

KLAMATH BLOOMS LIKE ROSE, UNDER RECLAMATION AID

Vast Fields of Grain and Waving Alfalfa Denote Wonderful Development; City Forges Ahead.

By Ralph Watson
Klamath Falls, Aug. 28.—Klamath county is not a desert now, if it ever was. It is a garden. Klamath Falls is not a village, as once it was. It has shed its childish clothes and is a bustling, hustling city, full of pep and vim. The Klamath country is an empire of surprises, even to the Oregonian who journeys there.

Crater lake everybody knows, in fact or in fancy, and no one can describe it. It must be seen and dreamed about, not painted in words, for no words can paint it as it is.

LAVA BEDS FEATURES
The lava beds along the county's southern line, the ancient fastnesses of the rebellious Modocs in the early days, carved and sculptured by forgotten tribes of which history has left no trace, catacombed and impenetrable, those are old to romance and story.

The lies above with their inexhaustible stores, perpetual under the glare of a torrid sun—these wonders have been told about. But these are not all its wonders.

GRAIN YIELD HEAVY
It is a country where wheat now grows six feet up towards the sun, and gives 50 bushels to the acre, where an acre of barley yields the lucky farmer 90 bushels and 110 bushels of oats grow on the same space of ground. A little surprising, is it not? But these are totals tallied from crops of a year ago, taken from the newly reclaimed fields of Tule Lake, between Merrill and Malin. They are maximum figures, it is true, but even so they are worth more than a passing thought.

A great change has come over the face of the old Modoc battlefields, where Captain Tuck and Scar-Faced Charlie used to range with their warlike tribesmen, since the scientific hand of man has dammed the waters back here, and turned them on there across the Klamath plains.

FIELDS SPRING UP
Where tules once gave harbor to the bonkers in their flights from north to south, wheat and other grains stand matted thick mile on mile. Where sage brush flats gave shade and shelter to the jack rabbit and the coyote, alfalfa fields stretch out from mountain foot to mountain foot. Water is a wonderful instrument for good.

The Klamath reclamation project covers 141,000 acres in its entirety. Of this but 50,000 acres are now under actual irrigation.

Without going into the technical details of this vast reclamation scheme here and now, some idea of the stupendous results to come from its completion can be glimpsed in what one segment has accomplished.

SWAMP IS DRAINED
When by the diversion of Lost river from its outflow into Tule lake, the level of that swamp was reduced, 13,000 acres of its bed were drained and made susceptible of cultivation. Last year this tract, under lease from the government, was planted to wheat, oats and barley. The crop harvested paid \$2,000,000 into the bank account of those who farmed it, half enough, in round numbers, to pay for the reclamation of the entire project so far under construction. And that is the yield of 13,000 acres, not under irrigation as yet. There are 30,000 acres under water.

Klamath Falls, the county seat, is given 4801 inhabitants by the federal census.

CLAIM OVER 9000
Its citizens contend they have been wronged, and in support of their argument show that the city now has over 4000 registered voters; has 1300 school children in daily attendance upon the city schools, and has a city directory now ready to print containing the names and addresses of over 9000 citizens.

The county has a payroll of over \$1,000,000 a month, or counting the slack season, of approximately \$3,000,000 a year. Its mills and box factories, some forty-odd in number, employ over 4000 men.

PINE EXTENSIVE
It has 21,000,000,000 feet of yellow pine tributary to its mills and markets, and its annual mill output at the present time is approximately 500,000,000 feet. And yet Klamath county is in the infancy of its development. It is shut

EN TOUR WITH SENATOR CHAMBERLAIN THROUGH KLAMATH AND LAKE COUNTIES



in from the outside world. Its products must be hauled over the mountains and the Siakiyeus bar its people from the central markets of their own state, where they want to go with what they have to sell and for what they want to buy.

PORTLAND FAVORED
They are dreaming down here of the day when direct rail connection will cut the mountain barriers away between them and Portland and Portland's gateway to the seven seas. They want to be a part of Oregon commercially and industrially, not an unannexed segment of California. They want to join hands with the rest of Oregon. They have much to offer, and they have much to buy.

Hermiston Interest Centers in McKay Creek Development

Interest at Hermiston is centering on the storage development project for McKay creek, which would supply 75,000 acre feet of water annually for an initial expenditure of \$2,000,000, according to advice received by J. W. Brewer, field secretary of the State Chamber of Commerce.

This information was sent to Brewer in reply to a questionnaire which had been sent to the headquarters of the Umatilla irrigation project for data on the development of the project. The storage development on McKay creek would guarantee a supply for Furnish and Western land immediately adjacent to the Umatilla project. This development would also insure the irrigation of 75,000 acres and is commonly known as the Greater Umatilla project.

Safety Council to Examine Air Hazard

Atlantic City, Aug. 21.—(I. N. S.)—The executive commission of the National Safety council has authorized creation of a committee to "investigate aviation hazards to those upon the ground as well as to those who travel by air." H. M. Wilson of Hartford, Conn., was appointed chairman with authority to select his associates. Men familiar with all phases of aeronautics, including manufacturers and engineers, will sit with the committee.



ATTEMPT MADE TO PRESERVE SCENERY

State Highway Officials Want Law Enacted to Condemn Space Near Roads.

Salem, Aug. 28.—Legislative enactment empowering the state or highway commission to condemn a strip of land along public highways for parking purposes is suggested by S. Benson, chairman of the state highway commission, as a possible solution of the problem embodying the preservation of some of Oregon's scenic beauty to future generations.

In a letter received by Governor Olcott, Benson commends the governor for having taken the initiative in this movement and assures him his hearty cooperation in the undertaking.

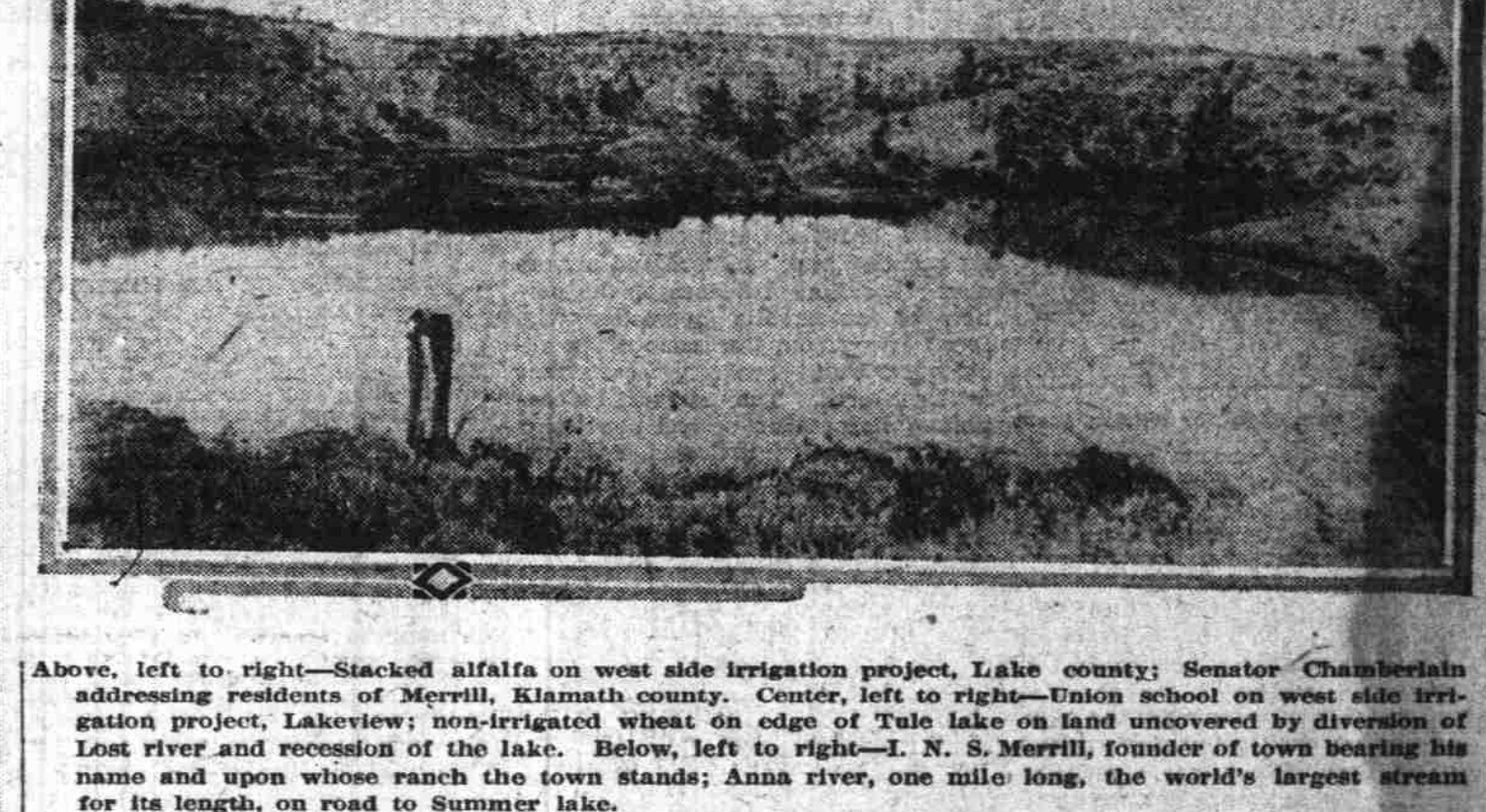
"Five years ago when the Base Line road, leading to the Columbia River highway, was completed, I planted some trees along a block of land of which I am the owner and I was gratified to see others follow the example," Benson writes. "The trees planted at this time with few exceptions seem to be thriving, but it will be many years before the foliage will be as dense as that which you are seeking to preserve."

Benson declares that he has given the problem considerable thought and is convinced that something must be done at once toward the preservation of the trees along the state's highways.

R. A. Booth of Eugene, member of the highway commission, also expresses approval of the move.

U. of W. Girl Helps Compile Statistics

Kelso, Wash., Aug. 28.—Miss Anita Close, a Klamath girl, who has been attending the University of Washington, was engaged in collecting and compiling statistics from educational departments and trade commissions for the congressional committee engaged in investigating immigration and naturalization.



Above, left to right—Stacked alfalfa on west side irrigation project, Lake county; Senator Chamberlain addressing residents of Merrill, Klamath county. Center, left to right—Union school on west side irrigation project, Lakeview; non-irrigated wheat on edge of Tule lake on land uncovered by diversion of Lost river and recession of the lake. Below, left to right—L. N. S. Merrill, founder of town bearing his name and upon whose ranch the town stands; Anna river, one mile long, the world's largest stream for its length, on road to Summer lake.

Lakeview Beckons to Portland Transportation Is Sore Need

In the accompanying article Ralph Watson of The Journal Staff, who is touring the state with Senator Chamberlain, relates observations in Lakeview.

By Ralph Watson
Journal Staff Correspondent

Lakeview.—The people of Lake county and of Lakeview, its county seat, would like to be a part of Oregon commercially, as they are territorially, if conditions would permit. They want to educate their children in Oregon colleges and universities. They want to sell their produce to Oregon markets. They want to fill their wants from the shelves and the warehouses of Oregon merchants.

But California educates their sons and daughters; California buys what they have to sell. California sells what they have to buy. Transportation, or rather its lack, is the reason.

HOPE FOR RAILROAD
Some day, they hope down here, a railroad will link Lakeview up to Bend and so to Portland and the valley points. They Lake county will be in association and dealing, as it now is upon the map, a part of Oregon.

Rumor has it here—and the Lakeview people incline to believe it because the fact that President Levy of the Western Pacific, accompanied by his chief engineer, paid a recent visit to Lakeview and on up into the pine belt in the mountains to the north. Shortly afterward J. A. Cheyne, president of the Pennsylvania Sash & Door company, bought 75,000,000 feet of timber and a millsite and announced the intention of his company to erect a mill in the immediate future. It has also been announced that the Lakeview Lumber & Box company will install a big mill next summer.

Were Lakeview to be linked to Portland by rail, it would give this place a much shorter mileage than to San Francisco, and so open the door of trade with the Oregon city and its business men.

And there is still another rumor to the effect that the Western Pacific has been negotiating for the purchase of the property of the Chewaucan Land & Cattle company, and of the Northwest Townsite company, stretching for miles north and south of Paisley, with the intention of putting the entire plain under irrigation for colonization purposes. Such a plan would solve the old entanglement between the land and townsite companies and permit the irrigation of that vast area of highly fertile land.

MUCH YELLOW PINE
There are 12,000,000,000 feet of yellow pine timber tributary to the Lakeview territory, waiting the transportation problem to be solved.

Out of this territory 1,000,000 pounds of wool are shipped annually, this being

Church Will Make Money, Providing These Men Attend

Phil Metachan, manager of the Imperial hotel, and W. C. Culbertson, proprietor of the Seward, were chatting on Broadway Wednesday night. Dr. W. T. McElven, pastor of the First Congregational church, hove in sight. Both hotelmen greeted the preacher.

"Why, Metachan," asked Culbertson, "do you know Dr. McElven?" "Why, of course," said Metachan, "I go to his church."

"Well," replied Culbertson, "I'll give a dollar to the church every time you can prove you are there."

"Done," returned Metachan, "and I'll give a dollar every time you can prove that you were there."

Dr. McElven announced Thursday that next Monday morning each hotelman will receive a bill suggesting that they are debtors to the First Congregational church in the sum of \$1.

SEPTEMBER 7 DATE OF STREET FAIR BY OREGON GUARD

Grand Array of Exhibitions to Delight Eye of Crowds in Benefit of O. N. G.

The new Fifth regiment, infantry, National Guard of Oregon, has been granted permission by the city commissioners to close the streets around the Armory from August 23 to and including September 7, to hold a military street fair.

The fair is to be held under the immediate auspices of headquarters band and O and H companies, to raise funds for band instruments and purchasing for the foot companies athletic equipment.

It is realized by the officers of the regiment that although the enlisted men of the regiment are now paid for drills by the federal government, something in the way of entertainment must be provided to make the service more attractive. After a certain time the routine of drill drills upon the younger generation. It is intended this winter to hold indoor basketball contests between the different companies, and baseball as well.

The French shows have been contracted for to furnish attractions. At least seven shows and three rides are to be on the streets. Numerous hand concerts by the newly organized Fifth infantry band are to be a feature.

Several free shows are being hired to add to the occasion, including an attraction of the Ringling shows.

Captain A. L. Clark, who organized the company of the regiment, announced that the contract with the show company provides that 15 per cent of gross receipts be divided to the city. An additional 10 per cent is deductible for overhead expense, such as rental, lighting and administration. The businessmen themselves will take care of the receiving of money and tickets and auditing.

Other officers interested in the show are Lieutenant H. M. Beck of company H; Captain Fred West, assistant chief of police; company G; Captain A. A. Miller of the headquarters band; and Captain Leo Pironi of H. Philip M. Hicks is director of the regimental band, which is being reorganized.

Captain Clark declared objectionable features such as lotteries and doubtful games of chance are being eliminated from the concessions.

Will Practice Law
Kelso, Aug. 28.—J. L. Schell, a former Kelso attorney, who has been located at Calexico, Cal., for several years, was visiting friends this week. Mr. Stubbins has been freight agent at Calexico, but intends to resume the practice of law at an early date.

Financier Cops
Worcester, Mass., Aug. 28.—(I. N. S.)—Speaking of financiers, how about those cops? James J. McDonough and Benjamin McMurtry, Worcester policemen, have just acquired title to real estate involving in the neighborhood of \$70,000.

ASTORIA LEADS BIG CITIES IN POSTAL SAVINGS

Oregon Town Stands 58th in Rank for Savings Deposits; Is Considered Remarkable.

Washington, Aug. 28.—(WASHINGTON BUREAU OF THE JOURNAL)—Astoria, Or., ranks fifty-eighth city in the United States in the amount of postal savings deposits it carried for the period ending July 31. This is considered a remarkable showing for a place of Astoria's size, particularly so as other cities ranking anywhere near it are either big cities or are the centers of large industrial plants.

ABERDEEN IS HIGH
Another seacoast town on the Pacific with an even better showing is Aberdeen, Wash., which ranks thirty-seventh. The Aberdeen deposits stood at \$449,172. The Astoria deposits stood at \$268,272. They are such cities as Dallas, New Orleans, Rochester, Salt Lake, Birmingham, Memphis and Indianapolis.

Portland also is well up in the list in proportion to population, having \$1,747,734 in deposits, leading the cities of the Pacific coast, and standing ninth in the United States. The only cities ahead of her are New York, Brooklyn, Chicago, Detroit, Pittsburgh, Philadelphia, Boston and Newark, in the order named.

SEATTLE THIRTEENTH
Seattle ranks thirteenth, with \$1,468,858 on deposit, and San Francisco is fifteenth, with \$1,071,658. Tacoma is the seventeenth city, and Los Angeles is twenty-third. Oakland is only a little ahead of Astoria, and Bellingham is a few numbers below.

That the postal savings is a favorite with wage workers is indicated by the large deposits in towns known for industrial activities. Among the first 100 cities, as well as \$150,000 deposits or over, are such places as McKeesport, McKees Rocks and East Pittsburgh, in the steel region; Bingham Canyon, Utah, where copper is mined; coal mining centers like Roslyn, Wash., and manufacturing centers like Manchester, N. H.; Hammond and Gary, Ind.; Pawtucket, R. I.; Watertown, Conn.; Barberton and Canton, Ohio, and Passaic, Franklin and Bayonne, N. J.

Basinger Is Named Traffic Manager of Union Pacific Road

W. S. Basinger, assistant passenger traffic manager of the Union Pacific railroad system, has been appointed passenger traffic manager of the system, effective September 1, according to advice received by officials of the O-N. Basinger will fill a vacancy which has existed since March 1.

Prior to the war Basinger was general passenger agent of the Union Pacific railroad, which with the Oregon Short Line and O-N. make up the Union Pacific system. At that time Gerrit Fort was passenger traffic manager. Fort allied himself with the Boston & Maine road with the resumption of private operation.

William McMurray, general passenger agent, and H. E. Lounsbury, general freight agent of the O-N., are in Omaha in conference with other traffic officials of the system.

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