

Work of Klamath Commercial Club Reviewed

Fleet Tells of Activities of Club During Past Year

SECURING STRAHORN RAILROAD MAIN ACHIEVEMENT

Annual Report of Secretary Fred Fleet of Klamath Commercial Club, Read at Election of Officers Last Friday, Reviews What Club Has Done—Attempt to Open Reservation an Important Move.

Below the Herald today is printing in full the annual report of Secretary Fred Fleet of Klamath Commercial Club. The Herald is giving space to the report, despite its length, because it believes the people should have knowledge of just what their organization did in 1916. The report follows:

The close of a momentous year in the history of Klamath Falls and Klamath County has arrived. The Klamath Commercial Club, whose officials will turn over their responsibilities to a fresh relay of public workers at this time will attempt to enumerate and describe some of the projects upon which the Club has expended its efforts, that those who follow may take up and forward to better advantage, the movements now under way.

The past twelve months have indeed been busy ones and the number of activities undertaken by the Club was limited only by its time schedule and the bounds of its financial resources. In many ways the past year might be termed a "follow up" year, that is the completion or continuation of movements inaugurated by the same officials the previous term.

New Railroad Secured.

The supreme interest of the Club, its greatest energy, money and time has been centered on a project which it assumes credit for initiating twenty months ago, a project whose far reaching results in the development of an empire can hardly be calculated. The proposed Strahorn railroad. To discuss the merits of this project would be entirely unnecessary as its recent wonderful endorsement at the polls shows to what extent it has been appreciated. It can be pointed out however that this movement, which after strenuous effort was started with the tooting of horns and banners in 1915 was continued by less spectacular but steady progressive detail work during 1916. And through the persistent work of our leaders, Mr. Strahorn was persuaded, at last to abandon his original plan of starting construction at Bend and begin at Klamath Falls, which puts the district about two years ahead in the development schedule. Details of the Club's activities in this matter would be tiresome, suffice to say that the entire program for this end of the line up until a short time before the bond election, November 14th, was handled by Club representatives entirely. At the time mentioned, a substantial group of citizens not identified with the Club, realizing the necessity of carrying the election, swung in behind the movement and have continued active since. The Club's last move of importance in the Strahorn matter is the furnishing of a number of large panorama views of the country tributary to the railroad in Klamath County for Mr. Strahorn's use in enlisting eastern capital. The cost of this work to the organization is something over one hundred dollars.

Attempt to Open Reservation.

Another matter taken up by the Club and pushed zealously during the past year has been the opening to settlement of the Klamath Indian Reservation. This vast territory occupying eighteen hundred square miles in the central part of the County with its sparse Indian habitation, (one for about every two square miles) is for a number of reasons, a barrier to the development of the County. Its great area in which the County must maintain roads and bridges, pays no taxes into its treasury, making a heavy burden on the citizens of the County. Its great wealth of timber, which under ordi-

nary conditions would be sold and its manufacture be one of the large factors of the County's industry, is held for use of the remnants of an Indian tribe whose constant activity could not use one-third of what grows annually.

One result of the Reservation opening agitation was decidedly beneficial, as it brought a visit of inspection from Cato Sells, chief of the Indian Department, who reopened the Williamson and Sprague rivers to logging operations. A large tract of timber has already been sold and is being manufactured owing to this opening.

Shippington Road Paved.

The one great municipal improvement of 1916 at Klamath Falls was the Shippington highway, a two mile oil macadam road connecting the business district of the city with the mills and factories on Upper Klamath lake and providing a means for the wage earners there to reside in town and to get to and from their work in all seasons. The construction of this road was nearly finished last season and will be completed as soon as weather conditions permit in the spring. Activity on the Shippington highway movement was initiated by the Civic department of the Commercial Club and the campaign for its construction by the city was furthered in many ways by the organization. The Civic department also cooperated actively with the city officials in the closing of the Ankeny canal, which was finally accomplished last season.

City Beautiful Contest.

Believing that a systematic effort on the part of the Club to beautify the city, would bring good results, a City Beautiful Contest was arranged last spring. This move was started by the Club and carried out in cooperation with the Women's Library Club and the Young People's Federation. No charge was made for entries and prizes were offered for the greatest improvement made during the summer on the homes of the city. (The movement proved more successful than was expected the first season.) Fifty-four families entered the contest and the character and amount of improvement wrought was worth many times the trouble occasioned those behind the enterprise. At the close of the season an entertainment was arranged and slides of homes of the winning contestants before and after entering the contest, were thrown upon the screen. The generous action of the Klamath Falls Business Men's Association in donating the greater part of the prize money for this contest was greatly appreciated.

Camping Ground Maintained.

The Commercial Club assumed a very active part in cooperation with Mayor C. B. Crisler the past summer in providing and maintaining a free city camp ground for auto tourists. A favorable site was secured on the shore of Lake Ewauna at the rear of the old Lakeside Inn. The place was cleaned out, tables and benches built, a cook stove and fuel, city water and plumbing installed and every courtesy possible extended the visitors. The fact that the ground was filled by from seven to ten cars of tourists every night during the summer and early fall, gives evidence of its appreciation by the outside public.

Maid of Honor Elected.

The directors of the Portland Rose Festival last spring offered the selection of the Rose Festival Queen and six maids of honor from the state at large. Upon solicitation, the Klamath Commercial Club placed a candidate in the field in competition with a substantial group of Oregon cities and with the assistance of interested friends sold sufficient votes to win a position of maid of honor by a comfortable margin, thus gaining no small amount of valuable publicity for Klamath Falls and Klamath County.

Commemorate Fremont's Visit.

During the past spring occurred the 70th anniversary of the discovery of this district by John C. Fremont on his expedition with Kit Carson. His experiences at what is now Klamath Falls and along the shore of Upper Klamath lake are so vividly described in the memoirs of his life that Commercial Club members who wished

to perpetuate the historical dates and anecdotes relating to the early settlement of the County, were enabled to find the exact spot of the crossing of Link River in 1846 and scenes of his escapades and camping grounds. One day in April therefore memorial exercises celebrating Fremont's visit were arranged and attended by a large audience. A stone monument and sign were erected at his place of crossing at the head of Link River. Other signs designating and describing the historical landmarks were installed at various points throughout the County for the benefit of tourists.

Campaign for Good Roads.

No little time and effort has been exerted by the Commercial Club the past year in the interest of better roads for the district. Immediately after the Shackleford bill was passed by congress, the Club set out to secure a portion of the funds made available, for road improvement in Klamath County. A cooperative movement was undertaken with the Commercial Club of Eugene to secure federal aid for a Commercial highway from Klamath Falls across the Cascades through Eugene to Florence, on the coast. A visit from a Eugene committee to the state highway commission at Salem was followed by a very influential delegation from Klamath Falls, which made a trip by auto to the state capitol and brought the needs and advantages of such a route to the attention of the highway commission in a most forceful manner. The support of the Forestry department of the department of agriculture was also enlisted which has proved an important factor.

Therefore in spite of the strenuous efforts of other communities to have all the Shackleford money spent in the thickly settled portions of the state, the Klamath Falls, Eugene, Florence highway was one of the first recommended by the highway commission and recent reports indicate that the chances for its construction are very good. Necessity of better road facilities to the south both in a commercial way and for the benefit of tourists has been apparent to Club officials and plans laid for their betterment. To this end the manager of the northern California counties association was invited here this summer and shown the general situation, with a view toward cooperating in the future. A delegation of five Klamath Falls citizens later made a trip to Alturas, California, and attended a convention of the northern California counties association and discussed plans for a tourist highway from Alturas through the Lava Beds of Modoc county to Klamath Falls. This route would furnish an important link of a tourist highway down the coast east of the Cascades and Sierra Nevada. Cooperation with this association in a commercial highway up the Klamath River canyon from Crescent City to Klamath Falls was also arranged. The tremendous advantage of such a highway to Klamath county is at once apparent. Still another feature of the tourist work of the Club has been its activity in the recently organized Pacific Northwest Tourist Association which proposes to systematically advertise the scenic attractions of the Northwest with funds secured by legislative appropriations. Upon a vigorous appeal by the Commercial Club a director in the association was named for this district and a great deal has been done since by the Club in support of the proposition among the legislators of the state.

Freight Rates Reduced.

One of the greatest handicaps to this section since its settlement, has been the cost of transporting commodities to and from the outside. With the advent of the railroad several years ago, this was modified, but the freight rates on most of the commodities are still so high as to be detrimental to the advancement of the county. Many attempts to relieve this situation have been made by this and other organizations in years past without result so that it became evident that, unaided we could not satisfactorily cope with the situation. The Commercial Club in cooperation with the Klamath Falls

Business Men's Association some time ago negotiated with a firm of reliable rate attorneys of San Francisco and invited them to come up and look the situation over preparatory to asking for a reduction of freight. The invitation was accepted and at a mass meeting called by the two organizations, a contract was arranged between the attorneys and the shippers whereby the former undertook to reduce the rates for a stipulated sum, the principal part to be payable when the results were demonstrated. The Commercial Club attended to collection of the funds that were paid the rate attorneys and nearly a year went by with no apparent return on the investment. Recently the result of a hearing brought before the California Railroad Commission by the rate attorneys, was announced showing a reduction of about forty per cent to all California points on the West branch of the Southern Pacific, a far greater reduction than was expected by the most optimistic, when the attorneys were retained. The decision rendered does not include Klamath Falls as it was made by the California commission. It is expected however that this city will be included with the other points along the line before the rates go into effect February 4th, 1917.

Beet Sugar Industry Attractive.

The industry department of the Club has spent a busy year, in an effort to build up the community by providing more industries and pay rolls. A steady effort has been made for two years to get a beet sugar factory located in Klamath county. Knowing that this district is especially adapted to sugar beet culture, that the necessary acreage is available and rapidly increasing and that the farmers would be able to realize greater returns for their time and investment with a plant here, the Club has solicited the attention of every sugar beet firm of consequence in the United States and the opportunities of the district presented. One large firm was interested to the extent of planting fifty experimental tracts of beets throughout the county this year with the understanding that a plant was to be installed another year if the results justified coming in. The verdict of the company has not been received but tests and estimates made by different parties are all that could be desired in the face of an adverse season, so it is hoped that the factory will materialize next spring. Our agricultural director was of great assistance in forwarding this matter.

Work for More Pay Rolls.

Much effort was made by the industrial department to reopen the Savidge Brothers mill here as a sash and door factory. Twice during the year arrangements were nearly completed, but obstacles appeared which frustrated the attempts, and the plant will be opened in the spring as a box factory, employing 35 men. A systematic campaign has been made also for a packing plant, scouring mill, woolen mill and other industries that the abundance of raw material makes practical for this district. Our advantages as a manufacturing center have been brought before the outside public in ever manner possible and we hazard the statement that no industry of a variety we seek to interest will locate elsewhere because of ignorance of opportunities here.

High School Gives Assistance.

At this point we wish to publicly acknowledge the very material assistance furnished the Club gratis, by the commercial department of the Klamath County High School. By typing thousands of letters and other matter, the students have enabled the Club to do a great deal of work that could not otherwise been undertaken. A number of times during the year, the entire department has been turned over to assisting the Club in its various activities. In order to meet competitive offers made by other cities in inducing the location of industries, and to centralize the industrial section of Klamath Falls, a petition was placed before the city council in October asking that two tracts of ground be set aside within the city limits as industrial tracts and eliminated from city taxes. The matter was taken under advisement and no report has been made to date. The advent of the new railroad here will make it far easier to interest capital for industries needed here than heretofore. The outside publicity secured by the Club throughout the year in various ways is very worthy of note. Practically every day for the past six months, interesting development news has appeared in the city papers through our agency. Magazine articles have been prepared and published in every section of the country. Liter-

ature, exploitive of our resources has been published and circulated with personal letters to the thousands of inquiries that reach the office.

Asked Railroad Development.

An intimation was made by a prominent Southern Pacific official in the early autumn if an initiative local move was made for the completion of the Modoc Northern railroad from Klamath Falls to Malin, the project would probably be undertaken in the near future. Representatives from Merrill and Malin therefore met with the Commercial Club directors and framed a strong letter and petition to President Sprout with comprehensive statistics regarding traffic and tonnage assured by the proposed construction. A committee of representative men arranged for a conference with President Sprout in San Francisco. Mr. Sprout later visited Klamath and inspected the territory to be served, but left no definite word of encouragement of early action by his company.

Asked County for Aid.

Believing that the results of the club's work in the past eighteen months was appreciated by the voters of the county, and that a move for county maintenance of the organization would be well supported, even though a similar move at the former election was decidedly swamped, a county amendment providing for one-quarter mill levy was placed on the ballot this fall. Owing to financial conditions, the club was unable to make an extensive campaign in the interest of the measure, but every way possible was employed to awaken interest in the voters throughout the county. The measure was defeated at the polls by a very small margin, and while the club members were sorely disappointed at the verdict of the people, the wonderful increase of favorable sentiment toward the work since the previous election demonstrates the fact that it is only a matter of a little time until the people of the county will grasp the situation and that at the next election the county will decide to maintain this work by a large majority. We believe that the question of the Club's future has been decided by this effort, although it will be obliged to subsist by other means for the next two years.

Office Maintained.

A public office has been maintained throughout the year, in charge of a manager, open from nine to ten hours daily. The headquarters has not only been an information bureau, but a congenial meeting place, where representative men of the city and county gather for social and business purposes. Twenty-five calls a day a great deal of the time demand the atten-

tion of the representative in charge, in addition to the mail inquiries, newspaper correspondence and other matters.

Good Financial Standing.

Financially we are proud to say that although our means have been slender, we have carefully planned our expenditures, and have been able to meet nearly all outstanding obligations, also paying off several hundred dollars of Chamber of Commerce obligations assumed by the club. Though hard pressed for funds at the present time, the organization has become involved in nothing through which it could not see its way clear. If a number of members now in arrears would remit the dues they have subscribed, and upon which the expenses of the club are based, there would be ample funds to continue the work. The directors turn over to their successors personal property valued at more than \$700, all acquired during the present administration.

We feel proud, therefore, to turn over an organization that has done as much for its community as any similar organization in the West; that has its skirts unsmirched by any shady political moves; that has satisfied without complaint the loyal supporters who have made its existence possible, and that has emerged from its trials and tribulations running in "high gear" and with a tank full of gasoline. We have arrived at the end of our lap, and wish our successors every success on the next stage of the trip.

Go to it.
FRED E. FLEET,
Manager Klamath Commercial Club.

SAGE TEA KEEPS YOUR HAIR DARK

WHEN MIXED WITH SULPHUR IT BRINGS BACK ITS BEAUTIFUL LUSTRE AT ONCE

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Girls Have Chances
CHICAGO, Jan. 24.—Cupid, and girls who overlooked their chance last year, have an ardent ally today in Mrs. Elizabeth Union Dornier, corresponding secretary of the Chicago Social Club. Her duties are to bring sighing swains and blushing maidens, who otherwise might never meet, together. Object, matrimony.

The chief aim of the club, however, is to establish a middle course between the expensive clubs and the cheap cabarets. The first meeting of the organization was attended by 100 doctors, lawyers, dentists, students, department store clerks and stenographers.

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