

Irrigation Changed Klamath Area Future

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a control dam at the lower end of Upper Klamath Lake to hold back sufficient water for 200,000 acres and also to develop power for pumping.

Made Suggestions
Whistler, also, apparently originated the idea of reclaiming Lower Klamath Lake by means of the Keno dam. He also suggested that by diverting Lost River through a connection to the Klamath River much of the lake could be reclaimed.

Another engineer, H. E. Green also made a survey of the area in late 1902. He visited Tule Lake, Merrill, David Ranch, Ruby, Picard, Otene, Topsey, Berwick, Bogus, Ager, Horsely and Steel Swamp.

In his report, Green indicated Clear Lake could be a possible storage area for 400,000 acre feet of water. He also made reference to area southwest of Tule Lake which could be irrigated by water diverted from Clear Lake. In addition, he suggested Horsely reservoir to store 100,000 acre feet.

These were preliminary reports, but they led to a further investigation being conducted by R. H. Humphreys and F. S. Chapman, under direction of J. B. Lippencott, supervising engineer of Los Angeles.

During 1904, topographic surveys were made of Horsely and Clear Lake, and of the Klamath River near Keno. Transit lines were run to determine possible location of canals and existing canals were surveyed to decide where they fitted into the overall project.

Another Complication
While the government was doing this preliminary ground-work another complication was brewing.

In early 1904, C. N. Hawkins and W. K. Brown began showing an interest in establishing an irrigation company which would take water from Upper Klamath Lake through a long tunnel and irrigate about 70,000 acres of land.

A dispatch from the newspaper "San Benito Advance" was reprinted in the Klamath Falls Herald on March 24, 1904. It said, "C. N. Hawkins, of the Grangers' Union, arrived Wednesday from Oregon after a week's absence. He is now at the head of a large irrigation project in the Klamath Valley. The proposition is to take water from the Klamath Lake, an immense body of water, lying at a high elevation and fed by the snow of the Cascades. By means of a tunnel three thousand feet in length and connecting ditches, the water is to be taken to the Klamath Valley, where it is estimated about 70,000 acres of land can be made subject to irrigation. This land is owned in small tracts and can be made extremely fertile. Associated with Mr. Hawkins are B. F. Gould, W. K. Brown and some San Francisco parties. Already contracts have been signed for the bonding of about a third of the irrigable land."

Practically no one knew of the preliminary work done by the federal government and were overjoyed at the prospect of an irrigation project that would irrigate five or six times as many acres as were then under water in the Basin.

Company Incorporated
On May 18, 1904, the Klamath Canal Company was incorporated with capital stock of \$1 million. On June 9, the company filed on 150,000 miners inches of Upper Klamath Lake water, the complete flow of Link River Creek and Lost River.

The Canal Company secured irrigation contracts for about 27,000 acres of land, and in the early part of 1904 began construction of the first 3 1/2 miles of canal and a planned 7,000 foot tunnel.

The question of the government stepping into the irrigation project reared its head in mid-1904.

On July 21, 1904, Hawkins, asked what effect the government scheme would have on his irrigation project, replied that he did not believe it was the intention of the government to interfere with private enterprise. He said, "Our company has entered into a contract with the people of the Klamath Basin on a straight business proposition, and we intend to live up to our contract. We are perfectly able and willing to build the canal, and the work on the tunnel is progressing rapidly. Of course, if we had come here simply with a scheme to tie up the farmers, we might be able to at a profit, but that is not the way we do business. Take the Klamath Basin, Alkali, Langell and Foe valleys, they are all connected and form one system. It has been our intention from the start to run a canal from

the Upper Klamath Lake and cover all the land possible from that source, and then establish a reservoir site somewhere in the Langell Valley and irrigate the remaining land from there. We do not believe that the government can afford to, or that the people are willing to pay the expense of having them put in a system to irrigate a small portion of this land, as it can be done cheaper and more satisfactorily under one system."

Company Goes Ahead
While support was growing for the government project, the Klamath Canal Company moved ahead with construction of the tunnel and the first few miles of canal.

Aug. 18 a newspaper account said, "The Klamath Canal Company has over 50 men now working on its tunnel. The working tunnel will be 4,000 feet long, of this 1,000 feet or over one third is completed. They are now digging about 200 feet per week but this will be increased now that their pumping equipment has arrived."

They have just received 25 scrapers and are awaiting the plows and other tools before commencing work on the ditch. This will commence about the first of the week."

Another news item of Aug. 25, 1904, said, "Frank Adams sent up about 20 teams the first of the week. These are now at work on the scrapers and plows in the construction of the irrigation canal."

An ad was published in the Sept. 1 issue of the Klamath Republican. It gives one an idea of the prices paid in those days for men and horses. It said, "Men and teams wanted to work on irrigation Canal. Work commences Aug. 1, 1904, and lasts until snow flies. Horses, 37 1/2 cents per day. Men \$1.50 per day. Board and horse feed furnished free. Write Klamath Canal Company."

Shafts Sunk
Four shafts were sunk by the Klamath Canal Company, the first at the juncture of Eleventh Street and Oregon Avenue. The line for the tunnel meandered to the right along the lines of current Oregon Avenue.

By Aug. 18, the company maintained that over 1,400 feet of the proposed 4,000 foot tunnel had been completed.

On Sept. 8, the Klamath Reporter said, "The company is now making a big showing on the canal. The work is being pushed rapidly. Between 15 and 20 horse scrapers are at work east of town. More are being put on the work as fast as they can secure horses. Mr. Hawkins states that they expect to have 50 scrapers at work by the first of October. That will be all it will be necessary to put on the work. The work is being built 60 feet wide at the top and will carry five feet of water. . . the work is attracting a great deal of attention, and nearly all that pass stop to watch the men and teams at work. Calling the attention of Mr. Hawkins to this fact, he said, "Yes, the people seem at last to be able to appreciate the fact that we are doing something. This is work that they can easily see and it makes a big showing. We have not the most expensive we have done is on the tunnel. We now have over one-half of the 4,000-foot working tunnel completed. If those parties who have insisted that we are only promoters would go down into one of our shafts, about 100 feet under ground and through solid rock, and then go through 500 or 600 feet of tunnel and see the miners and men at work, they would feel ashamed of the utter lack of sense in their remarks. Our work and our company will stand investigation."

Premises Completion
"Mr. Hawkins stated that they would be able to run water through the tunnel next year and have the canal completed far enough to irrigate about 2,000 acres more than is covered by the present ditch. The entire canal will be completed by 1906. When asked for an expression on the government project, he said, 'I do not believe that the government will ever do anything here. The people are going to accept the water that is delivered to them first, and that will be by our company.'"

There were a number of accidents during the tunnel construction and on Oct. 12, J. W. Whitaker was killed in shaft No. 3 of the tunnels. Whitaker and an Albert Sherman were climbing the ladder in the shaft when Sherman fell, striking Whitaker and carrying him to the bottom of the tunnel.

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