

COUNTY FAIR AND CARNIVAL

The Big Crops Guarantee an Agricultural Exhibit Surpassing Any Ever Seen Here

Some move should be made looking toward preparation for the holding of a fair this fall. The time is not far distant when such an event will have to be held provided Klamath county is going to hold onto its share of the State money that goes with the holding of a fair. It seems to be pretty generally agreed that in addition to the usual events held in connection with the fair there should be something additional on the streets of the city. Many have suggested a street carnival, others some form of entertainment. Whatever it is, preparations will have to be made in advance and the time is at hand when steps should be taken to decide the question.

Under the State law the fair will have to be held under the auspices of a fair association, though the actual work can be delegated to another organization if the association sees fit to do so. The premium list, however, will have to be prepared and paid out by the association in order to secure the benefit of the State's money appropriated for such use. The Chamber of Commerce should appoint a committee to confer with the fair association in order that plans may be outlined for the carrying out of a program that will insure adequate entertainment and a first-class fair. Never before has this county been blessed with the abundant crops that will be harvested this fall. The farmers will now be enabled to gather specimens and thus contribute assistance to the Chamber to start an exhibit that will show to the home-seeker the agricultural resources of the county to good advantage.

The Herald hopes that the farmers will grasp the splendid opportunity a fair will give to the county at this time and while the Chamber of Commerce or the fair association is preparing plans for the manner of entertainment to go with the fair, will not fail to do their part by selecting and arranging the best specimens of their crops as they mature and have them in readiness when the time arrives to use them.

PYTHIANS INSTALL OFFICERS

Large Attendance and Much Enthusiasm Mark the Occasion

One of the most enthusiastic meetings ever held in the history of Pythianism in this city was held at Sanderson's hall Monday night. The occasion was the installation of officers. During the past six months the lodge has more than doubled in membership and is now riding on a wave of prosperity that is sure to make it one of the strongest orders in the city.

It was decided at the meeting that the lodge would change its quarters, and hereafter the regular stated conventions of Klamath lodge No. 99, K. of P. will be held every Wednesday night in the hall over the Virgil & Son furniture store. The hall has been secured for lodge purposes and is being furnished by the I. O. R. M. in a manner that will make it a credit to all the organizations that are to hold their meetings therein.

The move to the new hall will be a decided improvement in the meeting place. It gives a central location and commodious quarters. With the new quarters will also come another perceptible increase in membership, as many of the members of the order connected with lodges in all parts of the United States are taking steps to affiliate themselves with the local lodge.

The officers installed at the meeting Monday night were as follows: Wm. Wagner, C. C.; F. B. Brimmer, V. C.; John Irwin, prelate; F. W. Ritchie, M. A.; Bert North, M. W.; C. C. Hogue, K. R. S.; C. C. Cofer, I. G.; Jesse Hart, O. G.

Sills Being Laid for Building

Work on the superstructure of the new block being erected by G. W. White has been started and the building will be rushed to completion as rapidly as possible. The lower floor will be occupied by stores and the second floor will be used for offices and lodge rooms. Two of the store rooms have been leased already—one by Chastain, Langell & Co. and the other by the Star drug store.

W. L. Melton, who recently had his ankle broken by a runaway team near Lakeview, arrived in the city Tuesday and is getting along nicely.

NO ATTENTION WILL BE PAID TO PORTER BROS.

Report From Oakland Says Hill Has Been Buying Water Front There to Enter the Bay City

Porter Brothers' announcement that they will build a railroad rapidly up the Deschutes canyon will be completely ignored by the Harriman system, now engaged in a similar project, according to Julius Kruttschnitt, director of operation and maintenance of all Harriman lines.

The railroad operator, when seen, answered questions put to him with unlooked-for readiness.

"I don't care to say that Porter Brothers are making great preparations for road building just for the purpose of working a 'stall' on the Harriman management," said Mr. Kruttschnitt. "In fact, we are simply proceeding to build our line up the Deschutes with the utmost possible dispatch. We are taking into account no other efforts, but simply trying to attend to our own business.

Expect Railroad to Pay

"That we believe in the results that will attend the building of the road is attested by the mere fact that we are building it. We wouldn't be apt to undertake the construction of a railroad from which we expected no returns."

Mr. Kruttschnitt stated that he was not in a position to announce when trains will be operated from the Harriman lines over the Northern Pacific into Seattle. "That simply depends on the completion of preparation for service," he said. "As for the actual construction work on the Deschutes, the people of Portland know as much about that as we do. I simply need to add that our policy will be aggressive."

Wants First Hand Knowledge

Mr. Kruttschnitt named as the initial object of his present visit to the West an inspection of the lines controlled by Harriman in this section. "I want to become better informed on the situation," he said. "Staying in an office listening to reports doesn't do the good that meeting men face to face does. I am only sorry that I am not able more often to detach myself from the duties of the office and come out this way. It is truly a great country, with marvelous possibilities."

Oakland Terminal a Good Guess

A dispatch from Oakland says: "James J. Hill's reported action in commencing construction on a line up the Deschutes river in Oregon is interpreted here as conclusively confirming the theory advanced several months ago, when a large slice of Oakland waterfrontage was acquired by purchasers, whose identity was carefully masked, that Hill had determined to secure a deep water terminus here in order to obtain his share of local transcontinental and Pacific Coast traffic, at present bottled up by the Harriman interests.

Recent purchases of right-of-way in northern California and in the vicinity of Oakland give added substantiation to the belief that Hill is rapidly preparing to span the last gap (the 700 miles between Oakland and the town of Deschutes on the Columbia river in Oregon) of his proposed transcontinental railroad from St. Paul, Minn., on the lakes, to Oakland."

MIXING IT ALL ALONG THE LINE WITH SUBORDINATES

Secretary Running His Department Along Strictly Legal Lines and Will Keep On Doing So

WASHINGTON, July 26.—Director Newell of the reclamation service left here yesterday for Portland, where next Thursday he will hold a conference with Secretary Ballinger and the district engineers of the reclamation service. An effort will be made at this conference to arrange a schedule of work to be done by the reclamation service on all government projects during 1910.

The purpose of this gathering is to apportion the funds for next year and to decide on what work shall be carried on. The amount for use on the Klamath project will be decided on, though no public announcement as to how much that will be need be expected for some time.

Not Worried About His Job

Director Newell is not worried over reports that he is to lose his job. He has been assured by the President that there is no intention of displacing him.

BOOTH-KELLY CO. AND ASSOCIATES TO DEVELOP HOLDING

Big Mill Will Be Erected to Manufacture Timber Coming From Yamsay Mountain

A mammoth sawmill plant and fifteen miles of railroad will be constructed by the Booth-Kelly Lumber company and their associates in the vicinity of Yamsay mountain, where the parties concerned have holdings of about 87,000 acres of timber.

Messrs. Booth and Kelly and Mr. Danaher of Detroit, Mich., the owners of this tract, returned from there yesterday. While the parties would admit nothing concerning this matter, it is known that while there they decided on the route for a branch railroad to the timber which will connect with the Natron branch at the lower end of the marsh.

Fifteen Miles of Railroad

The length of the line from the junction to the timber is about fifteen miles, the grade being practically level, and only one crossing of the Williamson river being necessary.

A surveying party will be sent in shortly to locate this line. The company owns a splendid mill site near the terminus of this railroad with sufficient water for all purposes.

Prediction Being Fulfilled

This bears out the statement of a prominent lumberman who said recently that within five years all of the large holders would have immense lumber plants in operation in this section and that the lumbermen would do more to bring competitive roads into this section than any other factor. In fact, the larger interests are at this time figuring with three different railroad companies to enter this field.

PLANT WILL BE COMPLETED EARLY NEXT MONTH

Effort Should Be Made to Secure Other Plants and Thus Create a Needed Weekly Payroll

It has long been recognized that if this city is ever to be anything else than a small farming town some sort of manufacturing establishments must be brought here. The easiest to secure at this time are box factories, and the quickest way to get them is to offer them cheap power. The Chamber of Commerce should take hold of the matter and see if something cannot be done in the way of offering such enterprises power at a price that will be a sufficient inducement for them to come. The price could be graduated for the first five years, or a rebate given at the expiration of that period. If some such an arrangement could be entered into, the growth of this city would be rapid, and the merchants would be given some incentive to work for bigger things.

To Be Completed in August

The box factory that is in course of erection on Upper Klamath Lake, adjoining the mill of the Long Lake Lumber company, will be completed early in August and be in operation about the 10th of that month. The factory is being erected by the Great Northern Box company, and will be in charge of Superintendent Charles McGowan. It will have a daily capacity of about 40,000 feet, and will furnish employment for about thirty-five men.

Marks Real Beginning

The starting of this plant will mark the real beginning of the development of the lumber industry of this county, for it is a well-known fact that Klamath is in possession of more box pine than all the rest of the Coast combined. It is only a matter of time before many other plants will be in operation in this city, furnishing employment to hundreds of men and creating a payroll for the city of thousands of dollars per month.

The final dimensions of the great drydock which the United States navy is building at Pearl harbor in the Hawaiian islands show that the government is wisely building for the future. The dock will be 1,152 feet long from the coping to the outer sill, 140 feet wide at the top, and will have 35 feet of water over the entrance sill at mean high water level. There will be a sill in the middle of the dock for an intermediate caisson which will divide it into two docks, 575 feet and 532 feet long, respectively.

Dr. Alex Patterson of Merrill was in the city Saturday on business.

ENGINEERING DIFFICULTIES TO BE OVERCOME

Council Decides to Place Outfall in Lake Ewauna—City Will Surely Be Enjoined

A special meeting of the City Council was held Tuesday for the purpose of going over the plans for the sewage system with City Engineer Zumwalt and deciding on the location of the main sewer and the disposal of the sewage. The question of the location of the main sewer was the subject of extended discussion. Councilman Castel was particularly desirous of locating the main sewer on Klamath avenue, giving as his reason a wish to avoid the cost of laying it on Main street from Center street to Payne alley. It was developed, however, that it would be impracticable to use Klamath avenue for this purpose because the grade was too low to serve the territory that must be cared for, and by unanimous vote the main sewer was located on Main street.

The next question to command the attention of the Council was the disposal of the sewage, and it was surprising to find that the sentiment was in favor of dumping it into the lake. Councilman Hanks was the only member voting "no" on the proposition, thus placing himself on record as favoring the septic tank system. The principal reason for the decision was one of expense, the belief being evident that it would be a much cheaper way to dump directly into the lake than to erect and use septic tanks. Engineer Zumwalt was emphatic in his declaration that the only method that should be considered was septic tanks, but his opinion was swept aside and the other plan adopted.

Council Showed Undue Haste

The Council showed undue haste in its adoption of the lake plan, for the reason there was not a member who knew what the difference in the cost would be. Engineer Zumwalt had not prepared figures on the lake outfall, for the reason he did not believe that the Council would adopt this method. Mayor Sanderson expressed himself as believing the Council was making a mistake, and one that would have to be rectified within a year.

Difference in Cost Small

If the Council will heed the sentiment of the community at large it is certain that it will reconsider this method of disposal. The additional cost for the septic tanks will not exceed \$2,000. For so small a sum it is a grave mistake to take the chances attendant on using the lake as a receptacle for the raw sewage, for it is certain that if an injunction is not secured before the work is completed it will be granted very shortly afterwards.

Engineer Zumwalt was instructed to prepare specifications and advertisements for bids for the entire system, with the exception of a portion of the north end of the city and the pumping plant; the specifications to contain the proviso that the city reserved the right to construct all or only a portion of the system. This provision is incorporated for the purpose of enabling the city to remain within its financial limits.

Zumwalt's Estimate \$44,000

Mr. Zumwalt estimated that the system could be built at a cost of about \$44,000. Many members of the Council believed that this was too low, and it was tacitly agreed that only the main sewer from the Hot Springs addition to Payne alley would be built to start with, and such additional mains laid as could be paid for out of the remaining funds. If the bids received are low enough to permit of the building of the entire system, then the contract will be so let; if not, then only so much will be constructed as there are funds to meet the expense.

An adjournment was taken until Monday night, at which time the advertisement for bids will be considered and ordered published.

The order of Redmen have leased the hall over Virgil's store at Fourth and Klamath avenue and it will hereafter be known as Redmen's Hall. The Pochontas will hold a social there this evening, at which the Redmen will be entertained. After August 1st the K. P. S. Modern Woodmen, Women of Woodcraft, the Fraternal Order of Eagles will meet in this hall, having sublet the same from the Redmen.

HILL AND HARRIMAN FORCES TAKE THE FIELD

Hill Throws Big Force Into the Deschutes Canyon and Proposes to Hold Right-of-Way

THE DALLES, Ore., July 25.—"We are going to build a railroad along the Deschutes, and it is not going to stop in the canyon, either, but is going to be built into Central Oregon," said Johnson Porter of Porter brothers, the big railroad contractor, here yesterday.

"It is not a Hill line, never has been and never will be," continued the railroad man. "The right-of-way is owned by Porter brothers, and the road is going to be built by them. Other fellows can build if they want to, and we are not going to try to stop them. Our rights-of-way conflict in some places. Ours has been accepted as far as Madras.

"We think that Central Oregon is a very productive country, and our railroad is going to develop it."

Hundreds of men, forty horses, forty wagons and all facilities for construction of roadbed and wagon roads arrived in this city yesterday afternoon by boat. About twenty more men arrived last night and others are expected the first of the week. All supplies will be freighted from this city to Deschutes. Work will be commenced at once building wagon roads to the proposed route at different points. Offices have been rented in The Dalles, though the main office of Porter in railroad work will be in Portland. Johnson Porter says his people had the first survey into Central Oregon, and that Harriman followed in their footsteps.

"I don't think the struggle for supremacy in the rugged Deschutes canyon will be one of picks and shovels, but of motions and briefs," remarked a man closely identified with the Harriman interests in discussing the activity of Porter brothers at The Dalles. The speaker has been more or less intimately connected with the preliminary operations which have been undertaken in the proposed railroad invasion of Central Oregon, and is in a position to know what he is talking about.

There is every reason to believe that Porter brothers, who have apparently acquired the surveys and other rights of the Oregon Trunk, represent the Hill interests. Two of the brothers were closeted with Hill's confidential representative, John F. Stevens, in Portland for several hours only a few hours ago, as exclusively related in the "Telegram" at the time. Stevens has spent most of the past month looking over the Central Oregon country and his friendly relations with the Hills is too well known to admit of doubt, while Porter brothers have always been identified with any large railroad construction projects undertaken by Hill, including the North Bank project. In that memorable contest Porter brothers won their fight on the conflicting locations and Hill's lawyers won the legal battles in the courts. Harriman was completely routed on every point.

Harriman's legal staff believes it will be no difficult matter to block any serious encroachments on their domain by Porter brothers and the men behind them. In fact, it is understood that papers are already in preparation which are likely to throw the Deschutes embroglio into the courts in the near future.

It has been brought out in published reports inspired by Harriman officials that the Oregon Trunk Line has no legal standing in Oregon, being a Nevada corporation which, under the provisions of its articles of incorporation, violated the comity of States. In addition to this, the government approved survey maps of the Oregon Trunk and not Porter brothers' maps. It is, therefore, held by the Harriman interests that the successors to the Oregon Trunk people have no more standing, legally, than Nelson, Williamson and others who secured the surveys for the Oregon Trunk.

It is of interest in connection with the battle for possession of strategic points in the canyon that Porter brothers waited until the very last day of grace before sending construction crews in there, to-day being the time limit within which the Oregon Trunk had to make good or forfeit the rights bestowed by the government in the approval of the survey maps of this project.—Oregon Telegram.

Miss Nellie Wood of Bedford was shopping in the city Saturday.

SEWER BONDS AWARDED

Council Considering Character of System to Be Installed—May Use Lake Ewauna

The bankers of the city were called into consultation with the city officials Monday evening for the purpose of securing their opinion on the bids submitted for the sewer bonds. The bid of Morris brothers of Portland was made in such a manner as to puzzle the city dads, so it was decided to submit both propositions to Messrs. White, Moore and Martin. These gentlemen decided that the Chicago bid was about \$400 better for the city than the bid submitted by the Portland house, and the bonds were accordingly awarded to S. A. Kean & Co. of that city.

Now that the matter of funds has been settled, the Council and Mayor are getting down to the consideration of the kind of a system that will be installed. It was discussed to some extent last night and will be gone into further this evening, when the Council will meet at 8 o'clock.

It developed from the discussion that the sentiment in favor of utilizing Lake Ewauna as a dumping-place for the sewage is growing, and the indications are that the system will be installed with this end in view. Provision, however, will be made for the employment of septic tanks at such time as the city will be compelled to use them. The reason for this proposed step is economy. It seems that some members of the Council are not only desirous of having the future generation pay for the system, but also want it to pay for the penny-wise-and-pound-foolish policy that advocates the elimination of the septic tank at the beginning. - It is as certain as the system is installed that the city will be enjoined from using the lake for a cesspool. As soon as the attention of the State Board of Health is called to the matter it will be more than likely that they will take a hand in the matter and stop it.

MERCHANTS SHOULD SEEK OUTSIDE TRADE

A Bargain Week Should Be Inaugurated and an Effort Made to Capture Outside Trade

Are the merchants of Klamath Falls going to make a move towards securing the trade of the outside communities? That is a question that still remains unanswered. Some time ago it was suggested that the merchants get together and issue a catalogue and establish a bargain week. No move in this direction has been made, and unless one is made very soon it will be too late to bring to this city the hundreds of people who have been going elsewhere with their money. They can do better in Klamath Falls than elsewhere, but they will have to be told that fact clearly and distinctly, and the only way to do it is for the merchants to issue a catalogue giving prices that can be compared with those heretofore paid by these people.

One method that could be followed is to turn the matter over to the Chamber of Commerce and have the catalogue issued under its auspices, the merchants furnishing the articles they desired listed therein. Each business house should select one article that will be sold during that week at or below cost, and this used as a "puller" for business. In addition to this article such others as they choose to turn as bargains should be listed, together with a fuller list of the staples that remain at the regular price. A "bargain week" would bring to this city thousands of dollars and help the merchants to move goods that would otherwise remain on their shelves for the winter. This sale should be run during the fair week and now is the time to start

The growth in size of steamships and in the cost of labor and the materials of their construction has caused a great increase in the total cost of transatlantic steamships during the past decade. Thus the Kaiser Wilhelm der Grosse, 1897, cost a little over \$2,500,000; the Oceanic, 1899, \$3,000,000; the Deutschland, 1900, \$3,250,000, and the Kaiser Wilhelm II, 1903, \$4,000,000, while the estimated cost of the Mauretania is \$6,750,000. The most fruitful cause of the increase in cost has been the effort in each ship to outdistance her predecessor in speed. This has led to an increase in the engine power from 30,000 in the Kaiser Wilhelm der Grosse to 70,000 in the Mauretania.