

"Linkville Trolley" Was Great Thing In Its Day; Battle For Control Had Whole Country Betting On Outcome

By EDITH RUTENIC McLEOD

Not long ago the Herald & News printed a picture of this early method of transportation, but actually it was not a trolley car at all, being a San Francisco cable car converted to be drawn by horses.

An air of mystery and excitement hung over the little town of Klamath Falls back in 1906. There were secret conferences, big bets laid, spies attempted to infiltrate the opposing camp, trickery was resorted to; in short everything melodramatic except passionate love and murder ushered in the horse-drawn trolley which traversed the muddy streets of the town during the trolley's precarious existence of four years.

Two rival factions arose in 1904-'05, each group determined to see that its end of the town received any benefits which would increase its property values and sales. Major Charles Worden and D. B. Campbell, representing the Klamath Development Company, were interested in the eastern part of town; William K. Brown represented their competitor, anxious to get improvements for the western section. Outside capital financed both companies, but their leaders were local men of prominence.

Which side hatched the idea of a trolley, or whether it was the brain child of the city dads, I do not know, but our city fathers were

eager for the improvement, perhaps to postpone the paving of Main Street which was notoriously muddy during wet weather and dusty during dry, with the condition aggravated by cattle drives on their way to market or new pastures, teams and freighters hauling the town's commodities from the boat landing or over the mountains, as well as the teams of the farmers from the surrounding country. The city fathers did an unusual thing. They granted franchises to both companies with the stipulation that rails laid on Main Street were to be used in common; but the company that got the rails laid first was to receive payment for such use from the other company.

Feelings tensed and excitement ran high. Each company swore by all that was holy that it was not going to be on the paying end of the proposition. Major Worden bet \$100 that the K. D. Company would get its rails laid first. Brown promptly called him and the money was put up.

From then on the utmost secrecy prevailed in the opposing camps as they set about obtaining their rails — there being none of course in Klamath Falls as that was before the time of our railroads — and in arranging for their hurried laying. Campbell instructed Kirkpatrick Brothers, who were grading streets for him in the Hot Springs part of town, to have several six-horse teams ready to start

at any time on a four or five day trip. Where to, was not revealed. And then one morning he ordered them to hitch up and start south, destination unknown until well on their way, to avoid chance leakage of information to his rivals. Their destination was Grass Lake Valley, in Northern California, for railway iron.

With equal secretiveness, Brown hired a freighter, J. M. McIntyre, to haul rails from Pokeyama to the Klamath Falls Land and Transportation Company, a subsidiary of the Klamath Land Company.

All this secrecy proved ineffec-

tive however for each side, through its spies, knew just exactly what the other was doing. Brown soon realized that unless he took some drastic action, and at once, his company was going to be on the paying end of the proposition, besides losing his \$500 bet.

He was equal to the occasion. He dispatched Bob Hunsaker, it is said, with a gallon jug of good whiskey, to meet the on-coming outfit from Grass Lake and see if there was anything he could do to impede their progress. Bob used his head and the jug to good effect. The tired, thirsty men of the outfit were soon convinced that this countryman who had "just happened along" knew the roads better than they and were easily persuaded that the worst road was the best.

They mired down hopelessly in the spring mud. In their frantic efforts to extricate the wagons one

of their finest lead stallions "pulled himself to pieces," dropped in his harness, and died a short time later from the strain.

Not waiting for his rails to arrive, or learn to success of his strategy north of Grass Lake, Brown hired every laborer he could get his hands on. At 12:00 Saturday night they started tearing up Main Street and laying ties. The opposing side literally frothed at their mouths but there was nothing they could do about it. It being Sunday a legal injunction could not be obtained to stop the work. Sometimes with two crews to the block, the men worked feverishly all that night, through Sunday and well into Monday.

McIntyre's team (Brown's man) with the necessary rails arrived first and the town was equally divided between jubilation and shorting chagrin. Brown won his \$500 bet and a banquet at which champagne and whiskey flowed freely celebrated the laying of the "Link-

ville Trolley's" rails. Those who attended the banquet are reticent about having their names mentioned.

The Linkville Trolley, as it was affectionately called, was a misnomer as the town changed its name from Linkville to Klamath Falls more than a decade before. It started service on July 4, 1907, and served the community for a short four years. The route covered was from where the Southern Pacific depot now stands, up the length of Main Street to Link River where it turned north up Conger Avenue and on out California Avenue to about where Conger School is now located.

Our family and others found it a convenient means of transportation to reach the steamer "Winema" when we went on moonlight or Sunday excursions or the annual school picnic. It was only a short walk (considered so before the time of cars) from the end of the trolley

line to the boat landing at Ship-pington.

Then in 1910 its service came to an abrupt end when municipal ownership advocates came into power. They passed an ordinance to repeal all ordinances granting railway franchises to private enterprises.

What is left to show for it? Eventually the old street car was hauled to Moore Park where it pathetically sat, exposed to the elements, awaiting the day when a projected \$400 of WPA money for its reconstruction and preservation as a relic should be approved. That

day never came. A section of iron rail unearthed several feet below the present level of Main Street in 1938, when the California-Oregon Power Company did some excavating, reposes nearby; and an occasional sandstone marker a foot and a half long and six inches square, with a cross chiseled on top, is seen during operations on California Avenue. Apparently that is all, except its memory in the minds of old-timers. (Much of the above data is from an article written by Dorris Palmer Payne a decade or so ago. E. M.)

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Fight For More Postal Pay Goes On In Congress Halls

WASHINGTON (AP) — One of the nation's biggest and hottest labor disputes is being fought right in the halls of Congress.

It involves pay raise demands of a half million postal workers and nearly a million other federal workers.

The postal pay issue—pitting Postmaster General Arthur Summerfield against a number of postal employee unions—is getting Congress' prime consideration.

This is different from most labor disputes, but no less intense. Federal workers can't strike against the government, so Congress will make the decision. Meanwhile, the lawmakers are being peppered with advice.

The basic scrap is this: Summerfield is proposing a complete pay reclassification that would give varying raises to 400,000 out of the 500,000 postal employees and would cost 80 million dollars.

COST OF RAISE
The unions want every worker to get an \$800 annual raise, which Summerfield contends would cost 350 million dollars.

Furthermore, Summerfield says the nearly one million other federal workers would expect to get like raises and the cost then would mount to \$1,100,000,000 a year—or \$2 for each of the 2 million families in the country.

Moreover, Summerfield contends postal workers' pay already compares favorably with that in private industry and has kept up with rising living costs. He says the real need is to cure pay inequities between jobs.

The labor organizations maintain their suggested \$800 annual raise is "a bare minimum" needed to bring postal pay in line with living costs. The last raise came in July 1951.

The unions also argue that workers now are handling a much greater volume of mail per man, that they are working harder, and thus deserve higher pay.

JOB RECLASSIFICATION
Summerfield is not proposing a general postal salary boost, but mainly a reclassification of jobs according to required skills.

The postmaster general says that if workers are paid more in line with the jobs they do, it would improve the postal service generally.

An example cited by the post office department: stenographers, file clerks, mail sorting clerks, and purchasing agents all are now classified as clerks and receive the same maximum pay—\$4,070 per year.

Under Summerfield's plan none would receive a pay cut, but stenographers would be hired in the future at a lower rate and the high skilled purchasing agent would have an opportunity to boost his pay well beyond the present limit for clerks.

MAIL CARRIERS RAISE
The department says Summer-

field's plan would give clerks and mail carriers—the most numerous among postal workers—an average \$100 annual raise. Nothing is proposed now for rural mail carriers and fourth class postmasters.

The labor groups complain some workers would get as little as another \$10 a year, while the big raises—some totaling several thousand dollars a year—would go to supervisors and city postmasters.

The unions say they don't oppose job reclassification, but that a general salary boost should come first. Summerfield says this would only compound present job inequities.

Summerfield's plan would provide generally higher starting salaries, wider differentials between skills, and quicker advancement from minimum to maximum job pay rates.

Rainbow Assembly To Sponsor Sale

TULELAKE — Members of the Rainbow Assembly will hold a cooked food sale at Earl's Market, Saturday, March 20, to raise funds to help finance the trip of a number of the members to the Grand Assembly at Santa Cruz, in early April. The girls and their chaperones will leave Tulelake April 10. Chaperones going down, will be Mr. and Mrs. V. G. Reinmiller, Mrs. Bert Johnson, Mrs. Rance Stover and Mrs. Peter Swanbenland.

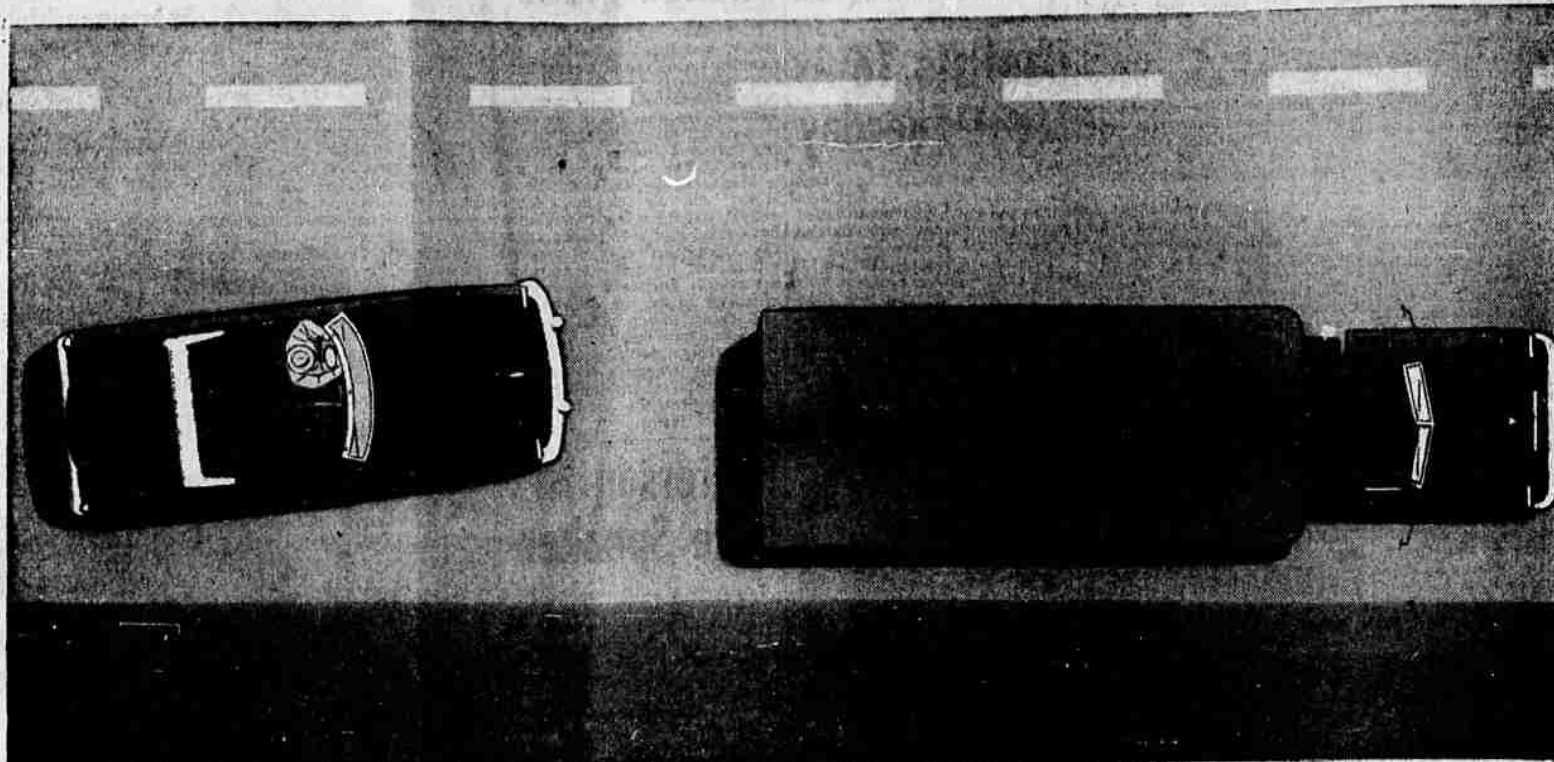
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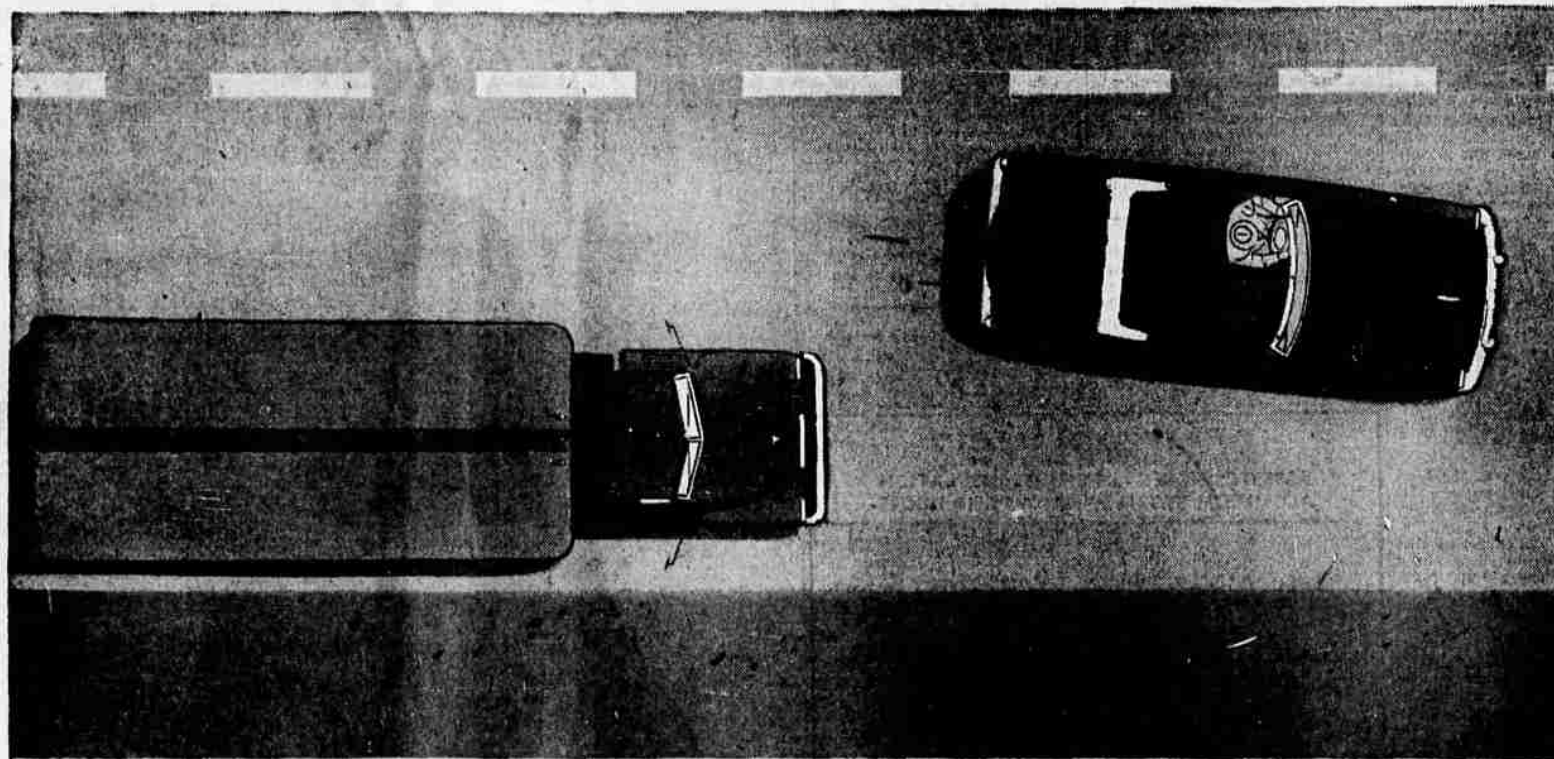
Union Station, Chicago—The G-I had been home on furlough and how were we to get next to him? Does not the Apostle Paul tell us how? He says to be all things to all men. So, talking of things near to the G-I's heart, we won his friendship. That opened the way for us to ask if he had settled the big question—the sin question. The man wanted us to stay and tell him more but train-time called us away and we left him with his promise to get a Bible and read it for himself. The Gospel—the Good News—settles the sin-question. Here is how—Believe on the Lord Jesus Christ as dying for your sins and setting you right with God and eternal life is yours. This space sponsored by a Portland family. ADV.



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