

PORTLAND STOCKYARDS WILL FURNISH GOOD MARKET

Klamath Cattle Can Be Put on the Market in Good Condition When Things Are Ready.

A matter of interest to all stock raisers and shippers in this section is the announcement that has recently been made by the Portland Union Stock Yards Company of Portland, Ore., announcing the opening of the new stockyards there on September 15th, as set forth in the following letter which was received by E. McGowan of this city:

Dear Sir: We take pleasure in announcing that on September 15th the new Portland union stockyards will be open for business. This will mark an epoch in the livestock industry on the Pacific Coast. The establishment of similar stockyards has meant untold increase in the value of livestock in all of the sections tributary to Chicago, Kansas City, Omaha, St. Joseph, St. Louis, Ft. Worth and Denver, and history will repeat itself at Portland.

The new union stockyards are as complete, as modern and as convenient as the biggest or best yard in the United States. Every facility is at hand for the safe and speedy unloading, feeding and handling of cattle, sheep, hogs and horses. The sheep and hog pens are under cover; all of the pens are drained and sewerage, and every modern idea in stockyard construction has been adopted and put into effect. We have some improvements over the older stockyards that you will appreciate.

There are fifteen buyers who will take part or all of their needs from stock offered at the Portland union stockyards, which insures active competition. Feed charges will remain the same as at the old Portland stockyards, but yardage charges will be changed to conform with the schedule in effect at all of the markets above mentioned. These charges are as follows: Cattle, 25c per head, \$5 per car; hogs, 85c per head, maximum \$8 per car; hogs, double decks, 8c straight, no matter what the number is; sheep, double or single decks, 5c straight per head, no matter what the number is; horses, 25c per head.

Bill your stock, care Union Stock Yards, Stockdale. Any inquiry addressed to us concerning the market will be cheerfully answered. We want you to write us. We want to get in touch with you and it will be our purpose to do everything we can to facilitate the marketing and enhance the value of the livestock that is tributary to this market.

In order to reach the new yards from Portland, take street car going north on Second street. This car crosses the steel bridge and carries a union stockyards sign. You are cordially invited to visit the yards and the exchange. Yours very truly,

PORTLAND UNION STOCK YARDS COMPANY, D. O. Lively, Gen. Agt.

L. H. Pauley, the representative of the Carstens Packing Company of Tacoma, who is in this section, in speaking of this matter, stated:

"The establishment of the new Portland union stockyards is something that will be hailed with delight by all stock raisers in this section, and by stock buyers as well. It means to the stock raiser that he can market his own stock without being held up by commission men, and to the buyer it means that he can enter the stockyards and buy his stock in Portland, thus saving expense of scouring the country for beef and other stock.

"With the completion of the Natron branch the benefit of these stockyards will be more than ever apparent to the stock raisers of this section. When that time arrives stockmen can ship their cattle wherever the market suits them—and doubtless Portland will be one of the best markets, for aside from the large Portland dealers the Sound butchers will also flock to the Portland market, thus creating active competition. As matters stood in the past, without suitable stockyards in Portland, the large concerns could not depend upon their supplies coming in regularly and were forced to send buyers to the country, thus entailing considerable

expense; but this will be a thing of the past when the new stockyards are opened."

Mr. Pauley has purchased in Klamath county this year so far in the neighborhood of 2,200 head of cattle, 2,000 of which were bought in the Ft. Klamath country. The Ft. Klamath cattle will be driven to Ashland and shipped from there. He purchased from Horace Dunlap 250 head of cattle (ten carloads) coming from the Bly country. These will be shipped from here on the 16th if cars are available.

NO DOUBT ABOUT IT

Route to California Via Klamath Is the Natural One, and Will Undoubtedly Be Followed.

"James J. Hill is going to build a main line down into Klamath county, and is going to put between 5,000 and 6,000 men at work constructing the same as soon as they can be taken care of," is the remark made by Engineers Wakefield and Millican, who are in charge of Hill's surveying corps between Bend and Odell, to Charles Graves of Crescent, who was in the city Monday. He is in the city to confer with the county officials in regard to getting the county court to make an appropriation for repairing and building roads in the northern end of the county.

When asked as to what the railroad situation was around Crescent, he said: "Hill has two corps of surveyors between Bend and Crescent. Engineer Millican is in charge of the Crescent end of the survey, and Engineer Wakefield is in charge of the Bend end. The two crews are composed of about twenty men each. Engineer Millican informed me that in three weeks' time he would commence the work of actual location of the line and would rush the survey through just as fast as possible. He, with his party, is now located in township 27 range 8, which is about 45 miles north of Ft. Klamath, and is working towards Bend. The surveyors make no pretensions at hiding their identity, and state openly that they are Hill's men. They also state that it is Hill's intention to put between 5,000 and 6,000 men at work on this line, which will be a main line, just as soon as arrangements can be made for their care. It is my opinion, from what I have heard and the personal knowledge I have of the country, that Hill's main line will follow down what is known as the Walker basin from Bend and cross the divide near where the surveying party is now, then follow the Williamson river down into the Ft. Klamath country. The surveyors do not state what their ultimate destination is to be, but if Jim Hill is going into San Francisco, he is coming through here."

In speaking of the probability of running the main line into California, Mr. Graves said: "I have been practically all over Crook, Klamath and Lake counties, and am well acquainted with these sections. The route on which the surveyors are now working is the natural one, for a good grade can be secured all the way into this country, and then there are about two million acres of timber up there to draw tonnage from. Besides it is the shortest route to San Francisco, as will be seen from a glance at the map. Hill may put a branch into Lakeview some of these days, but the main line will come down through Klamath Falls."

A Lack of Confidence.

A minister frequently away from home was in the habit of getting some one to stay with his wife and small daughter in his absence. One day, however, he went so unexpectedly and hurriedly that he had no time to make provision for them. The wife was very brave until night came, when her courage began to fail. After exhausting every reasonable excuse for staying up she put the child to bed with the injunction to pray especially for God's protection during father's absence. "Yes, mamma, we will do that tonight," said the little girl, "but the next time we will make better arrangements."—Delineator.

OUR EGG OUTPUT

Something of Its Value and How It Is Handled in the Cities.

The egg output of this country represents a greater annual value than our production of gold or any mineral, excepting only coal. Hence it is a serious matter that five per cent of all eggs sent to market should be culled out as "dirties" and sold at a discount of at least twenty per cent. This signifies a loss of one per cent of the total value of the egg crop.

The common trade name for the cracked eggs is "checks." Those in which the fracture is not readily observable are called "blind checks." Handlers of such produce detect the latter by clicking the eggs together, or incidentally to the "candling" process. "Dents" are eggs whose shells have been pushed in without rupturing the lining membrane. "Leakers" have lost part of their contents, and are not only a loss themselves, but do damage by smearing other eggs.

The eggs handled by a Western produce house will ordinarily show from four to seven per cent of "checks." In further handling the same eggs will suffer additional breakage equivalent to from one to three per cent. Eight per cent from hen to market is stated by the Department of Agriculture to be a fair estimate for broken eggs. Such eggs are worth less than "dirties." Probably they represent a loss of two per cent of the total egg crop.

There is no kind of egg, however, that is a total loss. Even rotten eggs of the most advanced description are sold for a price to leather manufacturers. Those that are pretty bad, but still possible, are disposed of in large cities to pushcart dealers at five cents a dozen wholesale—by whom they are retailed among the poor, by the pint, liquid measure.

Badly broken eggs are thrown in with the rotten ones. Great quantities of stale eggs (known to the trade as seconds) are broken into cans holding thirty dozen each, frozen solid, and kept in cold storage until wanted. Before being sold they are thawed. For "checks" and "dirties" there is always a good demand by cheap restaurants, bakers and boarding houses, which get them usually at about half price.

Interfered With Business.

"So you think you'll go to the mountains next year?"

"Yes; too much breeze at the seashore. Always blowing the cards off the bridge tables."—Louisville Courier-Journal.

But What Was Ma?

"Say," said the theosophist's small boy, "I guess my pa was a baseball umpire in his previous existence."

"What makes you think so?"

"Ma's always throwing things at him."—Detroit Free Press.

OREGON'S VACANT LANDS

The Rapid Settlement Never Before Equalled in Any State.

PORTLAND, Sept. 14.—Special.—Vacant lands of the state are being settled in a way that has never before been equalled. A private land company is opening up a huge tract around Lakeview, the purchasers of contracts now being on hand there in large numbers to take part in the drawing. On September 15th will start the fall colonist movement from the east, when thousands of new settlers will reach the state to make their permanent homes here.

The vacant wheat lands of Central Oregon are being filled up at an unprecedented rate, the coming of railroads up the Deschutes being the cause of a big boom in wheat growing in that great undeveloped country. During the past week a record trip was made into the vacant lands about Bend by a party of settlers who went overland from Corvallis by auto. The trip was made from Corvallis to Bend, a distance of 100 miles, in one day, and the next morning members of the party filed on 320-acre homesteads near Bend and will engage in wheat growing. A tract of land of 250,000 acres in that district has just been included in the new 320-acre homestead law, and is proving very attractive to settlers.

A Rule for Spelling.

It often happens that the easiest way to do a thing is the wrong way. The story is told of a man who had great difficulty in spelling words that had "el" and "le" in them. One day a friend offered to give him an infallible rule for such cases.

"It is a rule," he said, "that in forty-seven years has never failed me."

His friend expressed his delight and waited. The man resumed:

"The rule is simply this: Write your 'l' and 'e' exactly alike and put your dot exactly between them."—Washington Star.

A "DRY" SUGGESTION

An exchange cites a circumstance that may be of interest to our dry farmers. It was observed by a rancher that in the vicinity of a well on his place the crop was better, although no water was used for irrigation. It seems that the sinking of a well where the water is not a too great a depth, causes the water to rise to the surface and seep for a considerable distance.

It has been suggested that the digging of a well on each acre and filling it with stones will force the water above its ordinary level and increase the seepage.

Geo. Hurn and wife left Saturday for the Seattle fair. Their son, William, accompanied them as far as Eugene, where he will enter the Oregon University.

CITY BREVITIES

Mrs. Wilber White is seriously ill. Silas Kilgore was in the city Saturday.

A. Albee of Weed was in the city Friday. Pearl Hall of Lakeview was in the city Saturday.

Dan Doten of Keno came up on the Canby Friday.

Gene Spencer of Spencer creek was in the city Friday.

W. B. Simpson of Naylox was in the city Saturday.

Miane E. Chapman of Ashland was in the city Saturday.

Senator Abner Weed of Dunsmuir was in the city Monday.

A. J. Bagley of Stason was registered at the Lakeside Friday.

H. H. Hoyt of Merrill was registered at the Livermore Friday.

L. D. Burke of Obanza was registered at the Livermore Saturday.

J. M. Hensbrough of Dorris was registered at the Livermore Saturday.

W. T. Kinney has purchased a new twenty-foot launch from H. C. Telford.

W. J. Barclay and W. Miller of Klamath Agency were in the city Monday.

Ivan Daniels and family left Saturday morning for their new location in Dal Norte county.

Clyde E. Witter returned Thursday night from a business trip to San Francisco and Redding.

T. H. Kretschmitt, roadmaster for the Southern Pacific company, of Wood, Cal., is in the city.

E. R. Skelley of Riverdale is in the city. Mr. Skelley is one of the prominent fruit shippers of California.

Mrs. W. A. Delsol, Mrs. Butcher and J. D. Butts and wife left Saturday morning for a short visit to Crater lake.

Professor Swan left Monday on a school inspection trip through Langell valley. He will be absent about a week.

Chas. W. Eberlein and wife, Gen. C. R. Greenleaf and wife, and Dr. Väderberg left Saturday morning for Crater lake.

T. M. Balls and wife and Alta Balls of Merrill arrived in the city Thursday night. They left in the morning for Cloverdale, Wash.

Charles Graves of Crescent, Ore., is in the city. Mr. Graves will interview the county court in regard to road matters in his district.

William Lubke and wife left for Sonoma, Cal., Tuesday morning, to be gone three or four months. The trip is taken for Mrs. Lubke's health.

Wm. Bloomingcamp of Ager, Cal., is in the city. Mr. Bloomingcamp is the owner of extensive land interests both in Klamath and Shastya counties.

Mrs. H. H. Goddard and her son, Delbert, are visiting with Mrs. O. A. Stevens this week. Mr. Goddard will take a trip to Crater lake before returning to their home in Ashland.

B. K. Archer of Myrtle Point, Ore., is paying this city a visit.

B. C. Splink of Klamath Agency is registered at the Livermore.

White Lake City is off the map so far as the Postoffice Department is concerned. Postmaster Emswilt has received notice from the department to the effect that White Lake City be left off the present mail route between here and Merrill on and after September 20th.

Shooting ducks from an automobile going forty miles an hour and during the excitement running into the tubes, where they were stuck for three hours, then returning home with 75 ducks and three geese, all in one day, is what happened to the Childers boys and Phillip and Harry Stilts—so says John.

A party consisting of Chas. L. Donohoe, H. J. Barcelaux, A. H. Irabouss, all of Willows, Cal., and Chas. F. Lambert of San Francisco arrived in the city Friday from Seattle in their Chalmers-Detroit 40. They left Saturday morning for home via Lakeview and Alturas.

J. A. Thompson will soon commence the erection of a handsome seven-room bungalow in the First addition, east of the High School. An admirable view of the valley is obtained from this location. The bungalow will be constructed of cement blocks, with a large porch 5x24 with round columns to support the roof. The Hydraulic Stone and Brick Company has been awarded the contract for all the cement construction and plastering on this building.

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