

## LAKE IS TO BE DRAINED

RECLAMATION SERVICE WILL  
DRAIN 94,000 ACRES

## TULE LAKE TO BE EMPTIED

Outlet of Lake Near Merrill to Be  
Widened—Vast Fertile Fields  
Will Be the Result

The following article which appeared in the Oregonian is of local interest, telling quite fully of the proposed work on the enlarging of the outlet of Tule lake.

Work by the reclamation service to deepen the outlet from Tule lake into the Modoc lava beds is to be prosecuted at once. Tule lake, which covers an area of over 94,000 acres, occupies the lowest point in the Klamath basin, its elevation being 4,056 feet, 28 feet lower than Lower Klamath lake, which is only a mile and a half distant at the nearest point.

The fact that Tule lake occupies the lowest point in the basin, its drainage presented to the reclamation engineers, when the Klamath project was mapped out years ago, but one solution—the elimination of Lost river, its only tributary. This would open the way for evaporation of the waters of the lake, and was to be accomplished by the use of Lost river to irrigate the several valleys along its course and the conveyance of the residue of its waters, through a drainage canal to the Klamath river.

Clear lake, the source of Lost river, lies five miles east of Tule lake, and at an elevation of 470 feet greater than Tule lake. The river runs a distance of 60 miles on an irregular arc from Clear lake to Tule lake, almost its entire course through alluvial and fertile lands. The Clear lake dam, the object of which is to impound the Lost river waters and make of Clear lake a storage reservoir which will cover an area of approximately 25,000 acres, is nearing completion and probably will be entirely finished in a few days.

The dam will harness the old historic stream for purposes of irrigation and eliminate it entirely as a feeder to Tule lake, when the plan shall be completely worked out. Within the last two years a narrow channel was discovered through which a small stream was flowing into a crevice of the immense lava field at the south end of Tule lake, the historic lava beds where the renegade Modocs under Captain Jack so long resisted the efforts of the troops to dislodge them in 1872-73.

This newly discovered outlet has been considerably deepened and widened as an experiment, both by private capital and under the supervision of the government reclamation engineers, till a considerable stream flows from the lake into the subterranean channels of the lava field, and has done so for more than a year, giving promise of there being a hidden passage under the volcanic range south of the lava beds proper, possibly to the sources of Fall river, a northern tributary of the Sacramento.

This idea is so promising that the United States reclamation engineers have taken the matter in hand and a force is being established there now to do practical work in enlarging the outlet. If this scheme of drainage proves successful the drainage of the 94,000 acres of alluvial lands in the Tule lake basin may be more speedily and much less expensively accomplished than it could be by the original plan of depending on evaporation to take up the waters of the lake after eliminating Lost river. At any rate it may assist greatly in accom-

plishing the purpose, if only supplemental to the original plan.

The operations will be watched with great interest throughout the country and the departure of a six-horse team, conveying a fine government launch, weighing 4,000 pounds, and designed for use in transporting supplies for the government camp at the outlet in the lava beds, was observed by many who are hopeful of good results from this enterprise. So Uncle Sam again invades the historic lava beds, not now with an armed force to invest the strongholds of a most determined and relentless enemy, but to promote a promising peaceful invasion in the hope of eventually bringing to the very portals of the old-time stronghold cultivated fields and happy homes.

## WORK TO START ON OREGON TRUNK LINE BELOW MADRAS

The following dispatch from Madras to the Portland Journal is interesting in that it shows that the work on the Oregon Trunk is not being held up, but is being pushed to as early a completion as possible.

Construction started on the Oregon Trunk line Saturday morning at the mouth of Willow creek. W. H. Porter, who has the contract for the work from Madras down Willow creek to Trout creek, is in Madras, and is superintending the work. Division Engineer Hickman, whose work reaches from Trout creek to Redmond, is also here and is devoting his time to hurrying construction work on the Hill road.

Engineer McVicker, who is located at Madras, yesterday received orders to divide his crew and rush cross-section work on the line down Willow creek so that the line may be in readiness for construction gangs. Bridge carpenters arrived in Madras last night and are to be put at work at once building warehouses and other buildings for use of the Oregon Trunk at this place. After this work is completed they will be employed in constructing trestles in this vicinity.

The Oregon Trunk line has opened its commissary department at this place, and supplies are already arriving for the use of construction crews. Officials of the Oregon Trunk are hopeful of rushing construction in this vicinity to the greatest possible limit, and to that end say they expect to have 2,000 men employed between Trout creek and Madras within sixty days.

## HILLIS—McCALL

Miss Ruby Hillis and John McCall were married Sunday morning at the residence of Rev. G. T. Platt, the officiating clergyman. The wedding was a great surprise to the many friends of this popular couple, but it nevertheless carries with it the good wishes and congratulations of their hosts of acquaintances in this city. Mrs. McCall has been a resident of this city for about two years, and has ever been one of the popular members of the younger set. Mr. McCall can be classed as an old-timer, though he returned to this city less than two years ago. He is one of the efficient employes of the Portland Store, and is possessed of business ability of a high order.

Mr. and Mrs. McCall left immediately after the ceremony for Brookside, where they will spend their honeymoon.

J. W. Smith is in the city from his ranch near Miller's Hill. Mr. Smith is some seventy-odd years old, and yet he raised wheat on 80 acres of his land, and says that next year he is going to work all of the 180 acres.

W. H. Helleman, in charge of the operation and maintenance of the Klamath project, left for Cheyenne, Wyo., where he was called in connection with the reclamation work. He will return in about two weeks.

## BUSINESS MEN WANT LOWER IN- SURANCE RATES

15 Hydrants Were Placed 150 feet  
Apart in the Fire Limits Rate  
Reduction Would Be Half

The presence in the city of W. A. Newman of the Underwriters' Equitable Rating bureau has aroused the interest of the business men in the matter of securing lower rates for fire insurance. It is a well-known fact that the rates prevailing here are in nearly every instance exorbitant. Based as they are on the experience of the fire insurance companies and regulated according to the nature of structures and the protection offered by the water supply, little hope—in fact, no hope—need be entertained that a reduction will be secured until there is a better class of buildings erected on the ground now occupied by frame structures, or the city has a more extensive system of fire hydrants. Relief through the first cause is remote, as it is not likely that many of the frame buildings will be replaced for years.

As to the matter of securing more hydrants, there is a chance that this can be brought about. Mr. Newman was seen today, and an effort was made to have him state how great the reduction would be in case more hydrants were installed. In replying he said:

"That is something I will not furnish figures on. They must come from Mr. Kelly in Portland, and they can be secured if the Chamber of Commerce of this city will wire, asking for them. Then they will be official and will be put into force when the number of hydrants in the fire limits is increased. I will, however, state that if there is a hydrant placed at each corner and one in the middle of each corner and one in the middle of 150 feet apart, the reduction in rates would be a substantial one. I am at work now re-rating the city. There will be a slight reduction in the prevailing rate, but it will be very small. If any assurance could be given that the number of hydrants would be increased the work I am now doing would not have to be done again. Provided the change was made at once or in the near future. The re-rating of a city must necessarily be done at certain times, and if the rating I am now making should go into effect before the hydrant question was settled it must of necessity remain in force until such time as a new one is made. How soon that would be cannot be stated, that depending on the work in hand at the time the application for a new rating was made."

When H. V. Gates was here a short time ago he submitted to the council a proposition relative to the placing on Klamath avenue of a six-inch main and increasing the number of hydrants throughout the city. This proposition provided for hydrants one block apart in the business section of the city, and if put into effect would be the cause of a great reduction in rates. If the number of hydrants are further increased by the placing of one in the middle of each block within the fire limits it would still lower the insurance rate. The ordinance was hung up on account of the refusal of Mr. Gates to consent to have incorporated in this ordinance a provision that it repealed ordinances 45 and 46.

So important is this matter to the business interests of the city that every effort ought to be put forth to bring about an amicable adjustment of the differences between the council and the water company, in order that the hydrants needed to reduce the fire insurance rate may be installed in time to have the present re-rating cover the new conditions. It is, of course, realized that the council is desirous of permanently settling the differences between the city and

the water company, and had this in mind when the question of the repeal of ordinances 45 and 46 came up, but it would seem that none of the rights of the city would be sacrificed by the passage of an ordinance with the repealing clause out, leaving that to be settled by future legislation.

The money paid out by the business men of the city has for years been a heavy drain on their resources, aside from the fact that their risks have been lightly insured, due to the fact that they could not pay the cost incident to the carrying of a reasonable amount of insurance on their stock. The growth of the city and the consequent increase of liability to fire makes it imperative that something be done to so far reduce the rates charged as to enable them to place larger policies, and this can only be done by a re-arrangement of the hydrants so as to meet the requirements of the insurance companies.

## HIGH SCHOOL AT BONANZA HAS NARROW ESCAPE

Heroic Work Required to Save the  
Structure From Destruction—  
Damage About \$500

BONANZA, Nov. 15.—(Special)—At 12:30 today two school boys discovered smoke issuing from the school room occupied by the intermediate grade and presided over by Mrs. Lambert. They notified Miss Gface Lytle, one of the teachers, who, with the aid of the boys used all of the water to be found in the building in a vain effort to subdue the flames, which were found to be burning around the heat register. When she discovered that the fire was beyond her control she rang the bell, but no attention was paid to the alarm and she then sent the boys to town for help.

As soon as it was learned that the school was on fire the entire town turned out. The chemical engine was hauled from its quarters, where it has remained unused for over a year. On the way to the fire considerable time was lost through the inability of those having hold of the rope to pull the machine, and a team was finally secured and pressed into service. The heroic work of Miss Lytle resulted in keeping the fire confined to the vicinity of Mrs. Lambert's room, and when the engine arrived the flames were extinguished without difficulty. In addition to the chemical engine men, women and children and one team carried water from the river, a quarter of a mile distant, and this aided materially in quickly extinguishing the fire.

Investigation showed that the cause of the fire was due to a defective flue leading from the furnace to the register in the intermediate grade room. It was found that practically no connection had been made between the two, rendering it dangerous at all times. The attention of the school board had been called some time ago to the defective condition of the heating equipment, and they have reason to feel thankful that a great holocaust has not been the result of their negligence in this matter. It will doubtless be a warning that will result in having the defects permanently remedied and remove what has always been a menace to the lives of the pupils attending this institution.

The damage to the structure will amount to perhaps \$500, which is fully covered by insurance, the building being insured for \$10,000.

## ENGINEER PATCH HAS RECEIVED NO SUCH INFORMATION

State That Figures Given in Saturday's Herald are Double Any Received at Local Office.

Last Monday when the local reclamation officials were asked for information concerning the figures printed in Saturday's issue of the

Herald as those given out as the tentative allotments for the coming year, they replied that they were greatly exaggerated so far as they had received any information from Washington.

Mr. W. W. Patch, the project engineer, said in part:

"So far as I have been informed from headquarters the allotment for the coming year will not exceed half the amount as stated in the Herald, and two-thirds of the allotment is entirely dependent upon the stand taken by the stockholders of the Water Users' association—whether they carry out the complete requirements of the government or not."

The figures were quoted from the San Francisco Chronicle, and it seems remarkable that so competent an engineer as Mr. Patch should be left in the dark while the information is given to the correspondents of the press, who quoted the figures on the authority of some member of the senate committee on irrigation.

## JOHN S. HILL HERE LOOKING FOR SUITABLE SITE

Probably Commence Work at Once—  
Will Handle and Ship All Pro-  
duce of This Section.

John S. Hill, senior partner of the Holcomb Realty company, is in the city looking for a possible site on which the former owners of the Oakland Meat Packing company, who recently sold out to Swift & Co., may erect a \$50,000 cold storage and meat-packing plant. It is their intention to handle all the produce of this section, and ship from here to Portland, Oakland, San Francisco and the East. Butter, eggs and cheese would be handled in addition to beef and pork.

Such a scheme as this has often been spoken of before, though this is the first time any real steps have been taken toward carrying out the plans laid down. This company is perfectly capable of opening up a new country. They were doing such an extensive business from their Oakland house that it was necessary for Swift & Co. to come to their terms when they wished to buy them out.

There is no question but what by the time the main line is completed from here to Natron this city will become the main shipping point on the Southern Pacific between Portland and Sacramento.

It is the intention of those who have the construction of this new plant in charge to commence work as soon as possible, though this will probably not be before spring.

## WALTER STRAW

Walter Straw died at the residence of his mother on Sunday morning, death being due to paralysis and a combination of diseases. The deceased returned to this city some time ago, and ever since his arrival here his health failed. For several months prior to his death he was confined to his bed, and for weeks his death has been momentarily expected.

The funeral services were held from the family residence on the West Side Tuesday afternoon at 2 o'clock, and were conducted by Rev. G. T. Pratt. The remains were interred in the city cemetery.

J. C. Dodson and family have returned from Portland, where they have been making their home for the past three months, and will leave for Surprise valley, where they formerly lived. It had been Mr. Dodson's intention to take up his residence permanently at the metropolis, but the health of his children was so poor there that he was forced to return here.

Miss Hazel Livermore returned Monday evening from an extended trip through California, where she has been visiting friends and relatives in San Francisco and Redding.

## EXHIBIT FOR OMAHA FAIR

C. T. OLIVER AND CHAMBER OF  
COMMERCE BUSY

## PRODUCTS WANTED FOR CAR

All Exhibits Must Be in by Monday,  
as Car Will Leave Wednesday  
Morning for the East

C. T. Oliver, to whom this county is indebted for the beautiful exhibit it made at the Billings (Mont.) Dry Farming exposition last month, is busy preparing another exhibit to be sent to the Corn Show at Omaha and then on to Chicago. The Southern Pacific railroad will furnish a sixty-foot baggage car and transport the exhibit to the fair free of charge. All exhibits sent in to Mr. Oliver from the Merrill country will be carried free of charge by J. L. Yaden on his stage. The local Chamber of Commerce, who with Mr. Oliver's aid is getting the exhibit together and ready for shipment in the car, desires that all exhibits be sent in before Monday, or at the very latest by Tuesday morning, as the car which Agent F. M. Thompson has ordered here on Sunday will be taken out Wednesday morning.

C. T. Oliver has taken the various sheaves of grain, potatoes, squash and other products of this county which were on display in the exhibit booth on the courthouse grounds, and is looking them over and arranging those which are to be sent to Omaha. The products sent will be most probably left at St. Paul or some other of the big railroad centers of the Middle West as a permanent display to show what this country with proper care and work is capable of raising.

No other plan so worthy of the hearty co-operation of the farmers, ranchers and other residents of this county could possibly be thought of. This is the best and most successful way that we can tell the people of the outside world what we are doing here. Every one who has any kind of an exhibit which will advertise the various industries and products of this country should send them in as soon as possible to Mr. Oliver, in order that they may be gotten in shape for the coming shipment to the fairs to be held through the Middle West this fall.

WORK IN DESCHUTES IS  
PROGRESSING RAPIDLY

John D. Porter of Spokane, Wash., of the contracting firm of Porter Bros., having charge of the work on the Oregon Trunk line down the Deschutes canyon, arrived in Portland the other day to remain a few days on business.

"Work in the Deschutes is progressing rapidly," said Mr. Porter, "and as yet we have not struck obstacles usually encountered in railroad building. About 2,500 men are being kept at work. Climatic conditions have been favorable, though considerable rain has fallen. Reports that scarcity of labor is delaying the work are absolutely false."

The new equipment for the post-office has arrived and will be installed immediately. The room will be completely remodeled and arranged in the most convenient and modern manner the whole room being devoted to the office.

It isn't absolutely necessary that you should be a physical culture fender or a fresh air enthusiast, in order that you may appreciate beautiful residences and well-kept lawns and flower beds. It isn't really necessary, you know.