

ALLIES REFUSE TO CONSIDER PEACE

WOMEN HEAR FACTS ABOUT THE RAILROAD SITUATION

MILLER TELLS OF TRAFFIC POSSIBILITIES

Eberlein Explains Legal Phases as Regards Duties of Council and Citizens. Siemens Tells What May Be Expected in Return for Money and Time Expended by Klamath Falls Toward Railroad.

The first meeting of the Women's 1,000 Railroad Club since its organization showed the interest of the women of Klamath Falls in the Strahorn railroad. The meeting was held at the Hall hotel yesterday afternoon, and was a mighty answer to the talk that women aren't interested in business and political affairs.

The women filled the mezzanine floor of the hotel, and listened with eagerness to the remarks of all the speakers. Charles W. Eberlein explained in detail the exact situation regarding the Strahorn railroad, as regards what the council must do, and what the citizens must do, financially and otherwise.

Charles R. Miller, who recently made a trip over the entire territory to be covered by the Oregon-California & Eastern, told the women what he saw on that trip. He made it plain that Central Oregon has traffic possibilities to make the proposed railroad a good business venture.

Rev. G. H. Bennett also spoke briefly. The main address was made by J. W. Siemens, head of the citizens' committee named at the mass meeting last fall, and was as follows:

In discussing the advantages of the new Strahorn railroad to the city of Klamath Falls, the magnitude of benefits from such a development are so overwhelming and so important as to make it difficult to know where to commence. A picture of a vast raft of logs floated through our Link River at the west end of town and caught and held by one or two front logs between rocks in the rapids, it seems to me to give a comparison to our present situation in the progress of our city. Klamath Falls citizens bonded as a raft have started toward the goal of a great city, with the power of the resources behind them, as certain as the current of the river to bring about the end sought.

Just at the time when the city is going forward by leaps and bounds, when our raft is in the middle of the rapids, if you please, the Southern Pacific ceases construction on the Natron cutoff, leaving Klamath Falls at the end of a stub line and our raft jammed in the rocks. By commencing the Strahorn railroad, in my estimation, we loosen the key logs, which have wedged tight and held the community back to a marking time stage, and we will put it in a position to go on as before.

We who have lived so long in our city and are accustomed to its small size, find it difficult to realize that its position marks it as one of the country's big centers, and that except for a peculiar chain of circumstances it would have attained this position long ago. With the construction of the Strahorn railroad our momentum will gather, and we will go forward with a rush that nothing can stop.

Our greatest handicap to citizens of Klamath Falls is the high cost of living here as compared with many other sections, caused by the excessive freight rates to which we are at present subjected. The laboring man finds it difficult to live and support a family on the average wages paid here, which would take care of them comfortably in many places. One immediate benefit from the Strahorn road will be relief from this situation, as all freight rates are based on construction and operative expenses of railroads, and

the new line is to be built at a fraction of the cost of the one which now serves us.

You who are philanthropically inclined, who wish to aid the less fortunate of our community, can find no quicker or surer way to lighten their burden than give your money to a cause which will furnish their necessities at reasonable prices. Lower rates will also add wonderfully to the prosperity of our tributary farmers. The present condition which frequently causes tremendous potato crops to rot in the field because the freight rates are too high to ship them out, which takes enormous tribute from every bushel of wheat shipped out, which causes stockmen to lose \$5 by shrinkage on every steer shipped to Portland, will be alleviated.

The proposed development by Mr. Strahorn is sure, in the opinion of all big business men of the state, to force completion of the Natron cutoff and the Modoc Northern by the Southern Pacific, which would result in placing Klamath Falls as the mid-point between San Francisco and Portland on the main line, and furnish a direct eastern outlet for our lumber and manufactured products. Advantages from this are too obvious to require discussion.

One of the things which appeals to me strongly is the almost instantaneous impetus which will be given this district by the activity of construction. Not a person here but what realizes what our present payroll means to the city. In what position would we, as a city, with last season's poor crops, now be in without it. By the terms of Mr. Strahorn's contract he will provide a payroll within our county boundaries almost double the size of the one we now have, and do it next year. He will do it in this way. The construction of the Strahorn railroad will mean the expenditure of one and one-half million dollars in Klamath county next year, all of which will be spent here with the exception of the cost of rails. An equal amount will be invested in new sawmills, box factories and a considerable amount will be spent in building new business blocks and dwelling houses.

In our present isolated position we find it most difficult to interest eastern settlers on our unoccupied lands. Something over four square miles now exist for every farmer in Klamath county, and while much of this land is non-tillable, the proportion is far too great and we can never develop agriculturally as we should until an army of progressive farmers arrives. We know too well from our past experience that they will not come until our transportation facilities are remedied.

In giving an opinion of what advantages the new road would assure Klamath Falls, I will ask that you compare Klamath Falls with Merrill, which is not at present served by a railroad. The city of Merrill, with only a fraction of our population, has hardly one of the municipal advantages we enjoy, and yet its tax rate is materially higher.

Our greater population secures us greater advantages at lower prices. Given that the Strahorn railroad will increase our population, the growth of our city will mean construction of beautiful parks and drives, development of our wonderful boating and other aquatic opportunities; of schools, churches, and theaters, which go with cosmopolitan centers. It will make Klamath Falls a place where you may look forward to rearing your children with all the advantages and refinements afforded in large cities.

The increase in the value of your property will enable you to do this comfortably. The increase in population induced by the railroad will more than take care of its cost, and the Klamath Falls of tomorrow will have as much more than the Klamath Falls of today, as we today have more than

DENVER LAWYER SAYS STRAHORN IS RIGHT MAN

HAS KNOWN RAILROAD BUILDER MANY YEARS

Andrew Whitehead of Denver Says Man Who Is to Build Railroad for Central Oregon Can Be Depended Upon by the People—Says Denver Business Men Will Endorse Him Freely.

"Central Oregon could not get a better man than Robert E. Strahorn to build it a railroad. He is a booster, an organizer and a financier."

This is the declaration of Andrew Whitehead, Denver attorney, who was in Klamath Falls last night on business and left this morning for San Francisco. Mr. Whitehead is on the Pacific Coast in the interest of some English people who have holdings here.

"I knew Robert E. Strahorn over thirty years ago in Denver, when he was advertising agent for the Union Pacific," said Mr. Whitehead. "I have seen him build communities by getting railroads for them, and know he is right. There are any number of responsible men in Denver today who will endorse him unequivocally."

"Until I reached Klamath Falls last night I did not know he was interested here, although I heard in Portland that a man by that name was to build a railroad in Central Oregon. I have not seen him for twenty-five years, although we were intimate friends before that time."

"You are fortunate, indeed, to get a man of such optimism and far-sightedness as Mr. Strahorn. You can take his word for as much as his signature. I don't know who is behind him in this enterprise, but you may be sure that he has abundant backing, or he would never start an undertaking of such proportions."

When asked what he thought of this country, Mr. Whitehead stated he had not had a chance to see it, but intended to return as early as possible.

SHERIFF-ELECT GETS THE PEN

NOT FOR PUNISHMENT, HOWEVER, BUT AS A TOKEN OF ESTEEM BY HIS BROTHERS IN I. O. O. F. LODGE

Sheriff-elect George Humphrey was last night presented with a gold fountain pen by the members of Klamath Lodge No. 137, I. O. O. F., as a token of appreciation for the long and faithful services of Brother Humphrey as secretary of Klamath Lodge. For fourteen years Mr. Humphrey has acted as secretary of this order, and as last night was the last time he will occupy the station, owing to his being elected as sheriff, the lodge tendered this token of their appreciation. The presentation speech was made by Past Grand L. J. Bean.

First Monarch to Ask Peace



Because of his proposals of peace, Kaiser Wilhelm is the central figure today in the world's diplomatic game. The success of his move for cessation of the war is uncertain, yet the allies today have not flatly refused to discuss peace.

CARDWELL DIES THIS MORNING

Lawrence Cardwell dropped dead at Fort Klamath at 5:30 o'clock this morning, according to word received by his sister, Mrs. J. Frank Adams of this city. Mrs. Adams and Earl Whitlock, undertaker, left this morning for Fort Klamath to get the body, which will be shipped to Central Point for burial.

NEW EMPEROR IS CROWNED TODAY

BERLIN, Dec. 30.—The coronation of Emperor Carl of Austria-Hungary, took place at Budapest today on the eve of a crisis in national politics. Count Tizsa, who placed the crown on St. Stephen on the head of the new emperor, faces downfall. Count Zieky is expected to be his successor. The opposition to Tizsa is led by Count Andrássy and Apponyi.

WOMAN KILLS FOX

SANTA ROSA, Dec. 30.—"Foolish as a fox" was the neighborhood comment when Mrs. Tom Bannell in the absence of her husband watched and waited for a chicken thief only with a gas pipe. When the thief appeared, Mrs. Bannell waited until he was well within the wire netting surrounding her 700 pullets, and then beat the animal to death.

Answer to Peace Offer is Rejection

ENGLISH IN THE TRENCHES DON'T CARE FOR PEACE

GENERAL SAYS ARMY IS PREPARED TO FIGHT

President Wilson's Peace Note Fell in Trenches of Fighting Men Like Bombshell—Believe Conditions in Germany Are Growing Worse While Allies Are Just Getting Ready for Real War.

By WILLIAM PHILIP SIMMS (United Press Staff Correspondent)

WITH THE BRITISH ARMIES IN FRANCE, Dec. 30.—"Never has the British army been so prepared to fight; why should we talk peace?" "You can safely give that as the British army's answer to all peace talk," declared a staff general today, in answer to questions as to what he and his men thought of President Wilson's peace note.

To say that the American note fell like a bombshell here is putting it mildly. Bombshells are always more or less expected hereabouts, whereas such step as that taken by the American president was remoted from all thoughts.

The move was variously commented upon by the fighting men. Nobody doubted for an instant the president's good intentions in the suggestions, but the feeling was that strong influences had succeeded in inducing him to believe this was an opportune moment to act. Such action was regarded as smoothing Germany's road and enabling her to take the second step in her peace program.

Sentiment at the front is unconditionally against peace now. Every indication points to much worse conditions in Germany than the world even suspects; on the other hand, the allies are daily better situated to wage a successful offensive.

Not Cold Feet

MARYSVILLE, Cal., Dec. 30.—Cold feet never bothered Martin Baker, but a cold head was very annoying to him he admitted in the city jail today. During the cold spell here Baker lost his hat. Driven to desperation by the chilly waiting through his sparse looks he adopted some one else's headpiece. This resulted in Martin's arrest. Anyway he says it is warm enough in the jail here to go around hatless.

Woman Kills Self

LOS ANGELES, Dec. 30.—Life without her son was unbearable to Mrs. D. Gonzalez, so just as her son, angry over her rebuke about his company, was leaving with his suitcase, never to return, she shot herself. The son is crazed with grief.

Three Hundred Perish

TOKIO, Dec. 30.—Three hundred persons, mostly Chinese, perished with the wreck of the Hankaku Maru liner off Chefoo, China. Chinese pirates boarded the wreck, plundered the cargo and assaulted the passengers.

All Must Mobilize

PARIS, Dec. 30.—A bill for the civil mobilization of all citizens between the ages of 17 and 60 years, was introduced in the senate today.

NEUTRALS WILL TRANSMIT THE ALLIES' ANSWER

Answer of Entente Powers Says Peace Negotiations Cannot Be Entered Into Until Germany States Terms on Which She Will Accept Peace—Responsibility for War Not on Allies' Shoulders, Says Note.

PARIS, Dec. 30.—The allied powers have refused to enter peace negotiations with Germany until they know just what conditions of peace the Teutons propose. The answer of the entente was handed to neutral diplomats this afternoon for transmission to Germany.

The answer that the German proposals are more like a war measure than a peace proposition, and recalls the efforts of Germany to place on the allies responsibility for the war.

It declares Germany and Austria are directly responsible for the war by refusing to enter in July and August, 1914, negotiations offered by the allies to prevent it. It says:

"The allied governments are united in defense of the liberty of their people, and have decided collectively to answer the so-called peace proposition."

Both the assertion of Germany that responsibility for the war rests on the allies and that the central powers have been victorious are declared untrue.

"The Teutons have refused attempts to stop the conflict," continues the note. "Belgium was invaded by the Germans proclaiming treaties were mere scraps of paper."

AIRSHIPS MAKE FLIGHT IN COLD

THIRTEEN AEROPLANES OF ARMY FLY 16 MILES IN HOUR AND 37 MINUTES—THE INTENSE COLD FREEZES HANDS OF AVIATORS

PHILADELPHIA, Dec. 30.—A history making flotilla of aeroplanes of the United States army corps today flew 115 miles from Hempstead to the League Island navy yard in 1 hour and 37 minutes.

Lieutenant Coyle and Corporal Salmon were in the first machine to land. Twelve other aeroplanes completed the trip.

During the entire distance the aeroplanes were compelled to fly high because of strong air currents lower down. The aviators wore fur caps and coats, but declared the cold was so intense it was difficult to keep their hands on the steering wheels.

Million for License. SACRAMENTO, Dec. 30.—Money is rolling in at the rate of \$75,000 a day at the state motor vehicle department for 1917 licenses. By the end of the week \$1,000,000 in 1917 license money will be received.

Wheat Crop Short. WASHINGTON, D. C., Dec. 30.—The world's wheat crop this year is 25 per cent less than in 1915. The department of agriculture and commerce announced today.