

WILL A RAILROAD BE BUILT TONIGHT?

C. W. Eberlein Says That Council Must Act Immediately

Turning Point Is Reached; Action Tonight Means Much

Men Raising Money Await Council's Move

COUNCIL CAN TAKE FIRST STEPS WITH PERFECT SAFETY

Herald Prints Complete Story on the Oregon, California & Eastern Railroad Situation—No Subscriptions Have Been Signed For or Taken, Although People Are Ready to Declare Themselves.

Tonight is generally considered by all persons interested in the Strahorn railroad as the turning point in the whole railroad situation. At tonight's meeting of the city council actual progressive steps toward early beginning of work on the road can be taken, or by delay tonight the whole thing can be thrown into the realm of uncertainty and building of the road placed in the indefinite future.

This is the status of the railroad situation as stated by the citizens who are working for the road with all their might. It was so declared to the Herald by Charles W. Eberlein, W. Paul Johnson, W. T. Lee, N. J. Chapman, S. O. Johnson and others of the citizens' committee.

According to the committee, the council tonight must, if things are to go ahead, pass at the third reading the ordinance calling for sale of the \$300,000 railroad bonds voted by the people November 14th by a vote of 122 to 104.

The council tonight also, to hurry things along, must receive, accept and file the report of City Engineer Don Zumwalt on plans, specifications, route and costs of the railroad.

Again, it must, for the same reason,

pass a resolution adopting the route, plans, specifications and so forth as a basis upon which to later advertise for bids for construction of the road. Lastly, it must, if the matter is to be hurried, authorize city officials to advertise for bids on the \$300,000 bonds, reserving the right to reject any and all bids.

The citizens' committee declares that the council may do all of these things, and do them tonight, without laying the city liable for anything. Yet by doing these things it can enable the committee to go ahead with the work of getting subscriptions with which to buy terminal sites.

The committee now holds options on several pieces of property and these options expire in a few days. Yet if the council does not eliminate uncertainties tonight, money cannot be raised, the options must be allowed to lapse, and skepticism must hold sway in the minds of even the most ardent.

By the above, and by what is to follow and appear elsewhere in today's issue, the Herald is trying to give accurately and honestly just what the railroad situation is now. Since November 14th, when the bonds were voted, the Herald has said little because there was little to say. The citizens' committee could not move subscriptions could not be signed up.

Klamath Commercial Club has received a complete copy of the Federal Farm Loan act and other literature concerning this measure. Anyone interested in the act can read it at the club's office on Fourth street.

Klamath Defeats Team From Lakeview 56-15

Coach Huggins' basketball team administered an overwhelming defeat to the team from Lakeview high school Saturday night at the pavilion. The score was 56 to 15. Klamath outplayed the visitors in all departments of the game and was very accurate in shooting baskets. Steiger threw 11 field baskets, Graves four, Houston four, Lennox six, and Dow two. Fouling by the Klamath team was frequent. Montgomery was guilty of three personal fouls, Steiger three, Adams three, Graves two, Houston two, Dow one, and Elliott one. Lakeview committed two technical fouls, both of which Steiger converted. The

Klamath guards are rough and Coach Huggins instructed Referee George Anderson of Spaulding & Co. to call everything. Klamath used short, snappy underhand passes and always used clear unguarded shots, and directly into the basket, without using the background. The freshmen girls and Helen Duffault defeated the sophomore girls in the preliminary game by a 12 to 10 score. All the sophomore baskets were made by Earle Montgomery and all the fresh baskets by Helen Duffault. These two girls are forwards on the first school team and are expected to win games this winter for Klamath high.

FRED COMBS IS KILLED BY FALL FROM TRAMWAY

LIVES ABOUT TWENTY HOURS AFTER INJURIES RECEIVED

Nearly All of Body Was Completely Paralyzed When Vertebrae is Broken and Spinal Cord Severed—Deceased Leaves Wife and Two Children, Who Will Get Compensation From the State of Oregon.

Fred Combs, an employe of the Ewauna Box Company, died at 11:30 yesterday forenoon from injuries received at the box factory Saturday afternoon.

Combs was attempting to cut a rope which held a tarpaulin over a flatcar loaded with box shock when he slipped and fell to the ground. When attempting to cut the rope he was standing on the tramway, which is about four feet above the ground and about three feet from the freight car.

Combs struck the ground on his shoulder and neck, completely breaking the fifth cervical vertebrae. Two broken bones also pierced and nearly cut in two the spinal cord, completely paralyzing the entire body below the neck, causing hemorrhage of the spinal cord and brain.

C. B. Crisler, president of the Ewauna Box Company, says Combs had been cautioned two or three times to place a plank from the tram to the car and stand on it while cutting the rope. Some employes of the factory have been doing this, but as Combs was a tall man he attempted to cut the rope while standing on the tram.

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RAILROAD BONDS MAY BRING MORE THAN PAR VALUE

MANY HOUSES ARE EXPECTED TO BID FOR THEM

C. W. Eberlein is of Opinion, Which is Shared by Many Others, That Bonds Will Sell Perhaps as High as 102.—Other Capital Will Seek Klamath When Transportation Problem is Solved.

That many bond houses of the highest standing will submit bids for the \$300,000 issue to help build the Oregon, California & Eastern is the statement of the citizens' committee. Capt. J. W. Siemens, president of the First State and Savings Bank and chairman of the committee, has been in correspondence with several houses besides Keeler Brothers of Denver.

"Many bond houses are interested in these bonds and I expect that they will bring above par, perhaps 101 1/2 or 102," says C. W. Eberlein. "There is much demand for good municipal bonds; the premium, I venture, will nearly take care of the interest."

"In addition to money held by bond houses, there is much other capital in the East that is looking West. Mr. Strahorn told me before he left recently that when the railroad is operating out of Klamath Falls north there would be much money come into Klamath and that farmers will have no trouble in getting long-time loans at six per cent."

Miss Wells Returns. Miss Edna Wells returned last evening from a visit in southern California. Miss Wells is county superintendent-elect.

Outlines Many Steps to Be Taken Simultaneously

MAN WHO PICKS UP LOOSE ENDS MAKES STATEMENT

Says "If Council Acts Tonight, As Exigencies Clearly Demand, We Shall Have Dirt Flying by February 1st, or a Short Time Before." Asserts Engineers' Report Will Bring Strahorn Here at Once.

To Charles W. Eberlein, a man who has large investments in Klamath Falls and Klamath county, who has helped to build other communities and set railroads for it, who has faith in the future of Klamath, and who has traveled much in foreign lands, has been assigned the task of working out the details of the Strahorn railroad problem. He is the man whose business it is to see that the loose ends are picked up. He was delegated to this work by the citizens' committee and he is showing the judgment of the committee in its selection was good.

The Herald has asked Mr. Eberlein to give a summary of the detail steps which must be taken by the city council and other bodies and individuals in order to get work on the railroad started at the earliest possible moment. He kindly consented to do this, that all people of Klamath Falls may have a clear understanding of the situation.

Mr. Eberlein's statement follows: "First, the council must pass and the mayor must sign the ordinance authorizing and directing the issuance of \$300,000 railroad bonds."

"This ordinance passed second reading last Monday night. It is expected that this necessary legislation will be promptly passed on its third reading at tonight's meeting and be immediately signed by the mayor, so no steps can be taken to enter into contract with Mr. Strahorn and no steps taken by the citizens' committee to collect subscriptions to pay for terminals, etc., until this necessary ordinance is passed and out of the way."

"All that will come before the council tonight is simply gathering up loose ends that must be tied up before Mr.

Strahorn and the city council can get down to the real serious business of making a contract for the actual construction of the railroad. Everything else is simply necessary preliminary detail.

"The council has heretofore acted with promptness on what has come before them, and they certainly will see the necessity of prompt action tonight in finally clearing the ground for Mr. Strahorn to come in and talk contract with the mayor and council. Mr. Strahorn is simply waiting tonight's action to come here promptly. If the council acts tonight, as the exigencies clearly demand, we shall have dirt flying by February 1, 1917, or a short time before."

"All that remains to be done by tonight's meeting to bring about the presence of Robert E. Strahorn and the long-looked-for railroad construction is a report of the city engineer transmitting map of route, plans and specifications. This must be made effective by a resolution adopting route, plans and specifications as a basis upon which to advertise for bids."

"Next, a resolution directing city officers to advertise for sealed bids for sale of \$300,000 bonds. This will probably be a 30-day notice and will reserve to the city the right to reject any and all bids. This last provision leaves the entire situation in control of the mayor and council until the whole transaction is closed to the city's satisfaction and makes it possible for the council to take all contemplated action tonight without any unnecessary delays."

"The next step will be a resolution directing city officers to advertise for bids for construction of the proposed city railroad line from Upper Klamath lake to a point about a mile from Dairy, a distance of twenty miles, as required by the city charter."

"This notice is a ten days' notice. On expiration of the ten-day period the mayor and council will then be authorized to settle all provisions of a contract, and this contract will be fully discussed and all signed long before the bids for purchase of bonds will be opened, and will be made subject to the sale of the bonds to the satisfaction of the city."

"It will thus be seen that tonight's action of the council should bring all

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DORRIS TO PLAY KLAMATH HIGH

DORRIS WILL HAVE A BASKETBALL TEAM AND WILL PLAY THE LOCAL HIGH SCHOOL QUINNET THIS WINTER.

This information was brought to Klamath Falls Saturday night by Clarence Motschenbacher, manager of the Dorris steam laundry, and formerly of this city. Motschenbacher himself will play and he expects to bring a good team to play the school boys.

COMERCIAL CLUB GET COPY OF FARM LOAN ACT

Klamath Commercial Club has received a complete copy of the Federal Farm Loan act and other literature concerning this measure. Anyone interested in the act can read it at the club's office on Fourth street.



DAVID LLOYD GEORGE

LORD NORTHCLIFFE

LONDON, Dec. 11.—The energizing force of David Lloyd-George's magic touch has electrified the British nation. While the new premier has been forced to bed with a chill, as a result of a 20-hour working day for the last fortnight, London is in a fever of enthusiasm for him.

It is evident that the most cursed and hated figure of the last half century in British politics is to have now the full force of the British nation. The impossible has been accomplished. Lloyd-George's place today at the

head of the government is due in no small measure to Lord Northcliffe, owner of several of England's largest and most influential newspapers. Next to the new premier, Northcliffe is regarded by many as the empire's strongest figure today.

Trial of State Against Hyde Is Started Today

With George M. Brown, attorney general for Oregon, appearing for the state, trial of the case of the State of Oregon vs. F. A. Hyde and others began before D. V. Kuykendall, circuit judge, this morning. Attorney General Brown is being assisted by J. O. Bailey and the defendant is represented by A. C. Shaw, a Portland attorney. G. G. Brown, clerk of the state land board, also is present at the trial of the case. The case against Hyde and others involves title to about 7,000 acres of land in Klamath county and indirectly affects the title to about 50,000 acres in other counties of this state. The state claims that Hyde, by

dummy entries, purchased large areas of state school land within the limits of the Cascade forest and used the same as a base for lieu land selections, not only in Oregon but in some other states. The fraud was exposed in 1904 when Hyde was indicted in the federal court in Washington, D. C., and the government held up the selections. The state is now trying to recover such of the land as Hyde retains, and also to get title to the lands where the state land has already been used as base. If the state is successful, it is estimated that about a half million dollars will be added to the state fund.