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## THE EVENING HERALD

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KLAMATH FALLS, MONDAY, JUNE 28, 1909.

Work is being rapidly pushed on the Manhattan bridge, the fourth of New York City's bridges spanning the East river, and the third largest suspension bridge in the world, in the hope of its completion before the beginning of next year. The first foundation caisson for the Brooklyn pier was sunk in February, 1902, and that for the Manhattan pier eighteen months later, the foundations being completed in March, 1904. The first wire across the river was placed in June, 1905, and the four big suspension cables were shown complete in the Engineering number of the Scientific American at the end of last year. The stiffening truss, which incloses the roadway, was commenced in March last, the lower deck meeting in midstream a month later. Since that time the work has progressed so rapidly that the upper deck has been completed and the approaches are expected to be ready by November. About 37,000 tons of material has been used, 3,000 tons for the towers, 8,000 for the cables, 18,000 for the suspended span, and 8,000 for the approaches.

### SHIPPING HAY FROM FORT.

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with resources sufficient to supply a vast army. But the magic key was found when the work of deepening the bar and straightening the river was first undertaken, and the results following the small amount of work done have been so great as to insure greater development of the stream in the future.

The Mazama has entered into the business of hauling hay from Fort Klamath. The launch runs to within four miles of the city, or to the Weed bridge, at which point arrangements have been made for dockage and where the hay is loaded directly from the wagons. C. T. Oliver has contracted for 170 tons of this hay, and others are already negotiating for larger purchases. The quality of the Fort hay is such as to open for it a ready market at a price equal, if not above, that generally paid for the product of the lower valleys.

No trouble has been experienced by the Mazama in crossing the bar at the mouth of the river, the channel being kept open by the regular traffic that now flows on the bosom of this magnificent little stream. Since the warm weather has set the level of the water in the river has risen to an appreciable extent, and this condition will continue for the rest of the summer.

While the conditions are far superior to what they were a year ago, there is a good deal of room for improvement. M. F. Parker is of the opinion that the expenditure of \$100 would be sufficient to remove all of the principal obstacles to the easy navigation of the stream, but a great deal more than this sum ought to be expended in order to make such improvements as will insure the permanent use of the river as a medium for the transportation of all the freight that goes into Northern Klamath.

The Jubilee of the Suez Canal, work on which commenced in 1859, took place on the 25th of April. The canal was opened for traffic in 1869, and at that date the depth of water was 26 feet. The present depth is about 32 1/2 feet, and improvements are now going on which will bring it to 34 feet. The original width was 71 feet on the bottom, and this has been gradually increased until at the present the bottom width is 97 1/2 feet. In 1876 there passed through the canal 488 ships, whose gross tonnage was 654,915. Last year 3,795 ships used the canal, and their total tonnage was over 19,000,000 tons.

Man and wife want two furnished rooms with board, near Upper Lake preferred; state price. Address C. M. C. G., this office. 34-4

### CONTRACT TO BE LET FOR EXTENSION OF THE LINE TO NATRON.

(Concluded From First Page.)

garded as a heavy piece of construction work. It will extend in a southeasterly direction and will penetrate both a mountainous and a heavily-timbered section. Construction of the Klamath Falls end of the authorized extensions will not be as difficult. From Klamath Falls the route of the railroad extends northwest, and the extension of 25.24 miles will terminate in the vicinity of Survey station, at a point somewhat northerly from Sprague River.

The action of Harriman in calling for bids for extending this road by beginning work simultaneously at Natron and Klamath Falls is accepted as conclusive evidence of his determination to complete its construction. It is figured that to build the sixty miles of track for which bids have been invited will practically exhaust the appropriation that has been made for this road for the ensuing year. For that reason additional appropriations for further extensions are looked for next year.

There can be no question of the ultimate purpose of Harriman to complete this road between Natron and Klamath Falls. Completion of the extensions for which proposals have been asked cannot in themselves add materially to the value of the property. By extending the road twenty-five miles northerly from Klamath Falls, the northern terminus of the southern extension would reach only into the heart of Klamath county. The construction of an additional thirty-five miles southerly from Natron would terminate the road from this end in a mountainous and sparsely settled district.

For these reasons it is patent from a practical business consideration that the Harriman interests will complete the road as soon as possible and place the investment on a revenue-earning basis. The primary purpose in projecting this road was to provide for the Southern Pacific a better grade for crossing the State, and thereby avoid the more difficult passage now followed over the Siskiyou mountains. When completed, the Oregon Eastern undoubtedly will become the main line of the Southern Pacific between Portland and San Francisco.

Not only is the road regarded by Harriman as the most practical for routing his Portland-San Francisco traffic, but it also enables him to reach an immensely productive area on the edge of Central Oregon, which is without transportation facilities. In addition to serving these purposes the Oregon Eastern also will furnish the Union Pacific magnate an extension through the central part of the State.

It is known that Harriman eventually intends to build from his Western Oregon property to Vale and Ontario. At least two routes for such a road have been surveyed. One extends from a point on the projected Oregon Eastern north of Klamath Falls, via Lakeview, to the eastern border of the State at either of the points suggested. The other proposed route contemplates an extension also from the Oregon Eastern from Odell, southeast of Natron, through the central part of the State to the same objective point selected for the more southerly extension.

The dimensions of the power plant now being built for the construction of the Gatun locks, Panama, are characteristic of the great scale of the work on the canal. The building, 150 feet long, 57 feet wide, and 48 feet high, will contain six water-tube boilers and three 1,500-kilowatt vertical steam turbines, using construction, it will furnish power for running cableways for the material wharves and for the cement, rock and sand storage pile; for operating the concrete mixers; for running the cars which carry the concrete to the cableways; and for operating three 30-inch centrifugal pumps for the hydraulic construction of Gatun dam. When the canal is in service, the plant will be held in reserve to operate the locks and towing machinery in case of failure of the hydraulic power plant.

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34-61 CHAS. E. WILDNEY.

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24

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