

BIDS FOR CONSTRUCTION OF LOWER KLAMATH PROJECT HAVE BEEN ADVERTISED FOR RAILROAD FROM EUGENE TO KLAMATH FALLS TO CONNECT WITH CAL. NORTHEASTERN

IRRIGATION RATIFICATION MEETING NOVEMBER 4th.

Governors of Oregon and California, Senators, Engineers Railroad Men, Commercial Bodies and Newspaper Representatives Invited.

November 4th will be the great day for Klamath county. On November 4th the Klamath Water Users will hold a meeting of the stockholders to ratify the signing of the contract with the government for the building of the great Klamath project. It has been decided to hold a ratification meeting on the following day to celebrate the event and also the advertising of bids for the first section of the lower project.

The celebration will be given under the management of the Klamath Chamber of Commerce, which is composed of all the leading business men of Klamath Falls. Delegations from all the towns and the several sections throughout the county will be asked to join the Chamber of Commerce in making this day one of the most important in the history of Klamath.

A call meeting of the Chamber of Commerce was held Thursday evening for the purpose of discussing the holding of an irrigation ratification meeting on the 4th of November. President Geo. T. Baldwin being absent and a vacancy having occurred in the office of vice-president by the death of J. W. Hamaker, Col. Matt G. Wilkins was elected to fill the unexpired term. The ratification meeting was then discussed and it appeared as the sense of those present that the Chamber should take the initiative in arranging for this celebration. Alex. Martin Jr. was authorized to communicate by phone with Governor Chamberlain and ascertain if he would be able to attend, and also to see Mr. Humphrey, of the Reclamation Service, in regard to Mr. Lippincott and Senator Flint. The meeting then adjourned until Friday evening.

Will Elect Successor To Councilman Ward.

The town Council at its next regular meeting on November 6 will elect a successor to Councilman Frank Ward, who is absent in California. Mr. Ward will probably not return this winter and this leaves a vacancy, which the charter provides shall be filled by an election of the Council.

According to the new charter the town is divided into three wards. At present the third ward has no representative the second has three in the persons of President Martin and Willis and Schallack, while Mr. Bishop represents the first. The third ward is entitled to a member in the council and this is a good time to get one. Next spring they will have to elect two councilmen in the third and they should have a chance to try some man now to see if he makes good.

Judge Geo. T. Baldwin returned from Rivland Tuesday evening. After seeing the closing of the Lewis & Clark Fair, Judge Baldwin joined the business men's association from Portland on their excursion to attend the opening of the exposition at Lewiston, Idaho. He reports a very fine trip.

EASIER ROUTE THAN OVER THE SISKIYOU MOUNTAINS

The California & Northeastern Railroad, Klamath Development Company and Hot Springs Company Auxiliaries of Southern Pacific.

Engineering corps of the Harriman lines, employed by the Oregon Eastern Railroad Company, recently incorporated with Colonel William Crooks as its president, are engaged in surveying a route for the line from the terminus of the Springfield branch at Natron to the pass of the Cascades just south of Crescent Lake and thence swinging in a long sweep of slight curvature to Fort Klamath, thence to Klamath Lake. From Weed, on the Southern Pacific, the California & Northeastern, formerly known as the Weed Railroad, built for a distance of about 22 miles by the Weed Lumber Company and recently sold to its present owners, is making surveys preliminary to completion of that line to Klamath Lake, a distance of about 70 miles. It is stated on seemingly good authority that the engineers employed in making the survey are also working for the Southern Pacific Company, of which the Oregon Eastern is also an auxiliary. The ultimate object to be attained in constructing these two lines is a route which will supplant the present main line for through coast traffic between Weed and Eugene, evading the heavy grades of the Siskiyou mountains and another equally difficult and expensive piece of track through Cow Creek Canyon south of Roseburg.

Field Work Is Under Way. While official confirmation cannot be had at present of the plans here outlined, there is ample substantiation in the field work and connection with both roads of officials of the Harriman system.

Articles of incorporation of the Oregon Eastern specify that the company proposes to build a line from Eugene to Huntington, with a branch to Klamath Falls. Colonel William Crooks, president of the company, is managing director of the Harriman lines in the Northwest in the office of Vice-President and General Manager O'Brien. Surveyors locating the route from Natron, the end of the Woodburn-Natron line, near where the cut-off to the main line near Eugene is being built, have proceeded in their survey to the crest of the Cascades along the route of the military wagon road, which, it is reported, will be pretty closely followed across the divide to a point near the northern border of the Klamath Indian Reservation, thence bearing to the southwest to Wood River, and down that stream to Fort Klamath, thence skirting Upper Klamath Lake from the mouth of Wood River to Klamath Falls. By this route the road will not reach an altitude lower than that at Klamath Falls, 4200 feet, from which it must again ascend to the divide, on the east side of the range, and, according to information obtained from men attached to some of the surveying crews, would have a maximum grade of 2 per cent, with an average very much lower, which, if true, would make the route an exceptionally favorable one.

One Line Has Large Subsidy.

The California & Northeastern, recently purchased by its present owners Mr. Quayle stated that his company was moving in their machinery and that a full force of men were being put to work and that construction would be rushed. It is probable that this company will receive the contract for the second section and if this should be the case, they could do the work much quicker as they would already have the machinery and the men on the ground.

C. O. Johnson, secretary and treasurer of the San Diego Gem Company, has been in the city the past week. Mr. Johnson is on his return from Portland where he delivered an order of gems to one of the leading Portland dealers, and stopped here to look after a piece of property which he owns at Keno Springs.

from the Weed Lumber Company, is already completed for a distance of 22 miles, and for which the people of Klamath Falls have pledged a bonus of \$100,000, of which \$16,000 was subscribed by San Francisco merchants. Immediately following the acquisition of this property, General Manager Calvin, of the Southern Pacific, is reported to have made a trip over the line from Weed, and to have been accompanied by an engineer of the Southern Pacific.

The California & Northeastern also acquired the property of the Klamath Development Company, embracing a large acreage adjacent to Klamath Falls and the Klamath Hot Springs Company is said to be another auxiliary. At the time the bonus was raised and right of way into the town granted, a franchise was also obtained for an electric street railway, to be in operation within one year after completion of the steam road. The limit for completion of the railroad in order to obtain the bonus is March 1, 1906, but present indications are that the transportation line will be finished early next year, and that it will bring connections to both the north and south.

By the present main line of the Southern Pacific the distance between Eugene and Weed is 285 miles, which will not be increased a dozen miles, and may even be slightly less by the new route. This is due to the increased mileage on the heavy gradients and sharp curvature of the Siskiyou mountains, avoided by the new route.

Difficult Stretch Of Railroad.

There are few pieces of mountain railroad in the country of such difficult operation as that between Ashland and Hornbrook, and none on a trunk line handling as heavy business. Ten freight cars is the limit for a train over the mountain section and then two engines are required. Passenger trains taken out of Portland by one locomotive require three times the power to move them over the mountains. Another section of the road that causes great difficulty of operation is that known as Cow Creek Canyon, south of Roseburg, where in the Spring season slides are of frequent occurrence and blockade result, seriously interfering with traffic. While this section would continue an important portion of the system for local business, building of the new road would give advantage of two through lines, and obviate difficulties of its operation and accumulation of traffic during the periods of trouble.

Probably the most influential reason for hastening construction, which seems to be the intention, is due to the immense tonnage of traffic that will be furnished during the next two or three years in construction of the reclamation works of the Klamath Falls region. With an estimated expenditure of \$1,000,000 by the Government, that will be more than duplicated by private enterprise, a large traffic will be created. Reclamation of 236,000 acres of land will insure large freight business for the future, hence justifying doubly the investment.—Oregonian.

KNIGHTS GIVE EXCURSION

Big Crowd of K. of P. and Friends Have Grand Time.

The Knights of Pythias lodge had the honor of giving the first excursion on the new steamer Klamath, which was recently built by the Klamath Lake Navigation Company. A more perfect day could not have been selected than Sunday and the crowd of nearly a hundred enjoyed every mile of the trip.

The trip down the river was delightful. As the boat followed the winding of the river each sight that met the view seemed grander than the last. Snow capped Mount Shasta loomed up in the distance in all her grandeur with lower ranches on either side of the river were an interesting sight to the stranger, who by gazing on the vast stretches of rich land, could gain a slight idea of the extensiveness of the Klamath Basin.

The steamer left the dock shortly after 10 o'clock and reached the landing four miles from Keno at about 12 o'clock. Here the party was met by hay wagons and conveyed to Nelson's grove about a mile distant. Nearly everyone had brought their lunch baskets along, but when they reached the grove a grand surprise met them. Mr. and Mrs. C. E. Nelson had the grove nicely arranged and decorated for the occasion. Tables and seats were all prepared for the convenience of the excursionists. These hospitable people did not intend that there should be anyone without sufficient to eat. Pitcher after pitcher of fresh milk were placed on the tables and chicken, a whole tub full of nicely browned, and pies, pumpkin pies, and cake and more cake. There were many other delicacies but it is doubtful if any of the hungry crowd were able to sample more than half. It was surprising to see how much some persons could really get away with, and it was pitiful to behold the many backward looks of longing and regret when the party was compelled to leave so many good things on account of being unable to carry more. A vote of thanks is due Mr. and Mrs. Nelson for their genial hospitality and successful effort in entertainment of the guests.

Several pictures of the party were taken by Mrs. F. C. Mongold, and also one of the boat as it was under steam. After dinner a run was made to Keno and then the steamer was headed for home where it arrived shortly before six.

A small and select dinner party of five which was held later in the evening is said to have some connection with the excursion. A rush order was sent in to one of the restaurants for a chicken supper, accompanied by the material for the feast in the shape of a dead hen. The hen had been dead so long that it was impossible to get the feathers off, so it was accordingly served singed, together with a cleaver and saw. It was a most enjoyable meal. It was at first thought that the hen was stolen, but it was later reported to have been found in a very sick condition and very feeble from age and some of the members of the excursion, out of sympathy, decided to bring it to town for medical treatment, when it died on the way.

STREETS TO BE CLEANED

City Council Will Have the Streets Cleaned and Obstructions Moved for Celebration.

The town Council held a special meeting last evening to act on the petition of the Chamber of Commerce and tax payers of the town, asking that the loose rocks on Main street be cleaned up and hauled away. It was decided by the members to have the streets cleaned and to use the loose rocks in filling up and improving Mill street on the west side.

The Council has grown tired of having portions of the streets and side walks blocked with wagons, boxes and rubbish and a resolution was passed ordering the marshal to notify the offenders to clean up and remove obstructions at once. If the orders of the marshal are not complied with within 24 hours, the parties will be arrested and arraigned before the police judge for trial. The marshal reported that he had repeatedly notified certain parties to remove obstructions and while they had always promised to comply with the request, they had entirely failed to do so. He wished instructions as to what he should do in such a case, and the Council informed him that the town would stand behind him in enforcing the law.

WAGON LOAD OF DUCKS

Twelve Sacks of Ducks Seized By Deputy Game Wardens Be. low Merrill.

Wm. Wilson, of Merrill, was arrested last Friday by deputy game warden Hale and two other game wardens, and 12 sacks of ducks seized which he was hauling to Laird's landing for shipment to San Francisco. Mr. Wilson was ordered to appear before the Justice of the Peace in Klamath Falls the following day at 1 o'clock. Mr. Wilson came to Klamath Falls and there being no complaint filed against him by 2 o'clock the case was dismissed. The ducks were brought to this city and are still lying in the county jail.

Each sack was consigned to a different party and were billed to be shipped from Bartles, on the McCloud railroad to San Francisco. Following are the names appeared on the sacks: Henry Johnson, J. H. Williams, O. Libby, J. T. Cotman, J. J. Hickey, C. Paulson, C. Hildner, H. J. Woodbury, Frank Hedrick, A. C. Watson, Frank Ankeny and E. C. Dearborn. It is stated that state Game Warden Baker has been summoned and that the case will probably come up later.

For abstracts go to Mason & Slough.



Shoes

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Unsubscribed Lands In Upper Project.

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Lands of the Upper Klamath Project within the Canal lines not subscribed to the Klamath Water Users Association.

YONNA VALLEY:	
F. J. Bowne, Bonanza,	2580 acres.
Shook Brothers, Dairy,	2000 "
Mrs. Wm. Wight, Dairy,	100 "
N. S. Drew Estate, Dairy,	160 "
John Hedger, Bonanza,	80 "
Mrs. Mary Sutton, Dairy,	80 "
Total	5060 "
FOR VALLEY:	
Frank Ross, Bedford,	240 "
LANGUELL VALLEY:	
C. C. Beckman, Jacksonville,	2040 "
E. E. Ralston, Ashland,	1600 "
Vinson Brothers, Bonanza,	620 "
Geo. McDonald, K. F.,	640 "
J. M. Patterson, French Gulch,	160 "
Cal.	480 "
A. Langell Estate,	280 "
Mary Langell Estate,	320 "
G. W. Isaacs Estate, Medford,	120 "
Simon Calhoun, Portland,	180 "
Fred Fine, Bonanza,	240 "
M. M. High, Salem,	160 "
J. F. Bryan, Etna, Cal.	160 "
Jas. Bryan, Etna, Cal.	160 "
W. A. Rice, Saratoga, Cal.	200 "
Maggie Deal, address unknown	240 "
F. H. Cobb, address unknown	240 "
C. E. Thomason, Salem,	240 "
Total	7820 "
Grand Total	13180 "

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8 Ladies Coats for 6 dollars
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