

DIRECT LINE TO CRATER

STEEL MAKES ARRANGEMENTS
WITH SOUTHERN PACIFIC

ESTABLISH THROUGH RATES

Service Will Connect With Boat on
the Upper Lake and Automobiles
at the Landing.

William Gladstone Steel of Portland, president of the Crater Lake company, was in San Francisco last week in consultation with Charles S. Fee, general passenger agent of the Southern Pacific, for the purpose of making a traffic arrangement whereby boats can be run on Upper Klamath lake to connect with an automobile line at Klamath Falls to Crater lake. Both Steel and Fee stated that an agreement would be reached.

"We are going to have a direct boat and auto line to Crater lake," declared Steel. "A special rate will be made by the Southern Pacific. This will enable us to transport people to the lake until such time as the Southern Pacific builds to Natron from Klamath. When that line is completed we have the assurance of the government that it will build a road from Natron to the lake for automobiles. We are also preparing to ship large quantities of cement from here, as there is excellent sand at Crater lake and we will build a number of cement houses and cottages."

The plan for transferring the steamer Klamath will probably be carried out in the early spring, negotiations to this end having already been under consideration between the Navigation company and M. R. Doty of this city, who will probably do the work. Mr. Doty is experienced in this class of work, and if he secures the contract, will transfer the boat intact.

With the Klamath on the Upper lake and the Southern Pacific actively pushing the publicity end of the affair, it will mean that there will be plenty of business for all of the craft on the Upper lake waters.

SURVEYORS ON MOVE

MADRAS, Ore., Nov. 20.—The party of railroad engineers under Premont Crane which has been at this place surveying permanent location and settling grade stakes for the Oregon Trunk line down Willow creek canyon, have completed their work in this vicinity and this morning moved to the Deschutes canyon near Warm Springs ferry, to continue their work in that vicinity.

Porter Bros.' force of carpenters are still erecting construction camps for the crews soon to be at work near Madras. Commissary supplies are arriving daily and indications point to a tremendous amount of railroad business at this place within the next few weeks.

Monday morning, the 15th, the thermometer at this place registered 4 below zero. In looking over the meteorological registers at this place for the years 1896, 1897, 1898, 1899 and 1901, 1904, 1905, 1906, 1907 and 1908 (the other years being missing), we find that this snap was the coldest ever had at this place at this time of year, the nearest to it being in 1898, when it went down to zero on the 8th of November. In the year 1896, on the 26th and 27th of November the thermometer registered 32 below. Last year the coldest weather experienced in this month was 10 above on the 28th.—Silver Lake Leader.

F. T. Maxwell of Dorris was in the city transacting business Tuesday.

CHAS. GRAVES FROM ODELL LAKE REPORTS

Bend Country Booming—Hill Is Now
Purchasing Right of Way
Near Bend

Charles Graves is in the city from his ranch at Odell lake. He is having a store built on his ranch, and is getting ready for the town that will spring up there when the railroad is completed that far.

Two crews of surveyors are working in that country, Mr. Graves says, one for the Hill, or Oregon Trunk, line and the other crew are running a survey for the Lovett, or Deschutes, line. The Hill survey runs right through Mr. Graves' barn and blacksmith shop, and the other line is also surveyed across his ranch. The two crews are apparently working in harmony, their lines crossing each other back and forth. The Hill men are now working near the Indian reservation, but the other crew is still several miles behind them.

The men who recently arrived in town and left for Portland the next morning were timber cruisers and, according to Mr. Graves, have been working up around Pine mountain for the past month or so. No surveyors so far have left. They are working with Bend as their headquarters and will probably return to Portland that way.

The country round Bend is booming, and farmers are pouring in there by the hundreds and settling out on the high desert. The Hill company has already started purchasing their right of way south of Bend along the Deschutes. Crews are busy grading and working in the Deschutes canyon as far south as Madras. As the work is almost entirely rock work, but a few men can be worked at one camp, and so camps have been established all along the river but a few miles apart. At the rate they are now working it seems highly probable that the road will be completed to Klamath Falls within two years.

Both lines are busy, Mr. Graves states, and intend working all winter, as it seems to be their intention to complete the railways at the earliest possible date.

NEW TOWN IN CROOK COUNTY

Twenty-seven acres of land in the center of the townsite of Hillman, Crook county, was transferred yesterday by the Crook County Investment company to the Oregon Trunk line. The consideration mentioned in the deed was "\$1 and other valuable considerations."

Hillman is a townsite on the survey of the Oregon Trunk line and located between Madras and Bend, being about the center of the Deschutes Irrigation and Power company's segregation. It was called Hillman because the founders wished to combine the names of Hill and Harriman, the two systems that are building into central Oregon.

"One of the conditions of the transfer of this property was that the Oregon Trunk line build a freight and passenger station on it and such switches and sidetracks as would be necessary," said F. B. Cooper, president of the investment company. "The property consists of 27 1/2 acres in section 16, township 1, range 13 east of Willamette meridian. Hillman is to be on the lines of both the Oregon Trunk and the Deschutes railroad, and we hope to make it one of the most important of the central Oregon cities."—Portland Journal.

Mrs. Davis is very dangerously ill at her home back of the public school, and as the family is almost destitute, several are providing for their maintenance. There are four little girls, the oldest about nine. All those wishing to aid them should send their contributions to Judge Miller.

MAYOR CALLS MEETING

CITY FATHERS IN SPECIAL CON-
FERENCE TUESDAY NIGHT

SPECIAL ELECTION OFFICIALS

Election Will Be Held December 31st
to Decide Upon a Greater
Klamath Falls.

The mayor called a special meeting of the city council Tuesday night and the committee appointed to fix the polling places and appoint the judges and clerks for the coming election to be held for the purpose of voting on the question as to whether the outlying additions be incorporated with the city or not, gave in their report.

December 31st was fixed as the date for the election. Mayor Sanderson and Councilman Wilkins had previously made a tour of the additions and fixed the necessary polling places. These were approved by the city council.

For the city the officers for the election are as follows:

First ward: Judges, O. A. Stearns, H. M. Wilkins, R. S. Moore; clerks, F. Armstrong, F. E. Stahlman.

Second ward: Judges, J. M. Fountain, J. L. Fielder, E. S. Virgil; clerks, H. P. Galarneau, Wm. Wagner.

Third ward: Judges, B. S. Grigsby, Chas. Woodard, C. P. Gregory; clerks, Clyde Brandenburg, W. S. Shive.

The following polling places were fixed in the city:

First ward: Navigation building, near the bridge.

Second ward: City hall.

Third ward: Noel building.

The following judges and clerks were appointed from the various additions:

For Hot Springs: Judges, C. F. Stone, Bert Childers, W. F. Faught; clerks, A. B. Cleveland, W. S. Wiley. Fairview: Judges, U. B. Finley, Allen Stansbie, J. E. Godfrey; clerks, E. E. Byers and Ed Hayden.

Buena Vista: Judges, F. R. Matt, A. J. Sangerman, Henry Crumpacker; clerks, Frank Riggs and Alex Nosler.

Polling places in the various additions were at the bathhouse, corner Esplanade and Spring street; Fairview grocery store, corner Upham and Sargent streets, and Henry Crumpacker's house, corner Front and California avenue, lot 1 block 43 Buena Vista addition.

A discussion of the proposed ordinance for the protection of the business men of the city against street vendors, etc., was had. It was deemed advisable to have Judge Drake, the city attorney, look up the question and draft some sort of ordinance regulating such vendors.

This ordinance will be directed against persons who may come into the city and, leasing a building, sell out bankrupt stock in competition with the city merchants.

EXHIBIT CAR LEAVES

The car which C. T. Oliver and his competent assistants had arranged so well left Wednesday for Omaha and the East. The car will go down by way of Sacramento, and let the Californians know that the people of this section are capable of raising grain and vegetables that are really worth while.

The car was somewhat smaller than was expected, and so some of the exhibits were rather crowded, yet there was plenty of room for a sufficient number of specimens of the products of this county to show the effete East and Middle West what is being done here.

OFFICERS ELECTED

MEADOW LAKE LUMBER COM-
PANY IS ORGANIZED

ORDER MACHINERY AT ONCE

Payroll of This Company and That of
Mr. Barnes Will Amount to
About \$7,800 a Month.

A meeting of the stockholders of the Meadow Lake Lumber company was held Tuesday, at which the following officers were elected: President, Frank McCormick; vice-president, L. Jacobs; secretary, G. T. Getty; treasurer, F. T. Higgins.

Mr. Higgins left yesterday morning for Portland, where he will purchase the machinery for the new mill, which will be located in the neighborhood of Meadow lake. The equipment is to be of the most modern type, and when completed the mill will be one of the most complete and up-to-date in this section of the state.

The Meadow Lake company is the concern that W. F. Barnes has contracted with for the material for his planing mill and box factory. The contract is a large one, and insures the success of the enterprise from the start, especially so as Mr. Barnes is one of the substantial box men of the coast. The erection of this mill and the factory to be erected by Mr. Barnes will employ sufficient help to create a payroll in the neighborhood of \$300 a day, which will prove to be a very important item in the success of the business men of the city and the upbuilding of Klamath Falls.

RAILROAD WORK IN DESCHUTES Construction, Grading and Bridge- Building Being Pushed by Rival Camps.

The railroad work in Central Oregon seems to be going ahead at the greatest possible speed, according to all reports. A big construction camp, reputed to be Lovett's, which is employing all the men and teams available in that part of the country, has been established within two miles of Madras recently, and the work of grading has already been begun there.

According to the Madras Pioneer, work has also been commenced on the large bridge to be placed across Willow creek by the Lovett line, crews at present blasting for bed-rock upon which to build abutments for the bridge. The entire length of the bridge, including approaches, will be over 1,100 feet, with a span of 130 feet. The same line has several miles of grade completed south of Madras. If the rest of the road is as far advanced as is this portion, it will be but a few months before the line is completed as far as Madras.

The entire right of way has been purchased by the Oregon Trunk line, all payments being spot cash. Plans are also being made for the construction of the steel drawbridge which will be built across the Columbia seaport by cutting a canal to Puget Sound.

A. G. Duhme of Minneapolis, who has extensive timber holdings in this country and over in Lake county, is in the city for a few days. When seen, he stated that the timber wasn't moving much, as eastern money was too tight to invest in timber here at the prices asked at present. The lumber industry will be one of the greatest of the industries of Southern Oregon. Mr. Duhme believes, yet at present with the almost exorbitant prices asked for the various claims, very little can be done toward the proper development of the vast resources here.

W. F. BARNES, THE BOX KING OF THE COAST, COMES HERE

Another May Be Erected at Meadow
Lake to Use the Cheaper Grade
of Lumber.

Nearly one year ago this paper predicted that Klamath Falls would be the center of the box making industry of the Pacific Coast, and it would seem that that prediction is in a fair way to become true. The latest arrival in the field is W. F. Barnes, who has just closed a contract with the Meadow Lake Lumber company, whereby he agrees to take not less than 3,000,000 feet of lumber a year. The contract carries with it the usual provisions incident to such transactions, and in this respect is in no wise different from any other business transaction of a similar character.

Wherein lies the importance of this transaction is the announcement that it is Mr. Barnes' intention to erect in this city a factory for the purpose of utilizing the output of the Meadow lake mill. The entrance of Mr. Barnes into this field carries with it more importance than would usually follow any other individual connected with the box-making business on the coast. He is one of the largest, if not the largest, factors in his line of business in the West. To his genius is due many of the many important inventions that have done so much in late years to raise the making of boxes to a plane where cost of manufacture was reduced to a minimum and the profits correspondingly increased. Not so many years ago he started in the business in Klamath, where his capital was of the shoe-string variety. He soon closed out there with a handsome profit and again entered the field, selling out the second time with greatly increased profits. The third time he entered the field he became such an active competitor of the trust that it purchased his property and holdings, paying therefor \$100,000. He again enters the field, with the intention of making his factory here greater than any of its predecessors, and those who know him predict that it will be known far and wide for its size.

The factory is to be located near the depot and to start with will be 50x100 feet. This will be added to from time to time until it reaches the proportions that Mr. Barnes has in mind, and as he is a man of big ideas, it may be expected that the factory will be in accordance therewith.

Mr. Barnes' coming to this city is the result of nearly three years of labor on the part of Mr. Gregory, and he is to be congratulated on the success with which he has met. In discussing it Monday, Mr. Gregory said: "I am more than delighted with securing the interest and capital of Mr. Barnes, for I realize that it means more than most of us imagine. This factory will be followed by others, and it will not be long before Klamath Falls will be known along the coast as the center of this industry. There are plans now under consideration in connection with the Meadow lake mill to erect a factory near the mill site. This factory will be for the purpose of using the cheaper grades of lumber and converting it into boxes and box veneer."

The Horton, Brown, Howard Company are now killing 200 beavers monthly for the laborers on the Oregon Trunk railroad. It is expected that within another month to have to butcher nearly double this number.—Silver Lake Leader.

Dr. R. R. Hamilton left Friday morning for Portland, from which city he will go to San Francisco. He expects to be absent about two weeks.

30 MILLION BOND ISSUE

BALLINGER AND BORAH PRE-
PARING BILL FOR THIS SUM

PROVIDES FOR RECLAMATION

With Borah Leading the Fight, and
Backed by Ballinger and Taft,
Bill Will Surely Pass.

Senator Borah has submitted to Secretary Ballinger the outline of a bill he has prepared authorizing the issuance of bonds to facilitate the construction of government irrigation projects.

Borah and Ballinger are agreed that such legislation should authorize bonds aggregating \$30,000,000 to be issued by the treasury department as needed. These bonds to be paid out of the reclamation fund, and are not to be a charge upon the federal treasury.

As soon as General Lawler of the Interior Department returns to Washington he, Ballinger and Borah will work out the details of this bill which will then be presented to congress. Both Senator Borah and Secretary Ballinger are hopeful that congress will authorize the bond issue.

The measure will have the active support of President Taft, who learned on his trip west that it is nothing but plain business that all of the reclamation works be rushed to completion at the earliest date possible. With his support, supplemented by that of Ballinger and Borah, the prospects for the passage of the bill are very bright.

COUNTY TO PAY EXPENSES

The people of Klamath county, through the County Court, have contributed \$150 to help pay the expenses which will be incurred by C. T. Oliver on his trip to Omaha and the East with the car of exhibits sent to show the effete Easterners what can be done on Klamath soil and what is being done right along.

Judge Griffith, in making this contribution toward the expenses of the trip, said: "This money is paid out of the advertising fund, and this exhibit has seemed to be a most desirable plan of advertising the county. The whole county will receive a benefit from it, and hence all should share the expense incidental to it."

EXCURSION TO THE ORIENT

The Seattle Commercial Club is organizing an excursion to the Orient for business men, their families and connections, to leave Seattle by the S. S. Minnesota on December 22d and return about March 5th, 1910. The Minnesota will touch at Kobe, Yokohama, Nagasaki, Manila and Hongkong. First-class round trip will be \$250.00. Space for exhibit on board will be provided. Stops will be made of from one to three days at all ports, and seventeen days at Manila. Applications for full particulars and reservations should be made to J. M. Shawhan, chairman of the Publicity Committee, 700 Ellier's Music building, Seattle, Wash.

W. F. Haskins of San Francisco is in the city as the guest of W. S. Worden. Messrs. Worden and Haskins are the owners of the Pacific Washboard and Woodenware company of the Bay City, one of the largest manufacturing concerns of household utilities in the West.

Mr. and Mrs. E. W. Northridge were in the city from their home at Condon. They left for Dairy, where they will visit Mr. Northridge's father, the Rev. Northridge.