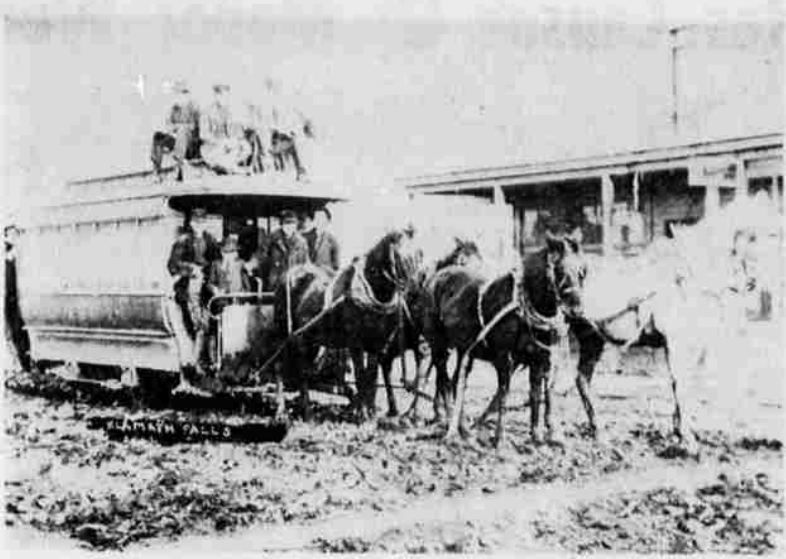
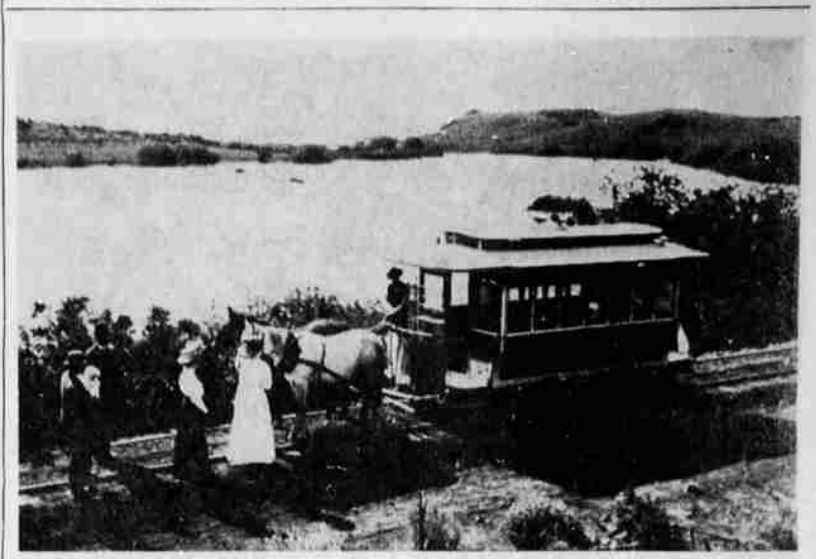




ALONG THE MUDDY STREETS — Occasionally during the muddy season, four horses instead of two would be used to pull the horsecar, as in this view. Also, youngsters delighted in climbing atop the horsecar and bedeviling Charley Adams, the driver. The streets were unpaved and, as the picture proves, muddy indeed.



TIED TO DEVELOPMENTS — This was the Buena Vista, named for the addition promoted by the Klamath Canal Company, and for which promotion the horsecar was originated. No one seems certain of this event, but it may be the event of April, 1907, which recounts a trip by J. M. Buell and about 20 guests on the trolley line, then for an excursion on the Buena Vista which had been launched only the day before on April 12, 1907.



TROLLEY IN OPERATION — The one-and-only horse-drawn trolley of Klamath Falls is shown near the end of the line on Link River near Upper Klamath Lake. From left to right, Judge George Grizzle holding his younger daughter, Thelma, Mrs. Grizzle, Mrs. Fry, a relative, and on the driver's seat, Charley Adams, driver.

Horse-Drawn Trolley Once Served In City

(Continued from Page 2-A)

by R. E. Hunsaker and has attracted a great deal of attention. O. A. Stearns took time by the forelock and boarded the car at his home and paid his fare for the privilege.

"It is the intention of Manager Buell to place the car at the disposal of the Fourth of July committee and the service will be inaugurated on the National Holiday."

Apparently the earlier streetcar was merely an improvised type of car, not the Sutter Streetcar which actually arrived in June of 1907.

Tickets for \$1.50 each were sold for the streetcar ride of the fourth. These were souvenir tickets. R. M. Richardson was the motorman and Dr. Martin collected the fares.

The Fourth of July proved to be one of the most sparkling parade affairs the city has ever seen. The future was rosy indeed for the budding community. The railroad was pushing near, the irrigation canal would soon be ready, land developments were being pushed ahead in Hot Springs and Buena Vista, with the KD Company also pushing new developments at Midland, Dorris and Mount Helron points.

Klamath Falls stood on the threshold of great growth. Forecasts were flowing freely of a community of 50,000 persons. This was big talk for a small town of only 2,000 persons, but everyone could feel the breath of growth blowing down the Klamath Basin.

The streetcar was inaugurated. Horse-powered, it was destined for an early demise by a combination of events. The KD Company, having lost the race of the rails, did not follow through with a trolley of its own. Instead, it pushed the paving of roads in the Hot Springs area, promoting its development vigorously and in 1911 scoring the crowning triumph with the construction of the White Pelican Hotel.

The little horse-drawn streetcar, meantime, found itself hard-

pressed for customers and bedeviled by the weather and the muddy streets.

It would run to the end of the line where the horses were unhitched, taken around to the other end and hitched up for the return trip.

The city frequently asked the company to modernize its horsecar and convert it into an electric trolley. Despite frequent promises of good intentions, the company failed to improve beyond the two-horse stage.

Finally in 1910 the city administration issued an ultimatum to the company to modernize or else with the result that the city cancelled the franchise and found itself in the trolley business.

It lasted only a short time, however, and the city junked the system. The trolley car eventually came to rest in Moore Park where it became a fixture for many years. In 1940 they were still waiting for money to fix it up. However, fire struck it, and about all that remains today is a few pieces of it, still at Moore Park.

In 1933, Copco unearthed a section of the old rail line while digging on Main Street. Along the old route the horsecar followed out California Avenue to Front Street, embedded beneath the surface one may still find sandstone markers about six inches square and a foot and a half long with a cross chiseled into the top.

Today, the horsecar is just a memory to some of the old-timers, and something that has only been mentioned in the town's history to late comers, but there was such a horsecar and its history was pretty synonymous with the advent of Klamath Falls into the age of population explosion. Today, some 63 years after the turn of the century, facts prove that they were pretty good prophets back in those days. The county that had only 7,000 people then has now grown past the 50,000 mark, and the town that was just 2,000 people now is about 30,000 to 35,000 if one includes the suburbs which were only vacant hillsides or open pasture land at the century turned.

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Government Canal Capped Irrigation History In County

While space in this issue does not permit us to fully explore the history behind the irrigation that enabled the Klamath Country to blossom out into a major agricultural center, it is important to briefly recognize the various irrigation attempts.

The first such attempt was made by a number of Linkville citizens who organized the Linkville Water Ditch Company back in 1878, 11 years after Linkville was begun.

A headgate was placed in the east bank of Link River near its entrance off Upper Klamath Lake and a small canal was dug through the then town of Linkville and the water was used to irrigate town lots. It was known as the Ankeny Canal.

In 1894, William Steele, a rancher, acquired rights in the company and extended the ditch out into the sagebrush for about 15 miles to permit cultivation and to prove up on government land.

Forty miner's inches of water was given the company and Steele took the rest.

After his death in 1905, the Klamath Falls Irrigation Company was formed which enlarged the canal to a capacity of 30 second feet.

The canal ran along the foothills in a southeasterly direction from Klamath Falls for about eight miles where it divided into two branches. The maximum acreage irrigated was probably

never greater than 4,000 acres. While this canal was being utilized, others sprang up in the area. The Van Brimmer brothers built a canal to supply water from the White Lake arm of Lower Klamath to about 4,000 acres in the vicinity of Merrill. This was in 1892.

In 1898, J. Frank Adams completed a small canal from Lost River to Adams Point, about six miles. This was known as the Little Klamath Water Ditch Company. It was later extended to about 22 miles in length.

The Moore Brothers, Charles and Rufus built a ditch in 1877 that took off near the Rapids on Link River, ran along the west bank for about 950 feet. This was used to transport logs and furnish power. In 1882 it was reconstructed to a length of 3,750 feet and water used for power for a flour mill and for irrigation.

On May 18, 1904, the Klamath Canal Company was organized and incorporated for \$1 million. This company acquired certain rights of way and water fillings along a line which had been explored for a government canal. Their rights were finally purchased from the federal government for \$150,000.

In 1904 officials of the Reclamation Service organized two years before laid down four stipulations the area must meet before a gov-

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