

pushed and has a prospect of soon being consummated. Several routes have been surveyed and found practicable.

Link river connects Upper Klamath and Lower Klamath lakes and is less than two miles long. Those lakes, by the way, are drained by the Klamath river, which flows through California to the sea. Link river is a stream whose average width exceeds three hundred feet, and it falls a distance of seventy-five feet in its short course, thereby giving a most valuable water power. The extremes between high and low water are only about thirty inches. At the southern end of this river, where it joins the north arm of Lower Klamath lake, is the city of Linkville, located mostly on the east side of the stream and extending back about a mile from its shore. A small part of the town is on the west side of the river, which is spanned by an iron bridge built by the county. Linkville is four thousand feet above the sea. It is near the center of the great Klamath basin, and is the seat of justice of Klamath county. The town has about five hundred inhabitants, and is an important trading point for the interior of Southern Oregon, and must always remain such as the country develops. On the sixth of September the town was visited by a terrible conflagration, which destroyed the greater portion of the business houses and inflicted a loss aggregating \$200,000. Before the fire it had a good weekly newspaper, five general stores, one furniture store, two hardware stores, a roller flour mill with a capacity for turning out sixty barrels a day, two drug stores, two sash and door factories, a carpenter shop, several blacksmith shops, three livery stables, and several hotels. One of these stores was built of brick and another of stone. Of these the fire destroyed the hotels, the largest three general stores, both drug stores, the newspaper office, post office, livery stables and nearly all the business houses in the town. Work on the building of business blocks larger and more substantial than those destroyed has already been commenced. The public buildings of the town are the county court house, a good public school house and a neat and commodious church edifice. Situated as it is, at the foot of such a rapid flowing stream carrying a large volume of water, Linkville has almost unrivaled water power privileges. The stream is short and easily controlled and the water supply is never failing. There is an abundant supply of various kinds of timber conveniently accessible, and such farm products as grain, wool, hides, etc., to be obtained in large quantities, and the establishing of factories to utilize these products would inevitably stimulate the development of the country. Much more manufacturing than is now done there would be profitable, especially of flour and furniture, but the full capacity of the water power is not likely to be utilized until

there is more direct railroad communication with the city.

There are now three different railway lines in prospect for Klamath county. These are the Oregon Pacific, the Southern Pacific and the Oregon Short Line, which latter belongs to the Union Pacific system. Surveying parties have examined that country pretty thoroughly, and there is a certainty that one or more of the companies will construct a line through it very soon. It is not only Linkville and Klamath county that will be served, but a vast range of country and several flourishing towns besides that demand modern means of transportation, and the interests are becoming so important that it is merely a good stroke of business policy for the transportation companies to reach them. The road that builds there first will have the advantage, and there is developing a good deal of rivalry to get a foothold in the country. The immense water power and central location of Linkville will make that town the objective point of any railroad that enters the Klamath basin. The city is now only fifty-five miles from the main Southern Pacific line at Ager in California, and it has the best facilities that a well equipped stage line can furnish for travel. Stages also run from Linkville to Fort Klamath and between Linkville and Lakeview in the interior, so that there are regular means of communication with all points from that city.

The water powers of the Link and the Klamath rivers, especially of the former, are among the most valuable resources of that country. The lakes which they drain are vast reservoirs that equalize the flow of water so that there are never destructive floods nor very low water. The average depth of Link river is about three feet, and the extreme height of water is rarely more than two feet higher. By a slight rise in the upper lake its surface area is greatly increased and it does not rush the surplus water from the melting snows through its single outlet for a brief period in the spring to become exhausted during the dry summer. Boats may gather the products from every side of the lake and float down to Linkville to market and to the factories. On the lower lake the same facilities for transportation exist, and as Linkville is at the northern extremity of this lake there is no necessity for taking loads up the rapid river. Down the Klamath river a saw mill has recently been constructed which must depend on Klamath county timber for its supplies. But the advent of railway transportation will secure to Linkville the seat of the industrial activity of that section, which, in turn, will secure the rapid development of the resources of the country. Even at the present time Linkville offers superior inducements for the establishment of a woolen mill. It is the nearest point to the great wool-growing countries