

## WOMEN'S MONSTER RALLY IN FAVOR OF BOND ISSUE

### HUNDREDS FLOCK TO BIG MASS MEETING

HEAR TALKS BY STRAHORN AND OTHERS TODAY

Monster Parade Precedes Gathering at Opera House to Get Information on Details of \$300,000 Issue to Be Voted On by All Qualified Citizens Next Tuesday, November 14th, to Get Railroad.

Showing their intense interest in the success of the \$300,000 bond issue to be voted on Tuesday, hundreds of women this afternoon staged a gigantic automobile parade on Main street and then gathered at Houston's opera house to hear from Robert E. Strahorn, builder of the proposed road, and others the details of the plans for getting the road.

The mass meeting was originated by the women as a means of getting accurate information on the election Tuesday. They gathered for this purpose. But after Mr. Strahorn had explained the situation to them the meeting became a demonstration for the success of the bond issue at Tuesday's election. Women from the humblest to the most costly homes alike were heard to express their sympathy with the cause of the Strahorn railroad and their intention to vote yes Tuesday.

It was the biggest demonstration staged by women and for women Klamath Falls has ever seen. It showed a united front on the part of the sex recently emancipated in Oregon and augurs well for the issue at the hands of the voters Tuesday.

The principal address at the women's mass meeting was made by Robert E. Strahorn.

Mr. Strahorn opened his address by saying that the present emergency and the wonderful turnout by the ladies was the best possible proof of the desirability of woman's suffrage, also that on a great current economic question like this which so deeply concerns property interests and the general welfare they could be counted upon to vote for it.

He then gave a brief review of the railroad project, how it was to be built, and what it would accomplish for Klamath Falls and the vast only slightly developed interior. Taking all the present railroad interests at their word, he said, and absolutely the only way to solve the problem and afford the desired relief was for was in no spirit of criticism of the railroads, for they had their hands more than full with problems of financing improvements, much needed equipment, and extension of terminals, and perplexities of operation and rate making enforced by governmental agencies on the mileage they now have without adding more.

He then gave figures showing that the distance to Portland by his line would be over 100 miles shorter than the existing line; that by virtue of much lighter grades and curvature and first class through passenger and freight service, the time on freight and passenger traffic should be cut down at least 25 per cent. That even with this handicap the Southern Pacific would not be hurt because of the very largely increased south-bound traffic brought to it here through the development by the new lines of the many now undeveloped resources of the interior. Two roads, he said, would always be better than one, and be a great relief in abnor-

mal situations like the present car shortage.

As to the much-talked-of terminal on Sprague river, Mr. Strahorn said there was absolutely nothing to it. There had never been any thought or intention of so limiting it. The impression had gone out merely because at the time he made his proposition in August he knew he could finance it that far with help then in sight and would never promise to do more than he knew was sure. Since then he had promises of more assistance which confirmed his belief then expressed that the work would go right on to Bend, Burns and Lakeview. He said that fourteen different railroads had actually been started for central and southern Oregon, upon which over \$50,000,000 had been spent. That such powerful railroad builders as Hill and Harriman had even financed their lines entirely across the state, and then failed, proved that no man was infallible. However, each new attempt seriously made and unaided supported by the people interested was getting us nearer to success. To raise the \$3,000,000 necessary to connect up the five most important of the fourteen lines mentioned was justified and he firmly believed it would be done.

Mr. Strahorn emphasized his determination to cement business interests and unite the city on this railroad issue by a judicious selection of centrally located passenger terminals, convenient freight terminals, a line through the city to the upper lake that would facilitate development of industries and intercourse between the city and upper country and while doing so to spend every dollar possible here. He estimated that at least \$1,500,000 would be spent in Klamath county and several hundred thousand in the city; that the taxes on railroad property and the annual outlay for supplies and payrolls within the city would far more than pay the interest on the bonds to be voted. The bonds would have to be sold at par or more because the charter so stipulates. The bond money would be expended by the city as the work progressed and not by himself.

He expressed the belief founded upon constant inquiries he was receiving from men of means that by the time the first fifty miles of the road was built there would be such an influx of capital and homeseekers and such a development of business and increase in new taxable property that the taxes to be levied for the bonds would never be felt.

In closing, Mr. Strahorn appealed to the ladies, whom, he said, were empire builders in the broadest sense, to now unanimously devote themselves to railroad building during the period that would be necessary to close up all the details preliminary to beginning construction; that there was much to be done after voting the bonds, and that they would find it absolutely requisite to keep up their organization till every obstacle was cleared away.

#### Benson Baby.

A baby girl has been born to Mr. and Mrs. Harry Benson, who live in Baker. Mrs. Benson is a sister of Mrs. Will Baldwin and Mr. Benson is a son of Justice H. L. Benson of Salem, but formerly circuit judge here.

#### To Meet Monday.

The study department of the Woman's Library Club will meet Monday at 2:45 p. m., at the home of Mrs. G. A. Krause. The subject will be, "The Piano: Its Influence on Musical Development." Mrs. Will Hurn will be leader.

#### FEATURES OF THE SITUATION

Covers more than 400 miles of new railroad.

Connects terminals of four trunk lines now entering edge of Central Oregon in different directions.

System projected by Strahorn only when Southern Pacific and other roads disclaimed intention of such construction for an indefinite period and because peculiar railroad situation of state makes an independent line as proposed the only solution to Central Oregon's transportation problem.

Financial support of other communities to be served by this route has already been tendered.

Construction is to begin at Klamath Falls.

Tight-of-way has been secured from Bend through Silver Lake to Lakeview. Terminals at both places have been provided for. No road would be constructed forty miles to Sprague river and stop with the few remaining miles uncompleted to connect at Silver Lake with a road between Bend and Lakeview.

One-third of \$300,000 payable when road is completed and in operation to Olene; one-third when road is completed and in operation to Dairy, and last third when line is completed and in operation to Sprague river.

Election Tuesday is to amend the city charter, empowering the council to increase city's indebtedness beyond present ten per cent limitation for railroad purposes only; that's why all citizens get a vote Tuesday.

## WILCOX REFUSES TO YIELD FIGHT FOR C. E. HUGHES

SAYS NUMBER OF FRAUDS ARE REPORTED TO HIM

Points Out Possibility of Mistakes and Split Vote in California.

Hughes is Leading in New Hampshire and Wilson Maintains Lead in North Dakota—Minnesota Soldiers Vote Being Counted.

United Press Service  
SAN FRANCISCO, Nov. 11.—With all but 13 precincts reported, Wilson has the California electoral vote by 3,621.

United Press Service  
NEW YORK, Nov. 11.—Republican Chairman Wilcox still will yield nothing, saying he is getting a number of fraud charges by anonymous letters. These have been turned over to the various state chairmen. The national committee is investigating.

He points out the possibility of changes through mistakes, rather than fraud, hoping to split the vote in California.

The Minnesota soldier vote has arrived and is being counted. With 15 precincts missing, Wilson is ahead in North Dakota by 1,115 votes.

Hughes is 300 ahead in New Hampshire. Officials there admit mistakes in the count which the democrats say will give Wilson the lead.

United Press Service  
LOS ANGELES, Nov. 11.—Complete Los Angeles county returns give Wilson 114,112 and Hughes 135,445.

United Press Service  
NEW YORK, Nov. 11.—The republicans do not intend to contest the

### Detail Map of the Strahorn Road With Its Connections



## Opening of Tule Lake Lands Believed Near

Opening of the reclaimed lands around Tule lake to homestead entry next spring is believed to be indicated in the visit here of Fred Mench and party of government surveyors.

Mr. Mench next week will commence a survey of all government land in Oregon reclaimed by removal of water from the bed of Tule lake. This area comprises about 4,000 acres of level and remarkably fertile soil. There is another thousand or more acres of the same character of land on the California side of Tule lake. Mr. Mench's survey will not cover this area, however.

Mr. Mench comes from Portland to survey the lands and his work is not any part of the labor of the local office of the reclamation service. Project Manager Camp has nothing to do with the surveying and has not been informed of its meaning, but local people are taking the surveying as the preliminary step toward opening the 4,000 acres to homestead entry.

Charles E. Hughes is withholding congratulations to President Wilson until the official count is made in a few days of the close states.

United Press Service  
ST. PAUL, Nov. 11.—With 38 precincts missing, Hughes is leading in Minnesota by a bare 543 votes. The militiamen's votes might not be announced until Monday as they arrived only today.

United Press Service  
ALBUQUERQUE, Nov. 11.—With 47 precincts missing, Wilson is 2,381 votes ahead in New Mexico.

United Press Service  
ST. PAUL, Nov. 11.—A recheck of the votes in St. Paul and Duluth cuts Hughes' lead to 239 votes. Twenty precincts are missing, not counting the militiamen's votes.

United Press Service  
CONCORD, Nov. 11.—Late official returns from all districts give Hughes a lead of 239 in New Hampshire.

## SIEMENS DISCUSSES THE FINANCIAL SIDE

WHO CAN VOTE

All residents of Klamath Falls who would be entitled to vote for the mayor or councilmen, should such an election be held at this time, are qualified voters at the election to be held Tuesday, November 14. Qualified voters who have not registered can be sworn in at the polls.

TIME  
Polls open at nine a. m. and close at eight p. m.

VOTING PLACES  
First ward—Old Bank Exchange building.  
Second Ward—City Hall.  
Third Ward—Either at Mehahey's office or the Sanderson building.  
Fourth Ward—The Bath House.  
Fifth Ward—Old Fairview Store.

## CITIZENS TAKE STAND FAVORING THE BOND ISSUE

SAY THEY ACT IN BEST INTERESTS OF COUNTY AND CITY

Signers Include Men From All Sections of City and From All Classes and Trades—Declaration of Stand on Issue May Be Signed by One Wishing to Publicly Show His Attitude for the Measure.

To publicly let the people know their stand on the \$300,000 railroad bond issue, to be voted on Tuesday, many local citizens have signed a paper stating their stand. In the list are included the most substantial citizens of Klamath Falls, men of influence, education and wealth. Some are from the extreme west end and some from the extreme east end. Look the list over and see who are the men who are declaring for support of the charter amendment. Then decide whether it would pay to align yourself with such men.

The list is open to anyone to sign. If you wish it known how you stand put your name down. The Herald will endeavor to publish the names of the citizens who sign the declaration. It follows:

We, the undersigned, voters of Klamath Falls, Oregon, hereby declare our purpose to support and vote for the railroad bond issue on next Tuesday, believing that in so doing we are serving the best interests of Klamath Falls and Klamath county:

Rufus S. Morre, J. W. Siemens, E. R. Reames, Leslie Rogers, H. Boivin, Z. C. Kimball, F. W. Riggs, W. C. Landon, A. J. Lytle, J. P. Lee, Oscar Peyton, L. Jacobs, W. H. Mason, W. O. Smith, Nurni Baking Co., D. Vandegreer, Willis Johnston Co., Messinger Bros., Roberts & Whitmore, Bradley Supply Co., Earl Whitlock, M. Motesbacher, W. C. Davenport, Ross Nickerson, H. E. Gets, J. H. Garrett, James E. Pade, W. A. Musten, A. F. Salficky, Jewel Cafe, E. J. Ers, A. E. Whitman, H. N. Moe, A. A. Bellman & Son, G. C. Lorenz, K. K. K. Store, D. H. Lanox, J. A. Houston, A. C. Glenger, A. R. Wilson, Harry Richardson, E. Quillitch, A. C. Henline, C. T. Clingenpeel, Edgar Virgil, W. P. Johnson, C. E. Riley, J. J. Steiger, Martin Bros., M. S. West, J. M. Evans & Sons, Golden Rule Store, K. Sugarman, Fred Buesing, R. H. Ross, Sam Smith, Chas. F. Stenwell, Klamath Falls Creamery, J. H. Foster, J. F. Maguire Co., C. P. Maguire, G. A. Wirtz, H. J. Winters, C. H. Underwood, J. Q. Beardley, E. H. Lawrence, R. H. Dunbar, William Hall,

#### SHOWS FIGURES ON INCREASED TAXES BECAUSE OF BONDS

Points Out That Although His Bank Will Pay \$800 a Year Extra Taxes, This Will Be Made Up if Business Is Increased Only \$1 a Day—Shows Effect on Merchants and Property Holders.

On request, Captain J. W. Siemens today made the following statement on the financial phases involved in the election next Tuesday to vote to help Robert E. Strahorn build the Oregon, California & Eastern railroad from Klamath Falls:

"I can only reiterate what I said before the mass meeting held in August of this year in the opera house, in regard to the financial side of the question involved.

"The taxable property of Klamath Falls is approximately \$3,000,000. If we vote the \$300,000 bonds to assist Mr. Strahorn in building his railroad and the bonds carry six per cent interest the city council will have to levy a six mill tax to collect enough money to pay the interest on the bonds. That means that the man or woman who is assessed at \$1,000 on his or her property will pay \$6 a year or fifty cents a month or less than two cents a day to help carry this new indebtedness until such a time when the assessable property of this city will increase, when his or her share will be proportionately less. We will say, for instance, that the building of this railroad will bring more sawmills, more box factories, and other manufacturing plants, so it will only be a few years when the assessed valuation of the property of Klamath Falls will be twice the amount what it is now, and then the proportional share will be only half what it is now. The First State and Savings bank will, if assessed on the amount of capital and surplus, pay \$200 per annum, as its share of the interest, or \$1 per day. Now from a business standpoint, if I did not believe that by the increased business this railroad will bring, we would at least pull even, or make more than the \$1 a day, because of its being built I certainly would not favor it from a selfish standpoint. But the way it appears to me, all classes of business will feel the throbs and impulses of the new business the railroad will bring in, and we will all make more than we pay as our share of this interest. This same holds true of the First National bank of this city. The business man with an assessed stock of \$5,000 will be asked to contribute as his share of the interest \$20 per year, less than ten cents a day. Now if the railroad will be the cause of increasing his sales \$1 per day he will make money on the investment.

"The building of this line to the Sprague river alone, I understand, will cost in the neighborhood of \$900,000, and all the money derived from the sale of our bonds and \$600,000 more will be spent in Klamath county for grading, ties, etc., with the exception of the rails, and a good many thousands more will be spent before the railroad passes the Lake county line, the cost from the upper lake to the Lake county line being in the neighborhood of \$1,500,000.

"The benefits to be derived in other ways are many. The increase of assessable property in Klamath county will be at least \$1,000,000, which will lessen the burden of the present taxpayer to just such an amount.

"Mr. Strahorn's share will be \$3,600 a year in city taxes, of which

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J. L. Martin, L. R. Strahorn, Fred Hyndman, E. M. Chiles, J. B. Hott, Van Riper Bros., D. C. Balford, L. E. Balford, E. A. Balford, J. J. Miller, J. V. Balford, Smith, J. H. Balford, L. B. Balford, H. O. Balford, P. H. Balford, Elliott, Joe Kent, Frank B. Balford, B. Hall, Ellen M. Balford, Elliott, A. M. Balford.