

DESCHUTES LINE STARTS LAY- ING TRACK IN CANYON

Oregon Trunk Busy Blasting Tunnel in Canyon, Grading and Bridge Building.

A dispatch from Deschutes to the Prineville Review gives some interesting information concerning the railroad activity in Central Oregon:

With track-laying commenced on the Harriman road on the east bank of the Deschutes canyon, and the Oregon Trunk line contractors working at night on the grade on the west bank, a race to determine what railroad shall be the first to reach Central Oregon is apparently under way.

All day long blasts touched off on one side of the canyon or the other reverberate from side to side and across the Columbia to the gaunt hills beyond and back again. Blasts from the Oregon Trunk line work are heard at all hours of the night at this, the mouth of the Deschutes canyon.

The explosions have even disturbed the wild geese which in other years have roosted at night on Miller's island in the Columbia opposite the mouth of the Deschutes in almost countless thousands. The geese have now transferred their roosting ground to the far eastern end of the island and have ceased flying up the draw of the Deschutes to the wheat fields.

Railroad transportation of its own and the earlier establishment in the field of contractors at this point has given the Harriman line an advantage in commencing track-laying.

Last Friday a track-laying machine was put at work at the material yard, one mile east of this point, and where the Deschutes road leaves the main line of the O. R. & N.

The track is now laid for a distance of one and one-half miles and the track men say that ten miles will be laid by the first of the year.

In the material yards are rails now on hand sufficient to lay thirty-four miles of track, and ties are piled up in sufficient numbers to correspond, while kegs of spikes, angle bars, galvanized iron culvert, bridge timbers and other construction material are scattered in piles over several acres of ground. The track-laying machine designed by L. C. McCoy, the engineer in charge of the steel construction, was built in the yards here, and the workmen are now installing a hoisting engine on a derrick car, to which will be added a derrick for heavy bridge building.

The track-laying machine, which is the first of the McCoy design ever built, as has been demonstrated already, is a success.

It is much cheaper of construction than the other machines now in use in railroad work and requires fewer men to operate it. With a gang of 35 to 45 men a mile of track per day can be laid. The Roberts or Harris types, while faster in operation, require about 100 men to work to their capacity.

The principal advantage claimed for the McCoy machine is the small number of men required to operate it. In the event track-laying overtakes bridge-building or grading, the number of men held on pay is not so great.

The material yard equipment also includes a machine for curving rails, which is operated by a gasoline motor.

Ten miles of track will carry the Harriman line's work to a point where some of the heavier bridge work begins and will permit the shipping in of material by rail and promote faster construction in that locality.

For both roads the work near the mouth of the Deschutes is light compared with that farther up the canyon. The Oregon Trunk line, in rounding the bluff into the Columbia River canyon, has a rock tunnel to construct, on the approaches of which work is now under way. Between the mouth of the Deschutes and Celilo a great part of the construction is in rock.

The Harriman road is laying rails of the continuous joint type, which is now the standard type of rail on the O. R. & N. main line. The main line of the O. R. & N. is built of 75-pound rails, but for the heavier traf-

fic between Portland and The Dalles it is said that the track is to be relaid this winter with 90-pound steel. On the Deschutes road 75-pound steel is being laid.

JUDGE GIVES INTERVIEW TO PORTLAND PAPER

Tells Reporter Loss of Trade From This City Is Due to Railroad's Bad Schedule of Trains.

Judge George T. Baldwin, president of the First Trust and Savings bank of Klamath Falls, and one of the most vigorous Southern Oregon boosters, says that the Southern Pacific can very easily stimulate trade relations between Portland and Klamath Falls territory, that is, if its officials want to. It could be brought about through a slight re-arrangement of train schedules, which now place Portland at an immense disadvantage in competition with Sacramento and San Francisco. The whole problem is one which Judge Baldwin, through his connection with the Klamath Falls Chamber of Commerce, has given a great deal of earnest consideration, for the particular added reason that he has been one of the prime movers in the various business men's excursions from Portland to Klamath Falls.

Should Stop at Weed

"The relief that both Portland and Klamath Falls business interests desire in the way of better connections could be brought about simply enough," said Judge Baldwin today. "Two ways are open to the Southern Pacific to help the traveling public of both towns. In the first place, the Shasta Limited, which passes Weed about 10:30 a. m. (southbound) could be stopped a moment there. That seems to me to be the easiest way, and would necessitate a wait at Weed of only 2 hours and 45 minutes, as against 20 hours and 45 minutes under present arrangements. By selling tickets for Weed on the Limited, Portland merchants would have just about an even break with the California cities. Even now, the Shasta Limited is forced to stop at Edgewood, five miles north of Weed, to hook on a helper, and a minute or two at Weed would not delay the train appreciably. But I suppose it would take miles of red tape to get this concession.

"Another plan that would obviate that whole day's lay-over at Weed would be to move up No. 15 a couple of hours and send it out of Portland say at 5:45 or 6 p. m., and hold the Weed-Klamath Falls train a little longer. This would give direct connections between Portland and Klamath Falls, and so far as I can see the only difference it would make would be in the arrival of No. 15 at San Francisco a little earlier in the morning. I don't know whether the business interests of Portland and Klamath Falls have influence enough with the Southern Pacific officials to secure either one or the other of these concessions. It wouldn't make any difference which plan was adopted, it would give ideal facilities to both cities."

Klamath Falls Booming

Judge Baldwin and other officers of the Klamath Falls Chamber of Commerce took this matter up with the Southern Pacific months ago, but the complaint has been hanging fire ever since. Touching upon the general era of prosperity through which Klamath Falls is passing, Judge Baldwin spoke in glowing terms.

"Our people are prosperous and thrifty, for the deposits carried in our banks aggregate over \$500,000, and that is pretty good for a population of about 3,000. Within the last few months much colonization work has been going on in the tracts which are under the government irrigation canal. One group of sixty-five Bohemians, most of them men of families and all of them thrifty farmers of the Middle West, visited our valley and already nineteen of them have bought from 40 to 60 acres of land each, and we have assurance that a great many more of them will settle in our section. Other communities in different parts of the country have sent their agents to Klamath Falls recently, and we are getting a great deal of new and high-class population as a result."

Rush Work on Extension

"The contractors are rushing the Klamath Falls-Natron extension with utmost speed. Four miles of track have been laid north of our city and work will be pushed right along through the winter until the whole 35 miles of the present project have been finished. The Natron end is the scene of similar activities, and it will not be many months before the entire 59 miles under the two contracts will be completed. We have been given to understand by the railroad company that the remaining 120 miles will be taken care of in the budget of 1910. When this gap has been closed it will mean a tremendous impetus in the trade relations between our district and Portland. Why, even now we are shipping hay into Eugene via the circuitous route

through Weed, Cal. The livestock industry is picking up, and when we have the direct connections with Portland I look to see the Klamath basin converted into one of the finest dairying districts in America, and Portland will be the natural market. Truck farming is on the boom, and we can raise celery now that will hold its own with the best of the Michigan variety.

"I want to say that we people of Klamath Falls want to work in the closest possible harmony with Portland, and we will do everything we can that will bring the two cities in closer trade relations. Depend upon it, Klamath Falls will put its shoulder to Portland's wheel whenever it can."

CITY BRIEFS

Miss N. R. Drew test for Dairy on the stage.

Lisle McCormick of Keno is visiting in the city.

M. S. Whitlatch of Merrill was in the city last week.

W. H. Wall of Keno was in the city Thanksgiving day.

Burrel Short was in the city from his ranch Saturday.

Ed Sutton is in from the old Lewis ranch down the river.

Ed McCord left on the stage for Bonanza Saturday morning.

August Biehn came in on the stage from Lakeview Friday night.

S. C. Graves, editor of the Bulletin, is in the city on a business trip.

W. W. Patch, the project engineer, is at Clear Lake on official business.

Ralph Evans was in the city Thursday from his ranch near Dorris.

Onions, cauliflower, lettuce, parsley, celery, at the Monarch Mercantile Co.

W. L. Fairchild returned to his home at Bonanza on the stage this morning.

A. C. Watson and Thos. Wood were in the city from Merrill Thanksgiving day.

Mr. and Mrs. James Dixon are in from their ranch seven miles out on the Merrill road.

Jack Cunningham is putting the finishing touches on the house at the Hannou ranch.

J. T. Alexander came up from Dorris Friday evening to attend to some business matters.

The mayor is having a drain put in at Fourth and Main, along the side of the crosswalk.

Born—in Bonanza, Wednesday morning, November 24, 1909, to Mr. and Mrs. James Bell, a daughter.

Sheriff Barnes was over in Merrill Friday subpoenaing jurors for the coming session of the County Court.

Mr. and Mrs. Patty of the Model bakery left Saturday morning for Corvallis, where Mr. Patty will take a position.

The ducks and geese have commenced going into the grain fields, and the ranchers are out in full force hunting them.

Miss Edna Houston returned from Merrill, where she has been visiting Mrs. Robert Dalton, who was Miss Hazel Burris.

Mr. Lathrop of Reno, Nev., is the guest of the rising young attorney, Horace Manning, whose father he knew in the early days.

Miss Roxa Shive, who recently returned from Portland, where she has been attending college, has taken a position as bookkeeper in Shive Bros.' grocery store.

Attorneys Manning and Smith have moved their offices from the Withrow-Melrose building into the S. P. White building, where they will have larger rooms fronting on Main street.

Miss Ruth Newton, who has been in the city for the past ten days under the care of a doctor, who recently set her broken arm, left for the ranch Saturday morning with her father.

Two new civil suits have been filed at the County Clerk's office. J. T. Bradley vs. J. E. Rutenic. Suit for the recovery of money. John H. Matney vs. Oliver Kinney, Ada Kinney and A. Kinney. Suit for the recovery of money. H. W. Keese, attorney for plaintiff.

True DeLap and Tiz Griffith went out duck hunting the other day. They spied a bunch of ducks out on the lake and, crawling through the tules on their hands and knees, both of them blazed away. No ducks rose, so they raised up to see if by any chance they had killed them all, and not till then did they realize that all along they had been stalking a bunch of decoys.

W. W. Nickerson has suggested to the mayor that the best way, probably, to lay the sewer system would be to join the pipe and lay it in place on top of the street, then get a bunch of men to stand on the pipe until it sunk to the proper level. The mayor

said they would then fill the pipe with hot air to keep it dry.

Strawberry and vanilla ice cream at the East End Kandy Kitchen Saturday and Sunday.

Elmer Newton came in Thursday, and is now confined to his bed at the residence of Neil Campbell.

A. C. Hatcher was returned from the Klamath Agency, where he has been working on the Indian school building.

E. L. and E. H. Moore, the twin brothers who are conducting a large stock ranch in Poe valley, were in the city over Thursday.

When you are tired of using poor coffee, come to Goodrich's Cash Store and get coffee that you will appreciate for the same prices.

Mr. and Mrs. Ivan C. Young are in from Wilson's bridge. They brought in their baby, who is very seriously ill, to secure medical treatment.

FORTY THOUSAND DOLLARS

City of Klamath Falls, Oregon, Sewer Bonds

Sealed proposals will be received by the undersigned, Police Judge of the city of Klamath Falls, Oregon, until 6th day of December, 1909, at the hour of 1:30 o'clock in the afternoon of said day, at which said date and hour at the city hall in said city, all proposals to purchase said bonds will be opened and considered, for the purchase of \$40,000.00 coupon sewer bonds of said city, or any part thereof, to be issued in pursuance of Ordinance No. 130 of said city, adopted by the Common Council of said city on the 22d day of June, 1909, and as amended November 24, 1909, and under an act of the Legislative Assembly of 1905, filed in the office of the Secretary of State, February 13th, 1905, entitled an "Act to incorporate the City of Klamath Falls."

Said bonds will be payable twenty years from date of issue, interest to be paid semi-annually on the 1st day of April and October of each year, principal and interest payable in lawful money of the United States at the office of the City Treasurer, Klamath Falls, Oregon. Said bonds shall be sold for cash paid down at the date of sale, and for not less than their par value and shall draw interest at a rate not to exceed six per cent per annum, and be issued in denominations as follows, to-wit:

20 bonds of the denomination of	\$1,000.00
30 bonds of the denomination of	500.00
50 bonds of the denomination of	100.00

Each proposal to purchase said bonds must be accompanied by a certified check upon some responsible bank, payable to the City of Klamath Falls, for five per cent of the amount of bid.

The Common Council reserves the right to reject any and all bids.

A. L. LEAVITT,

Police Judge of the City of Klamath Falls, Oregon.

Dated at Klamath Falls, Oregon, November 4th, 1909.

NOTICE FOR PUBLICATION

Not Coal Land.

Department of the Interior, United States Land Office at Lakeview, Oregon, Oct. 5, 1909.

Notice is hereby given that Edward Brady, of Keno, Ore., who, on July 3, 1903, made homestead entry No. 3102, Serial No. 01159, for N½ SE¼ SE¼ section 10, SW¼ SW¼ section 11, township 41 S, range 7 E, Willamette Meridian, has filed notice of intention to make final five year proof to establish claim to the land above described, before C. R. DeLap, county clerk, at Klamath Falls, Ore., on the 20th day of November, 1909.

Claimant names as witnesses: Richard Kearns of Keno, Ore., William A. Otey of Keno, Ore., J. R. Clemmens of Dorris, Cal.

ARTHUR W. ORTON,

10-14-11-18 Register.

A FEW BARGAINS.

Five lots, highly location, \$1500. Can loan \$750 on the deal.

A nice cottage with bath, large lot, \$1700. A good buy.

A large residence, fine lot, \$3500. Three cottages on three lots. Room enough for another cottage; \$2250.

MASON & SLOUGH.

E. W. GILLETTE & CO.

"Won't you walk into my parlor?"
Said the Spider to the Fly.
"Tis the prettiest little parlor
That ever you did spy."

Of course it was a pretty little parlor, for that "Spider" was a wise one—wise beyond his generation—and had furnished his pretty little parlor at the store of E. W. Gillette & Co. (Mang Block, Sixth street), where he found that he could get everything that goes to make a home pretty and comfortable at prices that were easily within the means of a Spider that had to do his own drumming up of business. The fable goes on to relate that this particular pretty little parlor was so cozy and "comfy" that Mr. Fly could not resist the temptation to enter, with disastrous results to Mr. Fly, but to the entire satisfaction of the Spider.

The story goes to show that when you want to furnish a house—parlor and all other rooms—if you will be yourself to E. W. Gillette & Co. you will find that you can furnish it complete in the most comfortable and attractive manner, and make it so pleasing to the eye that an invitation into your "pretty little parlor" will be sure to be met with pleasure. Another thing about this house is that it doesn't take more to furnish the house than it does to build it. But you will find prices so reasonable that you will wonder why you didn't take advantage of it and have all those nice things long ago. Just drop in some day and get their prices on all house furnishings. You will be surprised. You will find that you can afford that easy rocker; that new carpet; one or two of those pretty rugs or art squares that you have wanted so long to brighten up some particular room. And get the prices on some of the other things that you think you can't afford at present; you'll find that they are not beyond reach after all, but that you can afford them now and not have to wait.

Sixth St., Mang Block

Dependable Hardware

Heating Stoves, Household Utensils, Guns and Ammunition, Cutlery—in fact everything in Good Hardware—No shoddy or shelf-worn goods.

Agents celebrated Ellwood Fences—and everything the farmer needs.

GEO. R. HURN, the Hardware Man



City Meat Market

MEISS & ARMAND

PROPRIETORS

ALL KINDS OF FRESH, SALT

AND SMOKED MEATS

SAUSAGES OF ALL KINDS

OREGON CALLS:

"More People"

Pass the word to your relatives and friends to come now

Low Colonist Rates

To Oregon will prevail from the East
SEPTEMBER 15 TO OCTOBER 18

—VIA THE—

Oregon Railroad and Navigation Co.

—AND—

Southern Pacific

(LINES IN OREGON)

From Chicago	\$33.00
From St. Louis	32.00
From Omaha	25.00
From St. Paul	25.00
From Kansas City	25.00

FARES CAN BE PREPAID

Deposit the amount of the fare with the nearest O. R. & N. or S. P. Agent and ticket will be delivered in the East without extra cost.

Send us the name and address of anyone interested in the State for Oregon literature.

WM. McMURRAY, General Passenger Agent, Portland, Oregon.

Mr. and Mrs. E. S. Terwilliger of Merrill and their two daughters, Marjorie and Vera, were in the city over Sunday and returned to their ranch this morning.

W. S. Worden has returned from the Klamath reservation, where he had been on business connected with his duties as Southern Pacific right-of-way agent.