furnice Lake. The terminus will be moved as each five miles of the road is completed. The Chief Engineer will move his camp to Davis' this week and commence the survey from Lairds to the summit.

Speaking further Mr. Wilkins said: "We spent our Fourth and had a celebration at McCloud this year, and Mr. Johnson and the officials of the McCloud River Railroad stated that next Fourth we would all celebrate at Lairds Landing to which point they guaranteed to have the road built. The McCloud road is already built a distance of about 53 miles from Upton to Bartles. From there the road will run almost direct north to Lairds a distance of 45 miles. This ground is covered by the Davis road, which has recently been constructed and which is one of the best wagon roads in the country. From Lairds to Klamath Falls is about 50 miles by water and the trip on our new steamer will be one of the pleasant features of this route."

The Klamath Lake Navigation Company have one of their mammoth barges ready and the other will be launched this week. The steamer "Klamath" will be ready by the first of August at which time the occasion will be celebrated by an excursion down the lake. The big barges will be taken along for the accommodation of the entire population of Klamath Falls. It is possible that the band will be engaged and a big dance given on the barges.

### Our Business Men Buying Launches.

Esquina Lake is fast becoming the scene of the operation of numerous small pleasure craft. The sail and row boats are becoming back numbers and their place will soon be taken by launches.

R. St. Geo. Bishop last week received a neat two horse power steel gasoline launch from the Michigan Steel Boat Co. Since its arrival Mr. Bishop has been busy almost night and day giving his friends a ride on the new boat. He has so many friends that it is a question whether the boat will hold out until he covers the list.

The launch is 16 feet long with a 51 inch beam and draws one foot of water. The speed is 8 miles an hour and it will carry from 6 to 8 persons comfortably. Three more of these boats are now at Pokagona and will soon be spinning over the lake. They will be owned by J. V. Houston, E. H. Reames and J. G. Pierce. They are a perfect pleasure boat and are easily handled and perfectly safe. Several more will probably be ordered by other business men in the near future.

### AGRICULTURAL ASSO. TO HOLD FAIR AND RACES

The State Appropriation of Three Hundred Dollars Will Be Given For Exhibits.

President Geo. T. Baldwin, of the Klamath County Agricultural Association, announces that there will be a Fair and races in September. As soon as I. G. Gerber returns from Sacramento a meeting of the Association will be held and the date set for the Fair. The state appropriation of \$300 has been secured and this money will be used as awards for agricultural exhibits. A good program will be arranged which will be announced later.

If you have beauty come and we'll take it, if you have none come and we'll make it.—Baldwin Studio.

### Death of S. A. D. Porter

S. A. D. Porter, a stockman of Silver Lake, Lake county, died at the home of his mother-in-law, Mrs. M. J. Krittrige, near the Baptist school house, near Ashland, Tuesday evening, of a complication of diseases following an attack of the measles. The deceased accompanied by his brother, G. D. Porter, and their families, arrived here by team a few days ago from Silver Lake, and was ill on his arrival, having contracted a grippe-epidemic, which with rheumatism and heart trouble with which he had been afflicted for several years, caused his demise. He was aged 45 years, and is survived by his wife, who is in delicate health, and two young children, making the rather sudden and unexpected death of the father at this time particularly sad.

The deceased was a member of the Masonic fraternity and also of the Woodmen of the world. The funeral was conducted last evening, the services being in charge of Ashland lodge, No. 25, A. F. & A. M., and the interment in the new City View cemetery.—Times.

### County Records O. K.

The County Commissioners' Court have been busy the past week examining the records of the county officers and have made the following report:—

The Court having completed the examination of the books and accounts of the county officers and having carefully checked and compared the same, find that the books of the sheriff, clerk and treasurer are carefully kept and agree that all monies received has been accounted for and the balance of each shown by said books is actually in the hands of the county Treasurer, and it is hereby ordered that said books and accounts be, and the same are hereby approved.

Joe cream at Manning's every day.

### New Charter Now In Force

President Martin had secured a written opinion from the Attorney General in regard to the operation of the new charter and this communication was read and filed with the Recorder. The opinion is in substance as follows:—

Alex. Martin Jr.

Dear Sir:—Replying to yours of the 22 inst. permit me to say that presenting that your new charter did not go into effect until some eighteen days after the first election, provided in article 2 section 6 of the same, you could not hold your election under the new charter as it was not in force and the old charter was still in existence.

Therefore, your election under the old charter would be valid. I am of the opinion, also, that officers elected will hold until the election in 1906, and also that their action in electing you as President of the Council, and therefore, as ex-officio Mayor is good. You are now working under the new charter, as the new charter is in force and expressly repeals the old charter, and you must work under the new charter as far as it is possible to do so, and it is possible to work under it in all things except the election of the new council, which I think cannot occur until 1906, but the old Trustees elected would act as the council until the new Board is elected.

This is my opinion, given without a very thorough consideration of the matter and I notice, by looking in the new charter, there is a question as to whether the new charter was not in effect when you held the election as in section 152 of page 46 of the new charter, "If being of great importance to the people of the town of Klamath Falls that this charter shall be operative at the earliest date possible, an emergency is hereby declared and this charter shall take effect and be in force from and after its approval by the Governor." If that is sufficient as an emergency clause, then your new charter was in effect from and after its filing with the Secretary of State.

In the case under consideration there are no facts stated which are declared to render immediate operation of the act necessary for the immediate preservation of the public peace, health, or

### "Sharkey" Killed.

About 2:30 Wednesday morning Tiny Cooper (known as "Sharkey") was struck by the gasoline motor car on the Jacksonville railroad and was very seriously injured. It appears that Cooper had lain down by the side of the track near the court house to rest from strenuous exertions in the proper celebration of the 4th and went to sleep with his head in close juxtaposition with the rail. The motor car came along shortly afterward and struck the sleeping man. The car was derailed and Cooper sustained severe injuries which may yet result fatally. His lower jaw was broken in two places and he had numerous other hurts. Dr. Pickel removed several teeth and broken portions of the jawbone Thursday morning, and is hopeful of recovery for the injured man.—Mail.

Tiny Cooper, the Jacksonville young man who went to sleep on the track of the Jacksonville-Medford Railroad near the courthouse on the night of the Fourth and was run over by the gasoline car of that road the following morning and badly injured, died from his wounds, Friday afternoon.

Judge Webster, of Portland, arrived in the city Tuesday evening to protest to the County Commissioners against taxes on certain lands within the Klamath Reservation assessed against the Oregon & California Road Company. These lands are in a peculiar shape. In a suit brought before Judge Bellinger by the Government, he decided that this company did not own the lands. On being carried to the Supreme Court this decision was reversed. Even in the face of this decision the road Company never had had actual possession of the land and are unable to cut a stick of timber. It is stated that when they made an estimate of the timber they were compelled to pay the government for pasture for their horses. The Attorney General of the State of Oregon has decided that the land is taxable and therefore it has been assessed to the road Company and they are expected to pay the taxes.

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