

## RAILROAD TALK OF INTEREST HERE

### Hill and Harriman are Preparing for Supremacy Fight

#### CENTRAL OREGON BONE OF CONTENTION

#### The Proposed Invasion Will Be Sure to Give the Klamath Project Ample Railroad Facilities With- in the Next Few Years

The following from the San Francisco Chronicle will be of interest. But the Chronicle is groping in the dark. The statement published exclusively in last week's Republican is the real program—a program that will be only changed to overcome topographical difficulties. Instead of two great railroads contending for the business of Central Oregon, there will be engaged in this great struggle a third factor, equal, if not greater, than the two referred to by the Chronicle. This third factor is none other than the Western Pacific, now being built into San Francisco by Gould.

Building railroads on paper is a far easier and quicker task than building them on solid ground. It takes time, and from three to five years will elapse before the network indicated in last week's Republican will be completed. The Chronicle article follows:

The San Francisco Chronicle of Saturday says that the recent announcement that the Weel railroad was to be extended by the Southern Pacific and the Weel-Natron branch made a main line for traffic between Portland and San Francisco, was to conceal the real meaning of its purchase by the Harriman people. The Chronicle says: A railroad war of the keenest interest to Californians, and having as the prize the control of the heart of Oregon, is now being waged by two huge interests. The Hill people and the Harriman interests are battling for the control of the rich lands of Oregon and the vast stretches of country to be opened up by the irrigation projects in the Klamath country.

The war is none the less deadly because of the quietness with which it is being conducted. No plans are heralded, but both sides are going into the matter with the grim determination to win. The first intimation of the struggle that came from the citadels of the two forces was the announcement made by the Southern Pacific Company that it had purchased the California Northeastern. In order to veil the significance of the purchase the officials intimated that in time this road would be used as one of the main lines for the traffic to the north, and that the Shasta route would pass over the proposed line of the California-Northeastern.

This announcement was to conceal the real meaning of the purchase. It is the plan of the Southern Pacific to build the California-Northeastern to Klamath Falls, which was the route of the proposed road. But the Southern Pacific will not stop at that point. If the route of the California-Northeastern from Weel, on the main line of the Southern Pacific, is produced it will be found to run in a northeasterly direction and meet the Oregon Short Line of the Southern Pacific at Huntington. This road will completely open up the heart of Oregon.

This move on the part of the Southern Pacific has completely outwitted the Hill outfit. The plan of Hill was to build a road called the San Francisco, Idaho and Montana, which is to start at Butte, Mont., and run in a southwesterly direction through Salmon City, Boise (Idaho) and on down to San Francisco. This line would open up a new stretch of territory and would afford a decided cut-off for travel from the northwest, now reaching San Francisco by way of Portland.

The plans of the Southern Pacific will not be changed so far as the Natron branch is concerned. It is possible, though not probable, that a line may run from Klamath Falls to Huntington. This is being considered, but not seriously, for the reason that the Oregon Eastern to Ontario, which connects with the Natron-Klamath Falls line at or near the Fort, will answer the purpose of the Huntington line.

Appropos to the proposed Lakeview connection, it can be stated positively that it will be built. Mr. Swarthout, to whom reference was made last week, and who represents large moneyed inter-

ests, is in and around Lakeview now, and has been for a week. He is doing things over there to, and in the near future the effects of his work will be manifest. Klamath Falls is on the map, and it is going to stay there, and there are other towns in the Klamath Basin, too, that are going to make their presence felt.

#### SECOND UNIT COMMENCED

#### Government Begins Work This Week On Another Canal Section

With hardly a word of forewarning work on the Second Unit of the great government canal was begun Monday. Ever since the date set for the opening of bids for this section of the irrigation system, that is to reclaim this vast expanse of arid lands, Project Engineer Murphy and his assistant, Mr. Humphrey, have been laboring assiduously to start this great undertaking, which is to be carried on under their supervision and by the government itself, instead of by contract.

So quietly has the preparations been made, that many feared the construction of this unit would be delayed. But it will not, and the fact that the work has begun at a much earlier period than would have been possible if it had been let by contract speaks volumes for the effectiveness and thoroughness of the machinery of the Klamath Project part of the Reclamation Service. That tireless, effective and systematic energy is everywhere in evidence, and it will be this same thoroughness that will hasten to a completion this great work.

Embraced in this second unit are 19 miles of main canal and 27 miles of laterals. The main canal begins at a point in section 9, township 39, south, range 10 east, near the Short ranch, and will run via Olene to a point two miles north of Merrill. It will cross Last river by means of an inverted concrete siphon 300 feet in length and six feet in diameter.

The Poe valley canals are classed as laterals, and are embraced in the 27 miles to be constructed.

All of this work is to be done by the government under the "Force account" work. The reason for this is the failure to receive bids therefor. The first impression when no bids were received was that the work would be delayed. This was erroneous. On the contrary the indications are that it will be hastened. Another point in favor of the government construction is the saving of many thousands of dollars to the land owner, which would otherwise go as profits to contractors.

The dimensions of the canal are as follows: Width at bottom, 16 feet; depth of water, 6 feet, surface of water, 34 feet; 201 cubic feet per second. The work will entail the excavation of 570,000 cubic yards of material, the placing of 1550 cubic yards of concrete and 35,000 feet of lumber, which is approximately the same as on the first unit, now under contract to Mason, Davis Co.

#### A NEW DEPARTMENT

#### Music Will be Taught in the High School.

Music Department: A music department has been added to the school. Miss Evelyn Applegate, director of piano department, is a graduate of the University of Pacific Conservatory of Music and a private pupil of Hugo Mansfeldt. The local people know her ability and preparation for this work.

The vocal department is in the hands of Mrs. Juliet Zumwalt, a pupil of Pasmore, now of the Scharwenka Conservatory, Berlin. Mrs. Zumwalt has spent this summer in further study. We are confident that in no school of the grade of ours can a better musical opportunity be found.

The work in the academic and commercial departments is full.

The tuition in music is as follows: Piano, including theory and history of music, one lesson a week, \$5.00 per month; vocal, one lesson a week, \$5.00 per month; chorus, \$1.00 per month.

Odessa was connected with the telephone lines of this district last Friday.

#### E. I. APPLIGATE IS HONORED

#### Klamath Countian Elected to Important Office.

When the Republican predicted that the Klamath delegation would make its influence felt at Boise, it made no little boast. It did make its influence felt, and in addition to being no small factor in the election of Governor Chamberlain as president of the great organization, succeeded in placing one of its members, Elmer I. Applegate, as secretary and treasurer of the National Water User's association. This is a new organization, and its creation is due to Mr. Applegate. He has left for some time that a coalition of the various associations would be conducive to much good; that the interchange of ideas and a unification and systematization of the methods of doing business and keeping the records would result in the evolving of a concise and simple form for accounts. He placed his ideas before the officers of the various associations, and at the Boise meeting the new organization was formed. Mr. Applegate was made temporary president, but in view of the fact that he has already acquired a reputation as the best posted official on matters that come under the Water User's association, he was made the secretary and treasurer of the new organization, instead of its first president, for it was recognized that it would be the secretary who would make the object thereof effective. Mr. Applegate's many friends will be glad to learn of his receiving this well-deserved honor.

#### J. H. COLLAHAN DEAD

#### Succumbs to Injuries He Received Recently.

J. H. Collahan, who resided near Bonanza, died at his home at 1 o'clock Tuesday afternoon. Death was due to the injuries he received a few weeks ago, when he had his hip broken by a fractions horse. At first it was supposed that it would not result seriously; but time and medical attention brought no relief, and he suffered untold agonies for a week prior to his death.

Mr. Collahan was about 35 years of age and has resided in this county most of his life. He had extensive interests near Bonanza, and has always been noted for his progressiveness and public spirit. He is survived by his wife and two children, two brothers and several sisters.

On account of not learning about Mr. Collahan's death in time to publish all of the details, they will appear in next week's Republican.

#### SUNDAY SERVICE AGAIN

#### General Manager Abbott Springs a Pleasant Surprise

General Manager Abbott sprung a pleasant surprise on this city last Sunday, when he re-established, without any blowing of trumpets or previous announcement, the Sunday train service between Pokeyama and Thrall. The first intimation of this move was when the stage rolled up to the postoffice and dropped off the mail sacks. Soon the word spread that the "mail was in," and while the usual rush was not present, a large number availed themselves of the opportunity to get their mail many hours ahead of time.

Mr. Abbott has established himself in a warm spot in the hearts of the people of this city by his prompt and favorable response to their wishes to have him rescind the order discontinuing the service.

#### VISITORS DEPART

G. X. Wendling and wife, G. Bittinger Los Angeles, E. S. Moulton, wife and children, Riverside, A. R. Greene, wife and daughter, Riverside, Mrs. C. M. Cross, San Francisco, R. M. Weed, Los Angeles, Mrs. Hugo D. Keil, San Francisco and Mrs. C. E. Evans, Weel, left for their respective homes Tuesday morning, after ten days of sight seeing, fishing and hunting in this country. They were accompanied to Grass Lake by their host, A. H. Naftzger. All of the party were enthusiastic in their praise of the wonderful beauties of Klamath county scenery and fishing, and next summer will see them here again, accompanied by a large number of their friends. Three members of the party were successful in bringing down a deer, Mr. Moulton being the man behind the gun.

## COMPROMISE REACHED ON STREET RAILWAY

#### THE COMPANY RE-ORGANIZED

#### The Klamath Canal Company Is Succeeded By Another.

Last Friday the Klamath Canal company, which has for the past few years played such an important part in the affairs of the city and county, passed out of existence, having been succeeded by the Klamath Falls Land and Transportation company, which concern has taken over all of the holdings of the original company and the street railway franchises granted to C. N. Hawkins by this city. The following directors and officers were elected:

Directors: E. R. Reames, J. G. Pierce, B. St. George Bishop, C. D. Willson, Summers, C. N. Hawkins and W. K. Brown. Officers: President, E. R. Reames; vice-president, B. St. George Bishop; secretary, J. G. Pierce; treasurer, Alex. Martin, Jr.; assistant secretary and managing agent, J. L. Buell; Counsel, Jas. F. Farragher.

Under the control of this new corporation will be all the land, franchises and other interests of the Klamath Canal company and Messrs. Hawkins and Brown. The street railway system from this city to the upper lake is being constructed, and within a very short time will have cars running thereon. Owing to the difficulties to be met with in procuring electric power, the cars will be run by horses until such time as the new company can install its power plant and string wires.

When Mr. Hawkins was seen regarding the status of the present tie-up in the street railway situation he asked to be excused from making a statement. He refused to affirm or deny the authenticity of the rumor that a movement was on foot to compromise the matter. "I'm not talking at this time. Later a statement will be issued bearing on the question that will be of interest to the people of this community."

#### COUNTY COURT

#### Moore Brothers Ask Permission to Open Up Link River.

At the present term of the county court C. S. & R. S. Moore asked that they be served with notice to begin work on the construction of a canal from the upper lake to Lake Ewauna, contract for which they have held for the past seventeen years and a half.

When this contract was first given, April 10, 1889, it authorized the Moore Brothers to improve Link river by the construction of a canal of sufficient dimensions for the floating of logs and lumber. It was vigorously opposed at that time by property owners along Link river for fear that their rights would not be conserved. This protest was sufficient to interfere with the commencement of work at that time, and the question has remained in that condition until now, when it is again revived by the renewal of the request that the court direct commencement of the work.

When asked for a reason as to why this request has been so long delayed, Mr. Moore stated that up until this time there has been no urgent necessity for it, but since the erection of his new mill it is absolutely necessary for them to make the improvement in order to procure an ample supply of logs for its successful operation. He further stated that it was immaterial to his firm whether the improvement was made by the county or by themselves. If the county did the work, his firm would gladly pay the toll provided for in the original contract. This toll was 50 cents per 1000 feet for floating the logs and lumber through the proposed canal, and was to be paid to Moore Bros. by those who availed themselves of the use of the canal. He urged the necessity of doing the work during low water, but the court decided to postpone consideration of the matter until the next term of court.

Whether the court decides to make the order or not, the construction of this canal, if made sufficiently deep to admit of its use for transportation purposes, would mean much to this city and county. It would open up to navigation all the country tributary to the upper lake, and within the next few years would amply repay the cost of construction by the trade it would bring to this city.

Another important question in connection with this canal is the possibility of its being an important factor in making this city an available point for a large saw mill. The Weyerhaeuser company will undoubtedly construct a

### President Naftzger and Secretary Pierce Reach Agreement

#### JOINT USE OF MAIN STREET IS THE BASIS

large saw mill in this section within the next few years, and if it could be shown that the logs from their extensive holdings north of here could be rafted from the upper lake into Lake Ewauna, it would be a potent influence in favor of their locating their plant in this city. It is a question that opens up a great field for speculation as to the beneficial results that would accrue from a canal of this kind.

#### 2,000 MEN TO BUILD RAILROAD

#### Southern Pacific to Rush Work on the California-Northeastern

The Portland Journal of last Sunday says: Two thousand laborers will be brought by the Southern Pacific company's contractors, from work just completed in the southwest, to rush construction of the California & Northeastern railroad from Weel through to Klamath Falls.

It is authoritatively denied that the subscribers to the Klamath Falls bonus of \$100,000 will repudiate the subscriptions, and affirmed that the money will be paid if the road is completed to the Falls by March 1 next, in accordance with the terms of the subscription.

Klamath basin people say it is not material that any particular people or corporation shall construct the line, but that any company that builds it under the subscription contract is entitled to and will receive the money. They say they would just as willingly pay it to the Southern Pacific company as to any other company.

Returning from the Boise irrigation congress Friday evening were J. Frank Adams and Mrs. Adams, Judge George T. Baldwin, H. L. Holgate, John Shook and Mrs. Shook and Frank I. White of Klamath Falls. Mr. White said yesterday:

"I have heard no talk in the Klamath county to justify the reports circulated to the effect that the subscribers to the railroad bonus would refuse to pay their subscriptions because of the road having passed into possession of the Southern Pacific. The people welcomed the news that the Southern Pacific company had taken hold of the project. Indications confirm our expectation that Klamath Falls will be on the main line of the Southern Pacific railroad between Portland and San Francisco. Should the company complete the road from Weel to Klamath Falls by the first of next March, as provided in the subscription contract, I believe the bonus will be paid."

That the contractors in charge of the construction work have received orders to rush it is apparent from the statement made by a contractor to the effect that 2,000 men were to be brought from the southwest at once. He said they had determined not to depend on the Pacific northwest labor market, which is barren of available men. Ten times as many men as can be secured are already needed in Oregon to carry on development projects now under way.

J. F. Adams, a member of the Boise-convention delegation from Klamath county, has the contract for construction of the road across the Lower Klamath lake swamp. The line is already built from Weel to Boyes' ranch and is in operation to a point beyond Grass lake. About 45 miles remains to be built.

The route adopted runs in an almost straight line from Boyes to Klamath Falls. It runs directly through the Lower Klamath lake swamp. Within 30 days construction gangs will be at work all along the line. Grading work has been commenced at the Klamath Falls end, where the Adams dredger is being used to move earth.

It is said the Southern Pacific is making the Klamath Falls extension the best piece of railroad ever built on first construction work in Oregon. Ninety-pound steel is being laid. No trestles are being put into the line, but solid fills some of them 60 feet high, are being made. Permanent culverts are being put in and the first-class standard in every respect.

A. H. Naftzger, who was president of the California & Northeastern under its former ownership, has been appointed general manager and is now on the ground in charge of construction and operation.

#### Klamath Falls Land and Transportation Company Take Over Present Tracks--Will Build Be- tween Conger Ave. and 7th Street.

At 2:30 this afternoon an agreement was reached between the Klamath Development Company, A. H. Naftzger representing and the Klamath Falls Land and Transportation Company, J. G. Pierce, representing, whereby the street railroad controversy has been adjusted. The statement issued by Mr. Pierce is as follows:

"Acting as Secretary of the Klamath Falls Land and Transportation company with Mr. Naftzger, president of the Klamath Development company, the following agreement was reached and ratified by the directors of our company at 2:30 this afternoon:

That the Klamath Falls Land and Transportation company takes over that portion of the street railway between Payne Alley and 7th street, heretofore constructed by the Klamath Development Company, paying the expense incurred in its construction. That the Klamath Falls Land and Transportation company will construct, and operate jointly with the Klamath Development Company, a double track line from Conger Avenue to 7th street. From these points the respective companies will build and operate the line as already planned independently."

This is welcome news and means the joining of hands of these great corporations on one common purpose: the up-building of a greater Klamath Falls.

#### NEW FREIGHT SERVICE

#### Another Company Enters the Field Between Here and Pokeyama

The Klamath Falls and Pokeyama Transfer Company is the name of a new concern that this week enters the field for the transportation of freight between Pokeyama and Klamath Falls. The officers are: W. L. McCormick, manager and contracting agent, Klamath Falls; C. P. Newton, agent at Pokeyama; B. E. Joy, agent at Thrall.

This company is the creature of necessity, due to the continued congestion of freight at Pokeyama. The Klamath Lake railroad has been promptly delivering freight at Pokeyama, but the service between that point and this city has been insufficient to meet the growing traffic. While the new company has no connection whatever with the railroad company and no discrimination will be made in its favor, its entrance into the field has been encouraged in order to increase the transportation facilities, and relieve the warehouses at Pokeyama of the immense quantities of freight that constantly accumulates there.

Mr. McCormick will have his office in this city, and will make contracts for the transportation of freight in any quantity, whether for special or regular delivery at rates as low as the lowest.

#### HIGH SCHOOL OPENS

#### With an Enrollment Double That of Last Year.

The fourth year of the Klamath High School began last Monday, and marked a decided increase in the number of pupils over one year ago, and of its original beginning when Prof. Swan mounted the rostrum to instruct a lonely quartette of young people. This year the attendance is 58, and it is expected that this number will be greatly increased in the next few months.

The faculty is composed of Prof. J. G. Swan, principal; Prof. W. E. Faught, assistant, and professor of the commercial department and Miss Alice Applegate.

The commercial department seems to be popular, and is undoubtedly a wise departure. Quite a number of students have already entered, and as it becomes systematized and thoroughly organized, it will have a large percent of the attendance of the institution.