

KLAMATH REPUBLICAN

E. J. MURRAY, Editor.

LEADING NEWSPAPER OF INTERIOR OREGON.
TWO DOLLARS PER YEAR IN ADVANCE

All communications submitted for publication in the columns of this paper will be inserted only over the name of the writer. No non de plume articles will be published.

BEFORE SPENDING MONEY FOR ROAD BUILDING

Counties Should First Learn What Types of Highways Are Best Suited to Their Traffic.

Logan Waller Page, director of the office of public roads of the United States Department of Agriculture, has appeared before State Legislatures and county boards in various sections of the country during the past few months in response to invitations to tell what methods are best for obtaining funds for road construction and how the roads should be maintained after they have once been secured.

At the present time there are two principal methods of raising funds for these purposes, but Director Page believes that before plans are set on foot for raising funds, much should be said regarding the manner in which such funds should be expended. If the voters of a county show a readiness to spend a generous sum in improving their roads, it is of paramount importance to them to first ascertain what class of roads should be constructed.

It should not be assumed that simply because a county owns quarries from which trap or limestone rock can be secured that the expensive macadam road must necessarily be built. The qualifications of any rock cannot be definitely decided upon until laboratory tests have been held. Much money has been almost thrown away in this country, however, on the construction of rock-surfaced roads, those having the construction in charge neglecting to call in the services of expert chemists, and using rock totally unsuited to their traffic or climatic conditions. In many, many cases the results were disastrous, the roads quickly raveling and going to pieces because the cementing value was lacking.

A county which shows sufficient progress to bond itself in a liberal amount for the purpose of securing improved roads should keep its money intact until its officers have learned exactly what class of roads will best meet its requirements; what type of road it is best qualified to construct, and what it can best afford. Those facts can be secured through the aid of the national government, the office of public roads standing ready to give gratuitous advice and to supply skilled highway engineers who are qualified to tell what type of highway would best meet that county's requirements and to demonstrate those decisions by supervising the building of stretches of model highways, after which local officials may take pattern.

Wide-awake State and county officials are now showing the liveliest appreciation of the results which follow a visit by these skillful men, and the demands for their services are so heavy that it is impossible for Director Page to meet more than twenty per cent of the requests being filed in his office.

When county officers learn to appreciate the fact that road building is an art they will rely more and more upon expert advice and scientific demonstration, and when they have learned what class of roads is desirable, they will construct them and then guard them.

Therein lies one of the most important of all American highway questions. Americans build as good roads as Englishmen or Frenchmen, but having done so, they rest contented with their efforts and let each passing breath of air, speeding automobile, or drenching rain, blow or wash the road surface away.

In the countries of Europe, where the well-nigh perfect roads are the pride of the citizens and the envy and admiration of visiting Americans, most jealous care is constantly given; a careful day-by-day inspection is made and every depression is quickly filled and all inequalities rolled or tamped.

Two requisites, therefore, confront the county supervisors at the outset—first, to ascertain what roads would be most suitable to that particular section, and to provide for funds to expend in their maintenance after completion.

Those are vastly important, and the nation's very small percentage of improved roads is due largely to a failure to give consideration to them. Millions of money have been wasted in building roads which local conditions made impracticable, and out of all cost proportion to the county's revenue.

It has been ascertained by the of-

fice of public roads, the bureau of the federal census, and the land and industrial divisions of twelve great railroads that the building of modern highways immediately enhances the value of the property through which they run to a marked extent. This increase is estimated by the most conservative at \$2 an acre, and by the more enthusiastic at \$9. All concede, however, that the increase is immediate and inevitable. Place the acreage of the rural portion of a county, therefore, at 200,000 acres and the increased valuation due to the construction of better highways at but \$4.50 an acre, and it will be seen that the property holders whose land is to be thus benefited would gain not less than \$900,000. So great an increase in the assessed valuation of a county would certainly seem to constitute a powerful argument in favor of a liberal first expenditure.

TO EXTEND THE RAILROAD.

Klamath Falls is not long to have the distinction of being the end of the railroad line, and, in fact, that claim was only true for a short time. While this city is the end of the service for the present, there has been no cessation in the construction of the line beyond this city. The road has been steadily traveling northward, and the indications are that instead of any let-up, the future is to see renewed efforts in rushing the work.

Every indication for months has pointed to the continuance of the work of building the line north to connect with Portland. The completion of the work is not as far in the future as some people believe. The fact that the contemplated improvements on the telegraph line from this city to Harriman's summer home on the lake were not made, has been cited as evidence that the railroad will be built to Wood River this summer, when direct connection could then be made with the Western Union. This, and many other instances, have indicated the extent of the work that will be done this year.

Now it is reported, not officially but on reliable authority, that the Southern Pacific has let the contract for the extension of twenty-five miles of the road as far north as Sprague River. The road will be built along the Upper Lake, around Modoc Point, crossing the reservation and Williamson River and to Sprague River. There are several difficult pieces of road to be built and swamp lands to cross. Arrangements have been made for the removal of the big Southern Pacific dredge from the lower to the upper lake. It is understood that this is to be used for throwing up a foundation on which will be built railroad docks along the southern water front of the lake, and also for throwing up the roadbed along the shore and through the swamp.

Erickson & Peterson, who have the contract for the main line from this city to the upper lake, have practically all of the roadbed finished and will complete the big cut above town some time in July. When this is completed it will give a clear stretch to the upper lake water front, where the roadbed is now ready for the side-tracks and branch to connect with the docks.

Chief Construction Engineer H. P. Hoey has located his permanent offices for the summer at the Wright place, east of the railroad grounds, which means that there will be a large force of men working in the vicinity of the city for some time. There is still considerable work to be done on the yards which will keep a crew of men busy all summer. Besides this, it is reported that work is to begin soon on the new depot and freight buildings. Mr. Hoey will probably have personal supervision of the construction of the stone depot building, which will consume about three months in building.

Portland will be the rallying point for Baptists of the Northern half of the continent during the last week of the month. The Northern Baptists' Association will open its annual convention here on June 25th, and the gathering will continue for one week. An interesting program has been prepared and there will be numerous receptions, excursions and other functions during convention week.

A fine Ashland home to trade for Klamath county farm under ditch. Inquire at H. Bolvin's plumbing establishment, Main st., Klamath Falls, Oregon. 6-24, 7.5.

TO SECURE SETTLERS.

Co-operation of the immigration bureau of the United States Reclamation Service in interesting the best class of settlers in lands on Klamath project, with the people here seems assured as a result of the visit to Klamath Falls of J. C. Waite, who has charge of the Chicago office engaged in colonization work for the service. Last night Mr. Waite met with the Klamath County Real Estate Dealers' Association and received a cordial welcome from the realty dealers, who are anxious to lend every assistance to attract farmers from the States east of the Rocky Mountains. Mr. Waite expressed himself as well satisfied with the agricultural possibilities of this section, and requested that a number of photographs portraying ranch scenes be supplied for use in his office, and these will be forwarded by members of the association as soon as they can be gotten together.

Incidental to the effort to interest homeseekers, the association has had under consideration the need for round-trip rates that will enable intending settlers to make an initial trip of investigation. The need of a low round-trip rate to Klamath Falls has been often demonstrated in correspondence from persons who, after learning a great deal about this section and forming favorable impressions, went elsewhere because of the homeseekers' rates in effect two or three months to Texas, Oklahoma, the Dakotas and other States east of the Rockies, but which have never been made to apply to the Pacific Coast. In the hope that the traffic officials of the railroads may be brought to realize the need of such rates, the association adopted the following:

Resolved, That the Klamath County Real Estate Dealers' Association urge upon the traffic officials of the Southern Pacific Company the granting of homeseekers' rates from the Middle West States and Missouri River, common points to Klamath Falls. Experience in dealing with prospective settlers demonstrates the necessity of an attractive round-trip rate that will encourage the substantial farmer to make the initial trip of investigation to gain the class of home builders most needed. Colonization rates, it is also desired, be made to apply to Klamath Falls destination, but the one-way rates do not serve the purpose of homeseekers' rates. If it is not possible to have homeseekers' rates in effect throughout the year, it would be beneficial if such round-trip rates could be made effective from July to December, inclusive. The officers of the association are directed to transmit copies of this resolution to Charles S. Fee, Passenger Traffic Manager of the Southern Pacific Company, and to William McMurray, General Passenger Agent of the Oregon Lines, requesting their efforts to obtain the establishment of those rates.

THEY DO SAME THING HERE WITHOUT SALARY

MEDFORD, June 18.—A coat of tar and feathers is promised by local real estate dealers on some dark night for a stout heavy set individual of reddish face and heavy moustache, of about 225 pounds weight, dressed as a farmer, who wears a broad-brimmed black hat and has been conspicuous on the street corners of Medford for some months past.

The gentleman in question is a professional and salaried knocker, whose sole occupation in life is to discourage newcomers and prospective purchasers from locating in the Rogue River valley. As soon as he can reach some one who contemplates buying local realty or orchard property, he starts the anvil chorus to discourage them and gratuitously offers the information that property in the Willamette valley is far better and far cheaper. From this the supposition has arisen that he is in the employ of Willamette valley concerns, who seek to build up their communities by tearing down Medford and the Rogue River valley.

When any real estate dealer is seen taking out a prospective investor, the knocker makes it his business to lie in wait and queer the sale if possible. Real estate men have stood it so long that patience has ceased to be a virtue and have banded themselves together for a warm reception to the mossback.

TRIP TO LAVA BEDS.

Klamath Falls Party Will Camp Out Near Captain Jack's Stronghold on Friday Night.

Mr. and Mrs. W. A. Delzell, Prof. and Mrs. J. T. Butcher, Mr. and Mrs. Wilber White, Miss Sergeant and Miss McCauley left this morning. The party intend to be absent four days, spending two days exploring Captain Jack's stronghold, the ice caves and other places of note in the Lava Beds. Tents and camp outfit will be taken along and the party will spend Friday night among the rocks.

UPPER LAKE NOTES.

The boats on the lake have all got down to business and are assigned as follows:

The cruisers Curlew and Winema will probably handle the passengers and most of the through freight, provided the Klamath is not moved up from the lower lake or the new North Star put in commission.

The Hornet will do promiscuous towing.

The Eagle will be in the sand trade.

The Mazama is in the employ of the Southern Pacific Company, with the Hooligan doing the work of the Long Lake Lumber Company.

And now we are to have a thorough paleontological analysis of the fossilized shores of Great Klamath Lake. Now when a fossilized newspaper correspondent has tried the same trick on the old lake and inhaled the fragrance of dead suckers till he has become paleontized himself, it's time for that Boston man to run for his life. Why, even the live suckers will holler "scat!"

A new capdy stand is the latest on the Upper Lake water front.

The irrepressible, kaleidoscopic steamer Eagle is sporting a fore and aft rig, and under the new management she is keeping out of trouble.

The mill is again running, after a few days' hold-up.

Mr. Gordon's new building is nearly completed. It will be the fishermen's headquarters at the upper landing. Bait, fishing tackle, guns, ammunition, etc., is on his list.

Last Friday while a party of gentlemen were looking for some lot corners near Bert Childers' brickyard, they routed a skunk. One of the boys suggested driving him into one of the arches of a cold brick kiln and fix it so he could not escape till such time as Childers wanted him. This plan worked all right until the skunk turned on them. It didn't work so well from that on, for in breaking through the cordon of men he ran so near one of the boys as to cause that boy's leg to fall over some sag-brush on top of the skunk, and his words does not express it. One gentleman said that he had had many rank experiences, but never anything to compare with a Klamath skunk. One of the boys now sleeps in the barn. It is said the horses won't eat any more hay and the mules bray all night. The wife of another went home to her mama, and all the rest are in soak.

Steamers Hornet and Hooligan arrived in port this evening and while their crews deny any tendency to race, the heat of their engine-room is at least suggestive.

The extension wings are being built onto St. Cloud, on Buena Vista Heights. When completed the building will be 75 feet front and 46 feet deep; will have four towers and an embattled front on top 24 feet long. An observatory and burnished dome are in contemplation, but of this later on.

The steamer Hornet is employed in moving some of Dan Griffith's effects from Odessa to Eagle Cape, where will be built Mr. Griffith's new resort. The great white sulphur springs at the cape are sure to make the new place popular.

About a week ago there was an old yellow, dun-colored, one-eyed horse strayed away from Buena Vista addition. The owner supposed he'd find him in the city pound, but an inquiry showed that the genteel pound master knew nothing of the old thing, and cared a darned sight less. The owner, at this juncture, wished me to write an ad for him, which I would not do, as the horse was not worth a week's run in the Herald and I would not impose on the editor. But I told him I would try to describe the horse, so here goes:

High behind and low before
And on his back a great big sore.
He's good to ride or pack or tow
Behind a wagon; but he's slow,
And isn't worth but half the fuss
That's made about the darned old cuss.

If any one should find such a horse, please report to the Commodore.

GAY YOUNG BLADES.

From a crowd of rah-rah college boys celebrating a crew victory, a policeman had managed to extract two prisoners.

"What is the charge against these two young men?" asked the magistrate before whom they were arraigned.

"Disturbin' the peace, yer honor," said the policeman. "They were givin' their college yells in the street an' makin' trouble generally."

"What is your name?" the judge asked one of the prisoners.

"Ro-ro-robert Ro-ro-rolls," stutted the youth.

"I asked for your name, sir—not the evidence."—Everybody's Magazine.

Piling for the new box factory is being driven as fast as possible. Mr. Campbell says the bedrock is twelve or thirteen feet below the surface.

An Opportunity in Furniture

AS I WILL MOVE INTO MY NEW STORE BUILDING ABOUT JULY 15TH, I HAVE DECIDED TO ALLOW MY PATRONS THE BENEFIT OF WHAT IT WILL COST TO MOVE ANY OF THE GOODS, AND WILL ALLOW

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REMEMBER, MY PRICES ARE ALWAYS PLACED AT THE LOWEST POSSIBLE FIGURE, ONLY ALLOWING A REASONABLE PROFIT, RATHER THAN MOVE THE GOODS, WE ARE WILLING TO ALLOW THIS TEN PER CENT REDUCTION ON OUR ALREADY LOW PRICE. THIS IS A CHANCE TO GET GENUINE BARGAINS. CALL AND SEE OUR IMMENSE STOCK BEFORE BUYING.

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SAUSAGES OF ALL KINDS

INJURED IN RUNAWAY.

Fred Paquette of Roseburg Has Ankle Broken While Returning From Dorris.

Fred Paquette of Roseburg had his ankle badly broken Monday while returning from Dorris. He stopped at the Minnith ranch to water his horses, and as he got in the buggy again he dropped one of the lines. The team started running, and were pulled toward the fence, throwing Mr. Paquette out and breaking his ankle. Dr. Hamilton was summoned from this city and the injured man was brought here and taken to the home of Charles Gourley on Fourth street. He was reported as resting easier this morning, although the bone was badly splintered, and it will be some time before he will be able to be around again.

NOT A TRUE BILL.

Philip Oden, Charged With Attempt to Shoot Dave Liskey, Is Turned Loose by Grand Jury.

The Grand Jury filed its first report Wednesday. Witnesses were examined in the case against Philip Oden, charged with attempt to shoot Dave Liskey, and it is reported that the Grand Jury returned not a true bill and that Oden was turned loose.

SCHOOL ELECTION.

At the school election held Monday afternoon F. T. Sanderson was re-elected director and J. W. Siemens clerk. A number of votes were also cast for C. B. Crisler for clerk and H. T. Chitwood for director.

I SHOULD SAY SO!

A love-smitten youth who was studying the approved methods of proposal asked one of his bachelor friends if he thought that a young man should propose to a girl on his knees.

"If he doesn't," replied his friend, "the girl should get off."

Col. W. H. Holabird came down from Pelican Bay Wednesday and will leave Friday for Los Angeles.

SUMMONS.

In the Circuit Court of the State of Oregon for the County of Klamath. Action at law to recover money.

J. M. Batchelder, plaintiff, vs. D. A. McLeod, defendant.

To D. A. McLeod, the above named defendant:

In the name of the State of Oregon, you are hereby required to appear and answer the complaint filed against you in the above entitled action on or before the 5th day of August, 1909, that being the date of the last publication of this summons and the time within which the defendant is required to answer as fixed

by the order for publication of this summons, and if you fail so to appear and answer, the plaintiff will take judgment against you for the sum of \$183.50, with interest at 6 per cent from December 18, 1908; and that the SE 1/4 of Section 10, Township 38 South, Range 13 East, Willamette meridian, Klamath County, Oregon, held under attachment in this action, be sold to satisfy the said sum of \$183.50 and interest thereon from the 18th day of December, 1908, and the plaintiff's costs and disbursements of this action.

This summons is published in the Klamath Republican, a weekly newspaper printed and published at Klamath Falls, Oregon, by order dated June 21, 1909, made by the Hon. George Nolan, Judge of the above entitled court, requiring summons to be published for six consecutive weeks, beginning on the 24th day of June, 1909, and ending on the 5th day of August, 1909, that being the time within which the defendant is required to appear and answer.

F. H. MILLS,
6-24, 8-5 Attorney for Plaintiff.

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