

### ENTIRE CITY WELCOMES ARRIVAL OF FIRST TRAIN

#### Business Is Suspended and Schools Are Closed.

More than one hundred Klamath Falls people were passengers on the steamer Klamath last Thursday for Ady, where they met the first train coming into this city. The steamer left the wharf shortly after 9 o'clock. A large crowd had gathered at the water front to see her start on her last trip to connect with the railroad. For several months the steamer Klamath has been doing excellent service for Klamath Falls, and it is with a feeling of regret that the residents of the city watched the boat start on her final journey of commercial importance.

Shortly before noon the boat arrived at Ady. Many of the excursionists had brought lunch baskets and enjoyed their dinners sitting in the shade of box cars on piles of ties. The novelty of the experience appealed to everyone and enthusiasm flowed galore. No sooner did the train get in sight when the experimental farm, which was the center of attraction, was deserted and all rushed to the station to join the crowd in a demonstration. On the train there were a number of regular passengers, besides some twenty excursionists from Dorris. En route to this city the band accompanying Peterson Bros.' theatrical troupe rendered a number of selections, adding much to the excitement that was prevalent.

#### All Business Suspended.

In this city all business was suspended. Merchants, clerks and laborers deserted their places of business and their work to join in greeting the first train. School was closed for the afternoon and hundreds of school children mingled their shouts with the music rendered by the Klamath Falls Military Band and also by the Peterson Bros. Band. It is conservatively estimated that 1200 men, women and children gathered at the depot site to herald the arrival of the long-awaited iron horse. The crowd remained at the station until after the train took its departure. Many of the residents of the city took passage on the first train so as to have the distinction of leaving on the first train.

#### Old Timers On Excursion.

It was noticeable that among the excursionists who went to Ady there were many of the pioneers of the Klamath country. While there was a general sprinkling of new blood among the enthusiasts, still the old prevailed. Several of the Indian women who make this city their home also took occasion to win the distinction of being among the passengers who rode into the city on the first train. Those of the excursionists who have resided in the Klamath country for twenty years or more were Mr. and Mrs. A. L. Leavitt, J. M. Fountain, Miss Laurinda Sauber, Mrs. Amanda Hamaker, Mamie Boyd, Mr. and Mrs. J. G. Schallock, Mr. and Mrs. Fred Melhase, Mr. and Mrs. C. R. DeLap, Mr. and Mrs. Wm. A. Wright, Mr. and Mrs. W. F. Arant, Mrs. R. A. Oliver, Miss Maud Baldwin, R. S. Moore, J. A. Uerlings, Mr. and Mrs. J. V. Houston, Merle Houston, Ky Taylor, C. I. Roberts and Alex Martin, Sr.

See O. Short's auction ad on page 6.

#### FIRST ACCIDENT.

E. J. Comstock, nephew of the superintendent of construction on the Western Union, was run down by a work train Sunday about five miles south of the city and sustained a broken knee joint. He was sent to the hospital at San Francisco. Mr. Comstock, who was employed on the building of the telegraph line, was running a hand car on the track when the work train came up behind him and he did not see it until the train was almost upon him. He jumped into the ditch and the car was smashed into small pieces. It is stated that had he been a minute later he would have been crushed to death. It is believed that the injury to his knee will lay him up for several months.

J. O. Hamaker of Bonanza left Sunday for Portland, where he will be a witness in the Barkley case.

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### LAYING OUT SEWER SYSTEM.

Chas. E. Moore of Santa Clara, who has been retained by the city as consulting engineer to assist Engineer Zumwalt in laying out plans for a complete sewer system for the city, has been busy at work ever since his arrival here a few days ago. Mr. Moore's recommendations in regard to the disposal of the sewerage will be the same as that recommended by Mr. Zumwalt. He is of the opinion that a septic tank is the only proper method of disposing of the sewage, and believes that if it should be considered necessary, other purifying methods can also be used in connection with the tank.

It is practically decided that the main sewer will run along Main street and probably down second street to connect with the septic tank, which will be located below Klamath avenue. This would cover everything north of Main street, including the hill and the east end of town. Mr. Moore is of the opinion that the flat from Klamath avenue south will have to be included in a separate district. This system has not been fully worked out yet, but it is purposed to arrange it so as to cover that whole system. The growth of the town in that direction will be anticipated in the plans.

Mr. Moore states that while a sewer system for this city contains many of the difficulties common to all cities, yet on the whole it is excellently located from a sanitary standpoint in regards to drainage. This is particularly true of the property along and north of Main street. The recommendations of Mr. Moore will be for a system to cover a larger town than Klamath Falls is at present, as far as the future growth can be anticipated.

### CHANGES IN W. U. ASSOCIATION.

From present indications there will be quite a change in the officials of the Klamath Water Users Association after the annual meeting in June. Some of the directors feel that they have served long enough and are more than willing that others should do their share of the administrative work which consumes a great deal of valuable time. The present board has been very faithful in the discharge of the business and many times the members have had to neglect their own business in order to do their duty to the association.

A new attorney will have to be elected by the directors, chosen at the June election, as Attorney R. S. Smith tendered his resignation at the last regular meeting. On solicitation of the board he consented to serve until the annual meeting. Mr. Smith states that his private practice will not permit him giving the attention to the office that it requires. For the past two months Mr. Smith has been kept busy investigating land titles and passing on abstracts so that the land owners could make application for water. He will endeavor to have everything in good working order for his successor and the new board of directors.

As Secretary Chastain will retire at the end of the present term, another office will have to be filled by the new board. No candidates have been mentioned for this position yet, but it is probable that there will be a number of applicants, as the position is a very important one. On account of these two important offices to be filled and a new set of directors elected, it is predicted that the annual meeting in June will be largely attended.

See O. Short's auction ad on page 6.

Chris. Willmer, who is putting in a Swiss cheese factory at Henley, has been making some cheese which will be ready for use in about five or six weeks. His full equipment of machinery is expected to arrive Saturday, and he will begin to turn out the product for the market. There is a sale for all he can make in San Francisco, and he is well satisfied with the experiments he has made and is confident of the success of the business.

Frank Adams has begun the construction of a 100 foot barge on the upper lake, which will be used this summer in hauling wood.

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### WILL BE A BIG CELEBRATION.

Preparations are rapidly going forward for the Railroad Day Celebration. Baldwin & Baldwin, the plumbers, have just completed a coffee pot that will hold 85 gallons. Word has been received from the M. J. B. coffee house in San Francisco that 250 pounds of coffee has been sent to the directors of the Chamber of Commerce for the occasion, this being the donation of the wholesale house to make the occasion a success.

Merrill parties have stated that likely the Chamber of Commerce of that town will furnish two beeves to be used for the barbecue. Reports from all of the cities of the Coast are that many people will come on the excursions, while from all parts of Lake county word is sent that people are coming to join Klamath in its jollification.

Citizens of Klamath will attend from every section of the county. All of the little towns will contribute toward making the occasion a success, while the plans of Bonanza and Merrill are quite elaborate. It is yet early to venture an opinion, but the indications at this time are that the celebration will exceed by far anything that has ever transpired in Southern Oregon.

There is more enthusiasm now than there was a few weeks ago. The railroad is lending its assistance in promoting the celebration, giving assurance that there will be no lack of entertainment for all visitors.

Plans are now being formulated for excursions on the Upper Lake. Among them is a trip to the Spring Creek and Williamson River fishing resort. Definite rates for these trips have not been announced, but it is the intention to have the prices at the minimum so that all may see the beauties of the natural playground in the northern end of the county.

### DITCH BANK BREAKS.

The bank of the south branch canal of the Government irrigation ditch was washed out about 2 a. m. last Tuesday and the adjoining land was overflowed to a considerable extent before the discovery was made and the water could be turned off. The headgates will probably be closed until Saturday, as it will take three or four days to repair the break.

Project Engineer Patch states that the break was due to a gopher hole in the wall near the wooden gates this side of the flume. A hole was washed through at the west end of the gates and due to high head of water, which has reached the maximum for this year, the flood undermined the lower wing of the headgates and washed a portion of the bank away. There are several temporary gates at this point constructed of wood, and to make the repair it will be necessary to do some cement work.

### 100,000 POUNDS OF WOOL TO REPRESENT LAKE CO.

Judge Noland returned last Sunday from Lakeview, where he has been holding the May term of the Circuit Court. Judge Noland states that there will probably be a large delegation from Lake County to attend the Railroad Day celebration in this city on June 14th. Certain of the business men of Lakeview promise to have a shipment of 100,000 pounds of wool to enter in the parade in this city on the day of the celebration.

Judge Noland says that work on the road is progressing very satisfactorily, and that the only delay has been near the Lakeview end, caused by wet places in the road. However, he believes it will be in good shape in time for freighting by the first of the month.

### NEW SKATING RINK.

Work was commenced last Thursday on the construction of a skating rink for Fred Mang on Sixth street, between Main and Pine. J. L. Cunningham has the contract for the building, and O. A. Harris is putting in the foundation.

The building will cover a space of 60 by 94 feet and the floor will be of maple. The building, when completed, will cost about \$2500, and will be of first class construction. It will be used for a roller skating rink.

### FINE SCHOOL EXHIBIT.

The last consignment of school work for exhibit at the Alaska-Yukon Exposition at Seattle is now ready for shipment and will be sent out probably on Thursday. Most of the botanical work of the County High School has already been sent to Seattle. The schools which will have exhibits at the fair are the Klamath County High School, Klamath Falls, and Bonanza public schools. This work was on exhibition Wednesday at the Court House and an invitation was extended to all to inspect it.

The exhibits are selected from the regular work of the schools and shows the development by grades from the first elemental line and color work of the first grade to the botanical and composition work of the High School. The exhibits are mounted on 20x22 cards and fitted into hinged frames set in handsome cabinets.

It is interesting to see how cleverly the children combine the elements of design and how intelligently they handle the simple forms from which they work, and particularly refreshing to see the freedom from the technical copy-book sort of drawing that was formerly taught in public schools.

The themes from which they work are Nature study, analysis of color and composition having for a basis local history. Many fine illustrations are used as subjects of sketches which cover the soil, climate, scenery, swamp lands, Crater Lake, the valleys of the county, etc. The achievements of the higher grades in the collection of flowers and plants are far above the average, and a large botanical display is a leading feature of the exhibit. The work will be placed in the educational department of the Oregon building and will be in charge of Mr. Robinson of Portland.

### S. P. RAILROAD DOCK.

Plans have already been made by the Southern Pacific Company for immense wharves on the upper lake water front, which will be connected by one or more tracks with the main line. The railroad company recently purchased from Abner Weed a tract of land about half a mile north of the Long Lake mill, which will give them three-quarters of a mile of water front, and orders have been issued for the construction of the grade and track.

The building of the grade is now being done by Erickson & Peterson, and they have already half a mile of the work done. Two large steam shovels have been working on the big cut north of the cut for several months and it will probably take three months more to complete the cut. Some of this dirt is being used in the fill at the depot yards in this city, but a large portion is now being hauled north on the grade with teams and dirt wagons. The contractors have moved practically all of their teams which have been working on the Dorris end of the line to the work near the upper lake.

There will be no cessation in the work until the track is completed on the upper lake, and it is quite probable that before the summer is over connection will be made with the boats on the lake.

### PERMIT REQUIRED TO SHOOT OR FISH

Every sportsman who fishes or hunts in Oregon will be under the strictures of the new fish and game code commencing today. The new game law is now in effect and will be binding on all those who wish to shoot or to use the hook and line.

Preparations are completed for the collection by the county clerk of the hunters' and fishermen's licenses provided for by the new law.

The new train schedule which was to go into effect on May 29th has been held up temporarily. Division Superintendent Dyer, who was here a few days ago, stated that the time would not be changed until Mr. Young had considered the matter and the opposition by a number of the people of the city. Mr. Dyer stated that he would notify Agent Thompson as soon as the matter was settled. Mr. Thompson states that he has not heard from Mr. Dyer yet, but that he expects to do so at any time.

### BONANZA IS COMING.

BONANZA, May 21.—Eastern Klamath County will take part in the Railroad Day Celebration. The Ladies Magazine Club of Bonanza and the Bonanza Valley Commercial Club will provide a float, the Bonanza band will assist in the music and probably there will be troupes of riders from the several valleys in the parade. The Bonanza base ball team will play Klamath Falls, probably on the 15th.

Although this section has never been troubled with disease epidemics of any kind, a majority of our people are stricken with a fever common to American communities—the base ball fever. Bonanza this year has a good amateur team and, while not expecting the county championship, our nine will help make matters interesting. A very good game was played last Sunday with the Sicane team from the Yainax Reservation, the home boys winning by a small majority. The ball grounds are on the Bowne Island adjoining town and have been put in fine condition with commodious bleachers, etc. Near the diamond are streams of pure water arising from springs on the island.

Mr. Phillips has a crew of men improving the road from Bly to Bonanza, through the Agency, and is doing good work. Probably the best piece of road work ever done in the county is a stretch near the Harpold dam, west of Bonanza, built under the supervision of F. J. Bowne. Perfect drainage is provided and the improvement is permanent. Visitors have paid high compliment to this work, and in the long run it is surely economical road building. Men in from Lakeview report that Lake county is doing excellent work on its end of the Klamath Falls-Lakeview road.

Mr. Sherman of Dairy, in his criticism of the County Court for improving the county road to Bly via Bonanza, is not at all convincing. His loyalty to Dairy is admirable, but he seemingly fails utterly to comprehend the reasons that actuated the County Court in selecting this route for the present improvement. While such selection will benefit Bonanza, that fact had no influence in the court's decision. The freight business from Lake county was the factor that induced the court to expend most of the available road funds in improving the road from Klamath Falls to the Lakeview line, but the chief purpose was to expend the most money for roads that would benefit the most people of the County. If the road was built through Dairy and on to Bly, only the people of Yonna valley would be benefited. By coming through Bonanza, Langell Valley, Bonanza Valley, Poe Valley and a portion of Yonna Valley, besides sections east of Bonanza have use of the improvements. Another important factor that was overlooked by Mr. Sherman is the building of the Clear Lake dam and the necessity of a good road for the freight to the dam site. The building of good roads for county use does not appear to induce valid complaints. If the present improvements of which Mr. Sherman complains had for its only object the freight business of Lake county, there would be some ground for an argument; as it is, his plea is purely a selfish one.

### OFFERS FAT STEERS.

The Chamber of Commerce reports that a communication has been received from a prominent stock man of Fort Klamath, asking whether the entertainment committee for Railroad Day could use two nice, fat, juicy, young steers for the barbecue. Well, could they! Mr. Dolbeer, chairman of that committee, says that are open for all such donations. He wishes to spread the news to the sixteen corners of the county, even unto Bly, Merrill, Bonanza, Dairy, Poe Valley and the Klamath Reservation, that steers are what he needs. He is prepared to barbecue them in the good, old approved style, and says send on your meat so that they can feed the multitude.

If there is any place where they grow nice tender steers it is in the famous Wood river country. They make some claims in the Bly country, and Merrill, also, has a reputation in that line. Mr. Dolbeer says he wants some of each to show those Californians and Portlanders where the best beef in the world is grown. Send us the best you have.

### THAT DITCH BREAK.

Parties coming in from the Bloomington place, where the break occurred in the Government ditch, state that there was a large section of the land flooded and that there was fully four feet of water in the road. The ditch bank was washed out for a distance of nearly 100 feet.

The break is said to have occurred at the diversion of the south branch from the main canal and when the gates were closed at that point the raise in water caused such a weight that the banks were washed out. The head gates at the entrance of the canal on the upper lake have been closed, but it is said that at 9 o'clock this morning there was still a quantity of water flowing out of the break. It will take four or five days to repair the walls of the canal, and during that time irrigation will be held up, as the land owners will be unable to secure water.

Some of the farmers are of the opinion that this accident demonstrates the necessity of having headgates put in along the canal at different points, so that in case of a break the water can be shut off at once above the hole without causing much damage to the land, and also only that portion of the land below the break would be deprived of water during the repairs. This, however, is a matter which the engineers understand better than the average farmer, and it is probable that it would not be feasible.

The damage caused by gopher holes in the walls, it is said, will be a serious obstacle which the reclamation officials will have to contend with every year. There will have to be some means to exterminate the animals or else to prevent damage to the walls.

See O. Short's auction ad on page 6.

### ELECTRIC LINE NEEDED.

Judge Noland is much pleased with his trip to Lakeview and speaks in high terms of the possibilities of the county. He believes that the resources of Lake county, from an agricultural standpoint, are similar to those of Klamath county except that this county has the advantage of greater development. Big irrigation ditches are planned and the reservoirs are being constructed which will furnish water for a large section of rich valley land, which is bound to be very valuable in the near future.

People from the east are looking for homes in the west and the work done by the Oregon Valley Land Co. will bring thousands of settlers to Lake county within the next few years. This will mean an immense trade to be supplied, and Mr. Noland states that he is surprised that some of the Portland capitalists have not taken advantage of the wonderful opportunity before and constructed electric lines into the territory.

"If I were a younger man," said Judge Noland, "I certainly would make the attempt to secure capital to build an electric line from this city to Bonanza and on to Lakeview. I know it is a paying proposition, and the man who takes hold of it will make money. If Portland expects this trade, her business men could not do a wiser thing than to support an electric road, as it will bring all the trade this way. If the trade goes the other way it will go to California. Alturas and Reno are making quite a fight for the trade, but they are handicapped with their narrow gauge road, and unless this is rebuilt I believe the trade is certain to come by way of Klamath Falls."

See O. Short's auction ad on page 6.

### WILL OBSERVE MEMORIAL DAY.

The banks of the city, by mutual consent, will observe Memorial Day on Saturday, May 29th, and hence will be closed for business on that date.

FIRST NATIONAL BANK  
KLAMATH COUNTY BANK  
AMERICAN BANK & TRUST CO.  
FIRST TRUST & SAVINGS BANK

Mr. Thompson, the Southern Pacific agent, has received notice that the new train schedule will go into effect on Saturday, May 29th. The train will leave Klamath Falls at 7:30 in the morning and arrive here at 5:30 in the evening.

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