

Klamath Takes All Three Games From the All-Stars

Klamath Falls celebrated the glorious Fourth yesterday by winning the third victory in the three-game series with Duke and Hughson's Sacramento All-Stars. The two last games were more exciting than the first day's play, especially Monday's game, in which batting clothes were worn by both teams, and the fusillades were so distributed as to keep the crowd in a tense state of excitement.

Of course, we've all heard about that game in '79—or was it '78—when the Ringling Brothers and the Yellow Sox played so long that it was necessary to put phosphorus on the ball so it could be seen, and would have been playing yet if the fielders hadn't run themselves to death, mistaking fireworks for the ball. But Monday's game was exciting enough for the average fan—especially in this high altitude, where one's heart is said to be a wee bit weaker. The final 12 to 10.

With Nelson in the box for the locals at the start and Kunz chucking for the visitors, Monday's game looked bad at the end of the first inning. Nelson allowed the first two men to hit, and one run resulted.

Kunz disposed of the locals with ease in the latter part of the first when Sacramento came back in the second and made four runs. Things began to look dubious. One run, however, was gleaned on two hits off Kunz in our half of the inning, and the battle was on. Nelson lasted five innings, Peterson replacing him. Peterson struck trouble in the eighth, and Bigbee went in cold and sore from pitching the day before. Bigbee allowed two runs, but meanwhile the visitors had used as many pitchers as the home club.

Doyle replaced Kunz in the sixth, with the bases loaded. He lasted till the eighth, when Johnston came in from center to wind up the fracas.

Both sides indulged in heavy hitting, there being ten doubles and a homer. Rooney of the Sacramento club hit three doubles, one off each of Klamath's pitchers. He caught a beautiful game, as did our Jimmy Clarke. Jimmy was also there with the bat, crashing out a homer over the canal bank with two on bases.

Allen broke his jinx, as he hit three times in six tries, one of his two doubles lacking but a few inches of clearing the left field fence for what was the longest hit ever made on the local grounds.

Monday's box score:

SACRAMENTO ALL-STARS									
	AB	R	H	PO	A	E			
Johnston, cf.	4	3	2	3	0	0			
Rooney, c	4	2	4	8	4	1			
McGee, 3b	5	0	2	1	0	0			
Hausner, 1b	5	0	0	7	1	0			
Nixon, lf	5	0	0	1	0	0			
Foy, ss	4	1	2	1	4	0			
DeLoos, 2b	3	0	0	3	0	0			
Wright, rf	2	0	1	0	0	0			
Kunz, p. rf	4	3	2	0	2	0			
Doyle, p	1	1	1	0	0	0			
Hughson	1	0	0	0	0	0			
Totals	30	10	14	24	11	1			

KLAMATH FALLS						
	AB	R	H	PO	A	E
Johnston, cf	5	1	3	1	0	0
Bowden, 3b	5	0	1	1	3	1
Allen, 1b	6	2	3	8	1	0
Bogart, ss	5	1	2	1	1	1
Nelson, p, 1b	3	1	0	4	3	0
Bigbee, lf, p	4	3	3	9	2	0
Greenwood, 2b	5	2	2	3	3	0
Clarke, c	2	2	2	7	0	1
Palmer, rf	2	0	1	2	0	0
Peterson, p, lf	1	0	1	0	0	0
Totals	36	12	15	27	13	3

Two best hits—Rooney 3, J. Johnston 2, McGee, Allen 2, Greenwood 2, Bogart.

Home run—Clarke.

Sacrifice hits—J. Johnston 2, Rooney 1, McGee 1, Bigbee 1.

First on base—Kunz 3, Doyle 4, Johnston 1, Nelson 1.

Struck out—Kunz 3, Doyle 2, Johnston 2, Nelson 3, Peterson 1, Bigbee 1.

Wild pitch—Doyle 1.

Hits—Off Nelson 7, off Peterson 4, off Bigbee 3, off Kunz 10, off Doyle 5, off Johnston 0.

Hit by pitcher—By Nelson, Foy and Rooney; by Peterson, DeLoos; by Doyle, Johnston.

Umpires—Ambrose and Crawford.

Time—3 hours 10 minutes.

The natal day game was a repetition of Monday's game in that the pitchers were unable to cope with the heavy hitting. Peterson was our choice, and Danny Wright beaved for Duke. Each had a good strike-out ball, and neither was wild, but each club would get a man or so on bases and someone would hit in the pinch. Greenwood hit four times in the pinches, scoring seven runs, during the series.

Sacramento started things in the first inning again, and with seven runs against them, the locals in the second inning made five, as a result of two walks, doubles by Allen and Clarke and singles by Peterson, Johnson and Bowden.

The score was 8 to 7 in favor of Sacramento in the eighth inning, when Bigbee cracked out a two-sacker, Greenwood was passed on base by Wright, and Clarke reached first when a fielder threw home in time to catch Bigbee at the plate, but in the collision between Bigbee and Rooney, who was standing on the line, Rooney was knocked out for several minutes. Peterson was hit by Wright, and with the bases crowded, Tucker Johnson swung three times and made the second out.

Wright also hit Bowden, forcing Greenwood in, and Clarke and Peterson had ample time to score, while Foy was juggling Allen's grassburner.

Sacramento scored one more in the eighth inning, the final score being 10 to 9.

The series was the most successful ever held in Klamath Falls, and the fans had close games. The aggregation representing Sacramento is the cleanest bunch of visitors ever playing here, and the relations between the two clubs at all times were of the friendliest.

A little comment has been made regarding the regrettable accident at the plate when Bigbee was coming home and ran over Rooney. Rooney was in the line, down from the plate, and on his knees. There was a bat in front of him, and for any man to have slid under such circumstances would perhaps have resulted in a great deal of harm to both. Bigbee is the fastest man on either of the two clubs, at his speed to have slid would have out Rooney very badly with his spikes. It was one of the things that could not have been avoided in any way, and no one regrets the occurrence more than does Bigbee himself.

With another catcher on the club, Rooney gamely insisted upon returning to the game, and caught his game to the finish.

The Sacramento boys are boosters for our club, and it is hoped that they pay another visit soon. The autographs, etc., given them by the fans, shows that their sportmanship is admired here.

SACRAMENTO ALL-STARS									
AB					R H PO A E				
DeLoos, 2b	3	2	0	3	4	2	0	0	0
Rooney, c	5	2	1	7	4	0	0	0	0
McGee, 3b	5	1	3	3	3	1	0	0	0
Kunz, cf	5	1	1	0	0	0	0	0	0
Hausner, 1b	3	1	1	8	1	0	0	0	0
Nixon, lf	5	1	1	1	0	0	0	0	0
Foy, ss	5	0	2	2	3	0	0	0	0
Hughson, rf	4	0	0	1	0	1	0	0	0
Wright, p	4	1	1	0	1	0	0	0	0
Totals	39	9	10	24	14	2	0	0	0

KLAMATH FALLS						
	AB	R	H	PO	A	E
Johnson, cf	5	1	3	3	0	1
Lowden, 3b	4	0	1	2	3	0
Allen, lf	4	0	1	0	0	1
Bogart, ss	4	1	1	3	2	1
Nelson, 1b	3	2	1	8	0	0
Bigbee, rf	3	1	1	1	1	0
Greenwood, 2b	3	1	1	4	4	0
Clarke, c	2	2	1	7	2	0
Peterson, p	2	1	0	2	1	0

Stolen bases—McGee.

Sacrifice hits—Allen.

Two base hits—McGee, Allen, Bogart, Clarke, Bigbee.

Three base hit—Nelson.

First on base—Off Wright 3, off Peterson 4.

Struck out—By Wright 6, by Peterson 7.

Double play—Greenwood to Bogart to Nelson.

Wild pitch—Wright 2.

Hit by pitcher—By Peterson, DeLoos, by Wright, Bigbee, Peterson and Bowden.

Umpires—Ambrose and Crawford.

Time—3 hours 45 minutes.

part in the great celebration on the Fourth, and we are quite sure Billy's bronchos will be no small part of the show.

Mrs. E. Clingston, daughter Bernice and son Harvey of Poe Valley were calling on friends Thursday.

G. M. Strowbridge, wife and daughter Hazel were in Klamath Falls Tuesday.

The Helping Hand Society celebrated their first anniversary Wednesday by inviting the Happy Hour Club of Poe Valley to meet with them at the home of Mrs. F. H. Jones. Rev. Cowley and wife of Merrill also were present.

The secretary gave a brief report of the year's work, showing that the membership had trebled, and quite an amount of good work accomplished aside from the social spirit it has created, which is quite an item in the humdrum life of a rancher's wife. We also enjoyed the instrumental and vocal music and remarks by Rev. Cowley. The society served dainty refreshments, and all seemed to enjoy this pleasant gathering.

Billy Sims passed through the valley Wednesday with his band of wild horses, en route to Ashland to take

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Federal Inquiry or Railroad Strike?

Faced by demands from the conductors, engineers, firemen and brakemen that would impose on the country an additional burden in transportation costs of \$100,000,000 a year, the railroads propose that this wage problem be settled by reference to an impartial Federal tribunal.

With these employees, whose efficient service is acknowledged, the railroads have no differences that could not be considered fairly and decided justly by such a public body.

Railroads Urge Public Inquiry and Arbitration

The formal proposal of the railroads to the employees for the settlement of the controversy is as follows:

"Our conferences have demonstrated that we cannot harmonize our differences of opinion, and that eventually the matters in controversy must be passed upon by an impartial and disinterested agency. Therefore, we propose that your proposals and the proposition of the railroads be disposed of by one or the other of the following methods:

1. Preferably by submission to the Interstate Commerce Commission, the only tribunal which, by reason of its accumulated information bearing on railway conditions and its control of the revenue of the railways, is in a position to consider and protect the rights and equities of all the interests affected, and to provide additional revenue necessary to meet the added cost of operation in case your proposals are found by the Commission to be just and reasonable; or, in the event the Interstate Commerce Commission cannot, under existing laws, act in the premises, that we jointly request Congress to take such action as may be necessary to enable the Commission to consider and promptly dispose of the questions involved; or
2. By arbitration in accordance with the provisions of the Federal law" (The Newlands Act).

Leaders Refuse Offer and Take Strike Vote

Leaders of the train service brotherhoods, at the joint conference held in New York, June 1-15, refused the offer of the railroads to submit the issue to arbitration or Federal review, and the employees are now voting on the question whether authority shall be given these leaders to declare a nation-wide strike.

The Interstate Commerce Commission is proposed by the railroads as the public body to which this issue ought to be referred for these reasons:

No other body with such an intimate knowledge of railroad conditions has such an unquestioned position in the public confidence.

The rates the railroads may charge the public for transportation are now largely fixed by this Government board.

Out of every dollar received by the railroads from the public nearly one-half is paid

directly to the employees as wages; and the money to pay increased wages can come from no other source than the rates paid by the public.

The Interstate Commerce Commission, with its control over rates, is in a position to make a complete investigation and render such decision as would protect the interests of the railroad employees, the owners of the railroads, and the public.

A Question For the Public to Decide

The railroads feel that they have no right to grant a wage preferment of \$100,000,000 a year to these employees, now highly paid and constituting only one-fifth of all the employees, without a clear mandate from a public tribunal that shall determine the merits of the case after a review of all the facts.

The single issue before the country is whether this controversy is to be settled by an impartial Government inquiry or by industrial warfare.

National Conference Committee of the Railways

ELMA LEE, Chairman Great Northern Railway	G. E. SHERRILL, Gen'l Manager Great Northern Railway	H. E. MARR, Pres. Pacific Coast Railway
F. E. ALBRIGHT, Gen'l Manager Albion Coast Line Railroad	G. E. SHERRILL, Gen'l Manager Albion Coast Line Railroad	JAMES SULLIVAN, Gen'l Manager Denver & Rio Grande Railway
L. W. BALDWIN, Gen'l Manager Central of Georgia Railway	G. E. SHERRILL, Gen'l Manager Central of Georgia Railway	A. M. H. ROYCE, Pres. Pacific Coast Railway
G. L. BARDO, Gen'l Manager New York, New Haven & Hartford Railroad	G. E. SHERRILL, Gen'l Manager New York, New Haven & Hartford Railroad	G. E. SHERRILL, Gen'l Manager New York, New Haven & Hartford Railroad
G. E. SHERRILL, Gen'l Manager San Francisco & North Pacific Coast Railway	G. E. SHERRILL, Gen'l Manager San Francisco & North Pacific Coast Railway	G. E. SHERRILL, Gen'l Manager San Francisco & North Pacific Coast Railway
G. E. SHERRILL, Gen'l Manager San Francisco & North Pacific Coast Railway	G. E. SHERRILL, Gen'l Manager San Francisco & North Pacific Coast Railway	G. E. SHERRILL, Gen'l Manager San Francisco & North Pacific Coast Railway
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