

## Klamath Breaks Ground for New Municipal Railroad

### KLAMATH'S ROAD IS OFFICIALLY STARTED TODAY

#### OF HARD WORK END IN CEREMONIES

Robert E. Strahorn and Two Oldest White Men in County Throw Shovel and School Boys Grade Roadbed, and Others Place Rails—Putnam Drive Silver

Robert E. Strahorn Railway appropriately dedicated to the first ground was broken today at Third and Klamath where the right of way was marked.

Large crowds of visitors from all over Oregon presided at many points on the coast. The first shovelful of dirt was thrown by Mrs. Robert E. Strahorn, George McDonald and Mrs. McDonald. The latter being the living white women residents of Klamath County.

The dirt was thrown in unison by Strahorn, Mrs. McDonald and the ladies of the town.

George McDonald has had three children in what is now Klamath County but due to changing divisions of counties of the state, all three are in three counties altho they are the light of day in the same county.

The divisions were made by Jackson, Lake and Klamath counties.

Surprise was given the members of the Women's 1000 Club by Mrs. McDonald when they were asked to participate in the ceremony as a mark of appreciation of untiring efforts on behalf of the railroad.

Following the throwing of the dirt by high school boys under leadership of John Houston, a member of last year's team, graded a section of the road.

Mr. Crisler, the members of the Executive Committee, other city officials, the county court and other working committee placed the rails on the graded section.

Following this dramatic and dispiriting part of the program the spike was driven by Mr. Strahorn and George Palmer Putnam, representative of Governor Withycombe and the State at large, each by the spike alternate strokes decorated sledge hammer.

Following Mr. Strahorn and Mrs. McDonald striking of the spike, representatives of all central and east Oregon, Lake County, Silver Lake, Spokane, Seattle, Uncle Sam, Hood, of the Klamath region for the Indians drove the spike. Moving pictures and photographs of the elaborate ceremony was by C. R. Miller of this city.

The first spike driven in what is now Klamath will prove to be an enterprising of the greatest importance to Oregon. It is expected that construction work on the railroad will begin this week, the construction being practically closed and all made.

School girls then decorated the graded track section with American flags.

Ground breaking and dedication ceremonies held at the specially graded site near Third and Klamath where the new railroad will strike the coast from the east was followed by the speeches in the court house.

On the right of way of the railroad outlined thru the swamp adjacent to the lake and Klamath avenue by American flags placed on the ground.

Program in the Court House

### UNIQUE PARADE TYPIFIES NEW AND OLD METHODS

#### STRAHORN RIDES IN OLD STAGE COACH

Captain Applegate Leads Procession of Pioneers, Pony Expressmen, Shotgun Agents, Railroad Pioneers, Schooners, Decorated Automobiles, Cowboys, Indians and Local Lodge Pioneers.

Typifying the meeting of the old and the new, the pioneer method and the modern, Klamath Falls held its first parade of the July 4th and Strahorn railroad ceremonies today. Stage coaches, pack trains, schooners, pony expressmen and mounted Indians and cowboys were to be seen while a large engine float drawn by four horses was the one example of the new.

Leading the parade was Captain O. C. Applegate, one of Klamath's early soldier pioneers and Indian fighters who was accompanied by a coterie of Indian scouts and aides, relatives of former actual participants in the early Indian troubles.

Following was the Klamath Falls Military band and a pack train.

Then came a prairie schooner with O. A. Stearns, an early pioneer who drove into Klamath county 1853, with an ox team. "This rig is not as good as the one I came here in," he said.

Next rode J. Frank Adams, veteran Klamath County horseman and farmer accompanied by armed mounted cowboys.

Then followed a stage coach driven by Colonel Lathrop who drove Wells Fargo stages in Nevada for years. The coach contained Robert E. Strahorn, Mayor Crisler, County Judge Hanks and Councilman Struble and others. Mr. Strahorn rode in the pioneer vehicle, thru which he has accomplished much of his

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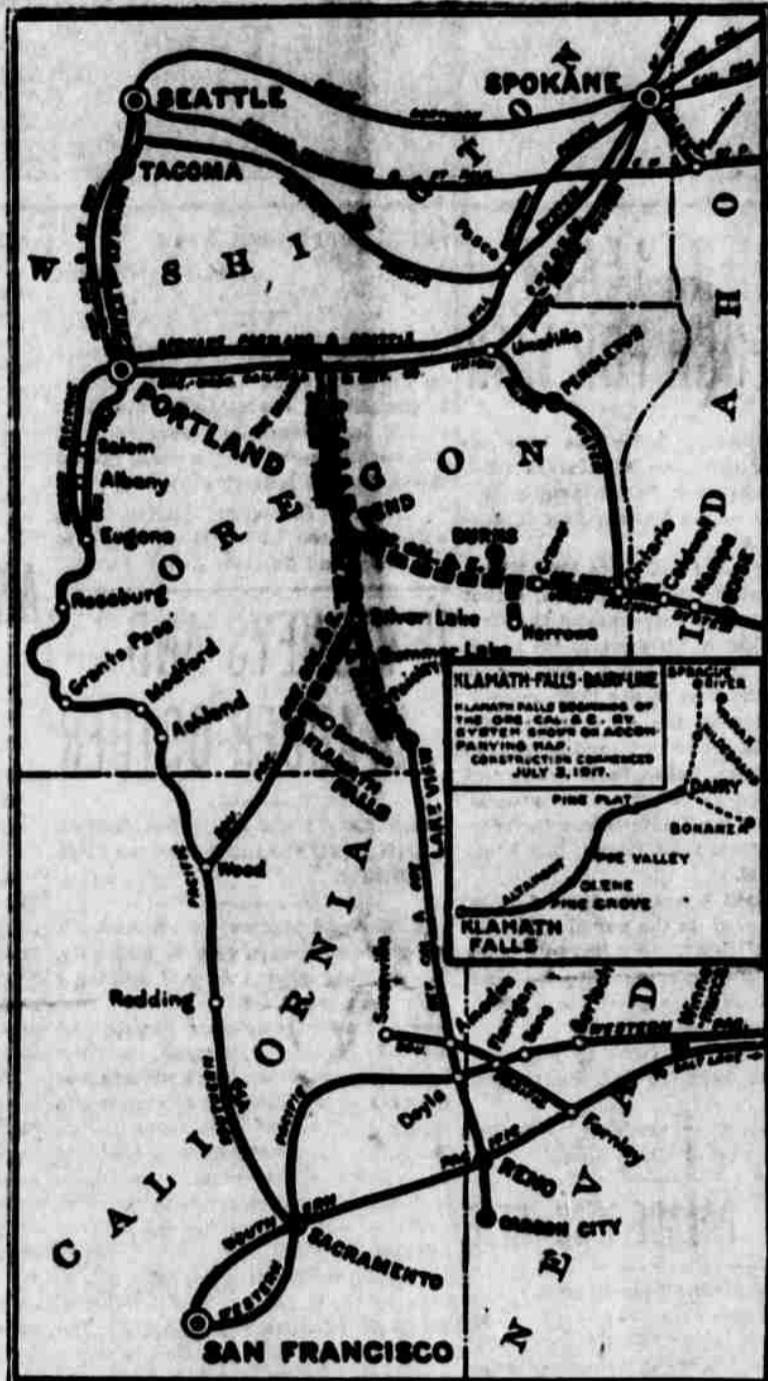


GEORGE PALMER PUTNAM

Who is representing the State of Oregon and Governor Withycombe at Klamath Falls' celebration of the beginning of work on the Klamath Falls-Dairy line of the Oregon-California and Eastern Railroad for which ground was broken today and who will take a prominent part in the ceremonies today and tonight at the banquet at the White Pelican Hotel.

park was opened by an address of welcome on behalf of the Mayor by city attorney Rolfe C. Groesbeck and followed by speeches by Vernon A. Forbes of Bend, Waldo D. Faine of Seattle, W. D. Cheney of Seattle, Robert E. Strahorn, C. H. Ashbury of the Klamath Indian Reservation, and Bishop Matthew S. Hughes of Portland.

### Map of Railroad Thru Central and Eastern Oregon Dedicated Today



Showing the significance and importance of the work being dedicated for which ground was broken today in connection with and in relative position to the trunk lines of the eastern roads and Pacific Coast. The inset at the right shows the right of way and line of track from this city to Dairy and proposed route to Sprague river.

### STRAHORN TELLS OF FUTURE OF KLAMATH AND OREGON

"We are today inaugurating what we fondly hope and believe will prove the most important railroad building attempted since the completion of our trans-continental lines," said Robert E. Strahorn, railroad builder, at the ground-breaking ceremonies this morning.

"We are modestly beginning to link together by a comparatively small and inexpensive system five railways whose far-seeing projectors thought it worth while to push them, at great cost, many weary miles up outer edges of this vast, potentially rich but undeveloped Empire," he said. Some of us now know that some day, if not in the immediate future, this valiant effort will prove a priceless boon to the brave pioneers now here, afford new hope and opportunity to the hosts to come and add to the volume and value of the world's greatest needs to an extent now undreamed of. That there is no region of similar extent in North America where our efforts and such an outlay will count for so much, and that the scope and effects of the project have far outrun merely local considerations and are now of national import and necessity, are ample excuse for all congratulations or new pledges of fealty we may indulge in today.

#### Labor May Be Here

"It is well that in these solemn hours of our world crisis we thus meet to review our activities and to consecrate all our hearts and all our strength to helpful duties for which we are best fitted. It has been truly said that even the commonest labor may be thus dignified to the point of true heroism. That it is a no less exalted privilege to fight and make history in the second or third battle line than in the first. That the man behind the plow or at the bench, or the brave little woman and boys and girls at home, may be serving our country just as well and patriotically as the other heroes do in the trenches. They also fight to help a fighter to fight by feeding, clothing, nursing or otherwise supporting him.

"The sublime part our country is called upon to take in remaking world affairs, therefore, lends new meaning and dignity to the event we are here to celebrate. Our big job just now is to increase our production. Agricultural preparedness is the cry everywhere. The winning of wars has always hinged more upon the food supply than upon anything else. Herbert Hoover says food will decide this one. The project so near to our hearts can be made to exert a greater influence upon the country's food supply than any other. In fact, it is within the possibilities that the one hundred million or more bushels of grain possible to produce in this last and greatest undeveloped land of America may be the final factor in the winning of the world war. Also, in view of the shadows in the Orient, that the possession of a second railroad line from the Columbia River to California points might yet prove a winning factor in combat on our own western shores.

#### Railroads Are Necessities

"James J. Hill said a land without people is a desert. E. H. Harriman called it a wilderness. But these master empire builders agreed that it required railroads to transform either desert or wilderness into populous, productive states. They backed their faith in the West by a prodigious provision of railway facilities, and their combined efforts led to a greater food production than can be credited to any other agency in the world today.

"While Mr. Hill had his attention diverted from this field temporarily, there is no question that if Mr. Harriman had lived, the problems we are now facing here would have been

solved ere this. They believed it the greatest if not the noblest work of man to thus open up the waste places, inspire new hope for the landless, and create happy homes and new opportunities for the multitudes who got into the habit of trustfully and gratefully following them. That they were richly rewarded, as we will be if we wisely persist, and with the ripe judgment of their closing years started to back their faith in central Oregon with their millions, proves the soundness of our present undertaking. But, great as was their faith in this vast, rich interior, and lavish as were their plans for its development, even these wonderful



ROBERT E. STRAHORN

men could not foresee the effects of the present world tragedy and the vital necessity from a producing and strategic standpoint of these connecting railroad links which they, advocated and which we now seek to supply.

#### Lack One Essential Food

"The war is gripping every human activity in ways none could foresee two months ago. We are making every provision in men, money, armament and munitions. But we still lack the one vital essential—food. So swiftly have these overshadowing events passed by that we are only now beginning to realize what it would mean could we add to the meagre supply of our underfed and sometimes starving allies this year the vast product of the millions of Oregon acres now lying idle along these proposed railroad lines. Or, what might happen if the only existing through north and south railroad line in all the country between Salt Lake and the Pacific Ocean should be blocked in times like these, to say nothing of the possibilities of such a calamity in case of invasion by foreign foes? What thus seemed a problem of direct interest to only Oregon, Nevada and California a few weeks ago has grown into one of national importance.

#### Provide Sinews of War

"How then can those of us unfitted for duty at the front serve our country better than to consecrate ourselves anew to this great constructive work and to production of the real sinews of war? To bend every effort and strain every nerve to supply these missing links necessary to make available for production practically every one of the ten million acres of arable land, and all the vast forests, stock ranges and mineral districts of central Oregon and Northern California and Nevada. Especially to push unceasingly for the connection of the Hill and Harriman lines at Bend with the Southern and Western Pacific lines at the most available point, thus furnishing a new factor of safety and convenience in a new through rail line east of the Cascades and Sierra from the

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### American Soldier Boys to March in Paris Tomorrow

PARIS, July 3—A battalion of American troops arrived in Paris today to parade on the Fourth of July.

Wild and enthusiastic crowds packed the streets as the Americans marched from the depot to the barracks headed by their own band playing "Dixie," "Yankee Doodle" and other American tunes.

French girls pinned American flags and bouquets on the soldiers, scattered flowers along their path while many kissed the soldiers to embarrassment of the latter.

Many children knelt as the flag went by while French soldiers grabbed the American's hands as they marched along side.

and financial life of Spokane will be in Klamath Falls either by auto or around through the Willamette Valley by rail for the celebration.

Among those expected are E. T. Coman, president of the Exchange National Bank, D. W. Twoby, president of the Old National Bank and a member of the firm of Twoby Bros. R. Lewis Rutter, president of the Spokane & Eastern Trust Co., Thomas Brewer, president of the Fidelity National Bank, and Waldo Faine, vice president of the Spokane Chamber of Commerce and vice-president and traffic manager of the Hill railroad properties in Eastern Washington, the number and prominence of the representatives from Spokane being not only a tribute to Mr. Strahorn but showing the interest taken in his home city in his enterprise.

Following the celebration in Klamath, the Strahorn party will tour California before the railroad builder returns to Klamath where he will spend most of the summer overseeing construction.

When asked concerning the Bend railroad situation Mr. Strahorn said that there had been no change since his recent letter to the Commercial Club withdrawing his offer to build from Bend this summer: "Later Mr. Strahorn said, "If the war situation becomes easier and Bend initiates a movement to have the work begun there, I have no doubt that we can reach an agreement."

### PROMINENT MEN EXPECTED HERE

PRESIDENT EXCHANGE NATIONAL BANK OF SPOKANE, D. W. TWOPY, OF TWOPY BROS., TO VISIT KLAMATH

According to Mr. Strahorn, a number of men prominent in the business