

OUTLET IS STILL OPEN

Tule Lake Is Gradually Getting Lower

STREAM STILL RUNS

Reclamation Service Will Un- doubtedly Appropriate for Further Investigation

Several weeks ago when Supervising Engineer D. C. Henny was here he and Project Engineer D. W. Murphy accompanied W. C. Dalton to the Tule outlet, and upon examination of the same Mr. Henny expressed himself as probably surprised with the size of the outlet. While he ventured no opinion on its usefulness in connection with the Klamath Project yet it is quite generally understood that he will recommend that an appropriation be made to develop it. At the time the engineers visited the outlet the water had been out for some time so that the workmen could carry on the excavation. The water was turned in again while they were there and has been running ever since. Many engineers have indicated the leak in the bottom of the outlet, but the destination of the water that makes its escape through it still remains a mystery.

Just how long the water would continue to flow through the outlet is a question that time alone would determine. It would flow until it filled the crevice, if that is its destination, or until it finds its way to some river by means of a subterranean channel it would continue to flow until the passage was again filled up with debris and the shells that are found in such large quantities in the lake. However, nature is not permitted to take its course, if the Reclamation Service does not stop up the development of the outlet

further experiments will be made by J. Frank Adams and others who are interested in the lands that are inundated by the waters of the lake. Just what process will be used to enlarge the opening has not been determined upon. All work done in the past has been the removal of the debris near the surface, and as tunneling along the obstructed crevice is not only dangerous but also very expensive, it is likely that acid experiments may be tried. Sulphuric acid would act upon the shell formation and a liberal use of it might act upon the formation enough to make a decided increase in the opening.

Since the engineers' visit to the outlet a steady stream of water has been flowing through it, and the lake has been lowered about one inch. Much of this may be due to the evaporation, but doubtless much of it is the direct result of the water escaping through the outlet.

Base Ball in Season

Although it is high time for the organization of a base ball team nothing has been done along that line in this city. Once or twice short practice games have been played but the boys have not formed a team. The other towns throughout the county are about as slow as the county seat for none have made announcement of the fact that a team has been organized. Klamath Falls may not have a fast team this season, but if the barbers have their way they will be some fast games in the town just the same. They have already issued a direct challenge to the printers to meet them on the diamond. They also intend challenging other tradesmen of the city and doubtless their challenges will be accepted which will give the fans a few interesting, if not fast games.

Socialists Are Busy

The local Socialists are circulating a petition to have their party nominees for state offices placed on the ballot. Many Republicans and Democrats are signing the petition in order to give the Socialists a chance to get their men on the ballot.

LAST OBSTRUCTION IS REMOVED

Bowne Signs Up Large Tract of Land With The Government Removing The Last Important Obstacle To The Construction Of The Clear Lake Dam

One of the principal obstructions in the path of the Clear Lake dam was removed today, when Francis J. Bowne signed up his land to the Government. This will be good news to the people of the Upper Project, for the Bowne tract, embracing about 2,500 acres of land, was one of the important factors in the way of beginning work on the Upper Project. As a matter of fact if Mr. Bowne had refused to sign up his land all hope for the commencement of work this year on the Clear Lake dam would have been dissipated.

This is the most important transaction

since the Government entered this field. It means that every effort will be put forth by the Reclamation people to begin work this year on the Upper Project. That there yet remains a bare possibility that this will not be done is admitted, but prospects were never brighter.

A difference over the amount of money that should be paid has been the cause of the hold-up in the signing up of the Bowne tract, but both sides made big concessions and the deal was closed today.

SERVICE ASKS FOR MORE BIDS

Three Schedules of Laterals Tributary to the South Branch Canal are Being Advertised Which Involve the Removal of 25,000 Cubic Yards of Dirt

According to the plans of the Reclamation Service the South Branch of the main canal will receive a great deal of attention this summer. It has not been learned if the Secretary of the Interior approved the bids on the main canal that were submitted, but this will not stop the work on this branch of the system this season. If he does not approve the bids the work will be done by force account. This is evidenced by the fact that the Government is now advertising for bids on three schedules of the laterals tributary to the South Branch. The call for the bids was issued today.

The three schedules comprise about five and a half miles of laterals and the excavation of about 25,000 cubic yards of dirt. The bidder may bid upon a single schedule, on all of them or upon any combination of them. The bid must be

accompanied by \$100 for each schedule as a guarantee that the bid will not be withdrawn. The contractor must begin work within thirty days after the signing of the contract and the work must be completed by October 15th, 1908.

The fact that the Government is asking for these bids at this time and requires the completion of the work this fall gives assurance that the South Branch as advertised for will be constructed, and water will be delivered to a large area in the summer of 1909. The plans of the Service for this year provide for work on as extensive lines as the appropriation will permit.

Federation Meets Tonight

The Civic Federation will hold an adjourned meeting at the Court House tonight. The adjournment was taken until this time in order to give the Federation an opportunity to express itself on the action of the city nominating convention.

Adams Ships Horses

J. Frank Adams, accompanied by his wife and son, is in the city today en route to Stockton, Cal., where he is shipping a carload of Klamath County horses. The horses were purchased by Mr. Adams for a company engaged in farming reclaimed tule lands near Stockton.

Mr. Adams states he paid a very good price for the horses and he thinks the market is gradually getting better. There has been no demand for horses in California for some time and this caused a temporary slump in the market.

Crowded House Again

Again a crowded house greeted the Mong Company to witness the production of the comedy, "Penelope, the Servant Girl." The play was one long laugh as had been advertised and those who went to the opera expecting to forget their cares and troubles were not disappointed. The humorous situations in the play developed so rapidly that before the audience would finish laughing at one, another would develop.

Miss Merle Lewis, as the Swede servant girl, created a great deal of amusement, and Paul Harvey, as the distressed young married man, acted the part well and had a good opportunity to display his talents. Mr. Mong, in the character as old "Uncle John Featherstone," was at home and did much towards the development of the many laughable situations, and Mrs. Harvey and Mrs. Mong, as usual were very

good in their parts, while Cleo Bernard and Jack Grandin were all that was needed in their parts to make the play a success. Comedies are usually appreciated only while the performance is on as they do not make the impression that is usually left by a drama.

The company was so late in raising the curtain at the performance that the audience became impatient. A time should be set for the commencement of the performances, and all plays should begin as nearly on schedule time as is possible. It is very trying on an audience to hold them in their seats for almost an hour awaiting the rise of the curtain.

Machinery Is Loaded

E. J. Sheets has returned from Bray where he went to load the electric machinery for Moore Bros. new power plant. The heavy pieces were loaded on three logging wagons, the largest one weighing about 15,000 pounds. The machinery will be brought in at once and will be installed as soon as the building is a little farther along. The plant will be ready to furnish power within a few months.

The line work is getting along nicely and the poles on the Bonanza line are now set beyond the Horton ranch. J. K. Crews is hauling poles with a 4-horse team, and everything is being done to have the line completed by the time the plant is put in operation.

Pullmans Go Dry

Pullman cars are "dry" now. Following the decision of last February to abolish the sale of all liquors on its cars in every part of the United States, Canada and Mexico as soon as the stock on hand could be disposed of without loss, the Pullman company has finally put that rule into effect, and given strict instructions to Division Superintendent Lincoln on this coast and all its other division superintendents to see that the rule is not deviated from in the least.

Waiting for Material

The erection of the bath house at the Klamath Falls hot springs will do much toward, advertising the medical properties of the springs. Mr. Seehorn, who has secured a franchise for a bath house at the springs, will be delayed a few weeks in getting the building started on account of not being able to get in material for cementing the swimming pool. In the past the springs have been tried for medical purposes and were found beneficial, and should a thorough test prove that they are possessed of medical properties they will mean much to the future of the city.

SCHEDULE MAY FIRST

Officials Set Time For Train Service

ONE TRAIN EVERY DAY

Arrangements Completed For Passenger And Freight Service To Dorris

W. R. Davis returned from Dorris yesterday evening where he had gone to meet with the Southern Pacific officials who visited the new terminal point on a tour of inspection and for the purpose of arranging for a regular train schedule. He says that the service will be inaugurated about the first of the month, and there will be one train into Dorris every day of the week. Just when the trains will arrive and depart has not been decided upon, but it is very probable that the time of arrival will be in the evening so that passengers will arrive here in time for supper, or at least they will reach this city at a reasonable hour.

It has been practically settled that the Oregon & California Transportation Company will handle the passenger business between this city and Dorris and that the J. M. McIntire Transportation Company will handle the freight on the through rate as has been previously stated. It will be several days before any shipments will be made to the new town as the sidings must be completed and arrangements made for the storage of freight.

Excursion rates will be in force to San Francisco for the coming of the fleet. The fare from Dorris will be one and one-third for the round trip. The O. & C. T. Co. will make a special rate from this city to the railroad. The tickets will be good for ten days.

An effort will be made to have the mail service established when the regular schedule is put into effect to the new terminal.

It is reported that J. G. Pierce, B. St. Geo. Bishop, Dr. Wm. Martin, Dick Richardson and about ten others have joined the local option forces and will work for prohibition at the June election. Even some of the saloon men seem to be leaning a little that way. Ike Wright, of the Gold Dust saloon, supported the Civic Federation ticket yesterday, but was unable to vote on account of not having registered.

About Your Summer Suit

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