

The Evening Herald

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published herein.

WEDNESDAY, JULY 5, 1922.

S. P. vs. U. P.

WITH two great railway com-
panies promising that in the
event either secures the Central
Pacific line railroad development in
eastern Oregon will be resumed,
decision for either on the part of the
people of Oregon becomes a complicated
matter. Especially for we of
Klamath county to whom the completion
of the Modoc Northern from
Westwood to this city means much.

It goes without saying that we
wish to decide rightly. All that we
can desire is to deal fairly between
the roads that are asking our sup-
port, and in return we must be fairly
dealt by.

As enlightening a statement as has
come to our attention is contained
in the last issue of the Oregon Voter,
which says:

When the U. S. supreme court
dissolved the Harriman merger of
Southern Pacific with Union Pacific,
there was little waiting and
weeping around these parts. The
public felt no such concern as is
being manifested at the prospective
separation of Central Pacific from
Southern Pacific. But the public has
learned a good many things since
the Harriman dissolution in 1912. It
has learned something of the value
of unified management under
regulation of rates and service, and
also has learned that competition
between railroads, if it is of the
cutthroat variety, ultimately becomes
rather costly to the public.

It may be recalled that at the
time of the Harriman dissolution
decree, great projects of railroad
construction were underway in
Oregon. The Oregon Eastern, a
subsidiary of Union Pacific, was
building a costly, heavy, high-grade
line across central Oregon from
Vale to Odell, and also was
building the Narrows short line from
Eugene to Klamath Falls through
Odell, there to join with the new
line from Vale. The big Harriman
idea behind this construction was
to give the Willamette valley a
new transcontinental outlet
through Eugene, Odell, across
central Oregon to the heavily im-
proved Oregon Short Line at On-
tario, and a new north-and-south
outlet via Klamath Falls into Cal-
ifornia. These two joint projects
would have been of incalculable
benefit to Oregon. Yet they were
dropped like hot potatoes as soon
as the unified management of the
two systems—Union Pacific and
Southern Pacific—was destroyed.
There was no incentive to build
these lines simply as local lines.
They were of great value simply
as links in a great system.

It is simply speculation to esti-
mate what benefits would have ac-
crued to Oregon had the Harriman
merger now been dissolved. But
from construction underway the
indications were that it would have
meant much to the development
and progress of this state. Wash-
ington owes its greater population
primarily to the fact that the
railroads covered it so thoroughly.
Oregon's lack of population is di-
rectly due to the fact that the main
part of the state in area had no
railroads across it to develop it.
If the Harriman dream had been
permitted to come true, Oregon
might today be so traversed by
railroads that we would be coming
into our destiny as a populous
commonwealth. But the Sherman
anti-trust act, as construed by the
supreme court, did the damage.
The act and its interpretation stop-

MICKIE SAYS



ped Harriman, and Oregon stop-

ped in its rapid upward course of
rapid population increase.
Recalling all these things, is it
any wonder that the people of Ore-
gon view with concern the recent
decision further unmerging what
once was the Harriman system?
The ray of sunshine in the present
case is that the interstate com-
merce commission, under the 1920
act, has power to group regardless
of separations enforced under the
Sherman act. It has indicated its
tentative idea of keeping Southern
Pacific and Central Pacific in one
group. Naturally, to avoid dis-
turbance and possible calamity,
Southern Pacific desires early ac-
tion confirming this tentative
grouping, so it can keep on operat-
ing as one system and proceed
with its development plans. Also
naturally, Union Pacific seeks to
obtain every advantage that is
possible to it under the decision.
It would like to have a new "Har-
riman System," getting into San
Francisco, Central and Northern
California and western Oregon by
joint use of Southern Pacific main
line in conjunction with Central
Pacific, and linking up the new
"Harriman System" by com-
pleting the Central Oregon and Na-
tron cutoff lines.

It is difficult to figure which
possibility would mean more to
Oregon, keeping in mind the dam-
age that might be done to one of
our great lines—Southern Pacific
in the separation process and in
the granting of joint user facilities
over so much of its main line in
western Oregon. Naturally Oregon
wants as much as it can get out
of any situation which starts the
great railroads battling for empire.
But Oregon must not be disregard-
ful of what is right. Simply to
turn the joint use of one railroad
over to another, even on a pro-
tected basis of compensation as
between the two, is hardly the
right way to treat property. None
of us but who might be willing
to negotiate with a bed-fellow and
sleep two in a bed at a crowded
convivial as voluntary act of
mutual accommodation, but there
are none of us who is willing to
have his own bed, bought and paid
for by himself, turned over to a
competitor to share with him for-
ever. This is somewhat the situa-
tion in which Southern Pacific
finds itself. It would not be right
for Oregon, altered by the sup-
posed benefits of railroad com-
petition and the glitter of possible
development, to take a position ad-
vocating that one of great rail-
roads be forced to share itself with
a competitor. In the long run,
no good will come to Oregon from
being unfair.

Oregon should feel kindly
toward both Union Pacific and
Southern Pacific. Oregon's prosper-
ity and development depends
greatly upon the prosperity of
these two great competing systems.
Oregon should extend the hand of
welcome to either in any attempt
to extend itself in this state. Also,
it should raise its hand in warn-
ing against any attempt to do an
injury to either or any railroad
entering its borders. When two of
its great railroads are at issue, it
should give both a fair hearing,
and then do what it believes is
right.

RAIL SHOPMEN DRIFTING BACK

(Continued from Page One)

admitted that in addition to the
negroes customarily used in certain
branches, those answering the ad-
vertisement are employed. Offi-
cials denied however, importing ne-
groes from the south.

PORTLAND, July 5.—General
manager O'Brien of the Oregon,
Washington Railroad & Naviga-
tion company notified striking shop-
men today that unless they return-
ed by 3 p. m. July 8, pension and
seniority rights will be forfeited.
Great numbers of pickets are in
evidence at all shops.

J. J. Miller, local agent for the
Southern Pacific, today received the
following message advising him of
the decision of the maintenance men
not to strike:

Grand lodge officers of mainte-
nance of way employes in conference
with the labor board today agreed
to cancel strike plans and continue
to work under the recent wage de-
cisions of the U. S. rail board under
protest and all grievances including
a revision of the recent wage de-
cision and certain changes in work-
ing rules will be taken up by the
10 chairmen of the organization with
individual managers and any failure
to agree will be again submitted to
the labor board.

NO POLL TAX

PORTLAND, July 5.—The state
tax investigation commission de-
cided on no poll tax for Oregon,
adopting the report of the subcom-
mittee headed by Walter M. Pierce,
opposing poll tax. The commission
is to tour July 24 to 29, visiting
Medford, Roseburg, Eugene, Albany,
Salem and McMinnville.

MANY AT DEMONSTRATION

There was a large attendance of
women at the meeting held by the
O. A. C. demonstration agent at Mt.
Laki Saturday. Miss McComb in-
structed the women in the making
of paper dress forms and home-made
fireless cookers.

Portland building permits from
June 1 to 8 total \$570,645.

Roseburg—New tile warehouse
under construction.

WORDEN GETS 3 YEARS

Sentence Pronounced in Case of
Man Held on Statutory Charge

Dave Worden, recently convicted
in the circuit court on a statutory
charge, was today sentenced by Judge
Leavitt to three years in the state
penitentiary. Attorney for the de-
fendant asked the court for a stay
of sentence pending an appeal to a
higher court. This was granted, but
bail was not set by the court when
asked by Attorney Marx and the pri-
soner was returned to jail.

CAPTAIN O. C. APPEGATE
BECOMES GREAT-GRANDFATHER

Capt. O. C. Applegate, Klamath's
grand old man and veteran of the
Modoc war, who was a strong factor
in the up-building of Klamath county
in the pioneer days, became a
great-grandfather with the birth Sun-
day night to his granddaughter, Peg-
gy Halferty, of a baby boy, named
Daniel Applegate. Mrs. Halferty
was formerly Annie Applegate and
lived here before going to Kodiak,
Alaska, her present home. Mrs.
Halferty's one-year-old daughter,
Peggy, who is here with her mother,
has been pronounced recovered from
a serious attack of spinal meningitis.

HECKER HANGS SEPT. 22

OREGON CITY, July 5.—Russell
Hecker was sentenced today to hang
September 22 for killing Frank How-
ker. Judge Campbell in imposing
the sentence lectured the co-defendant,
B. J. Hecker, of Albany, the father,
was reported to have collapsed today,
his 50th birthday. The mother who
broke down Saturday when the son
was convicted was reported still in
a serious condition.

FIRE IN SLASHINGS

Fire in the Geo. Stiles slashings in
the Swan lake valley this afternoon
was threatening the barn on the Ar-
nett ranch, according to information
reaching Jack Kimball of the Klamath
Forest Protective association.
Smoke from the fire could be plain-
ly seen from here this afternoon.
There is little standing timber where
the fire is burning, Kimball said.

Portland—Meier & Frank Co. to
erect \$66,000 garage.

CAMPING PARTY
USES ELECTRIC
COOKING DEVICE

Traveler From Los Angeles
Says Camp Fire of Wood
Not Good Either in Field
or in the Home.

One of the most complete and
novel automobile camping outfits
was seen here today when Mr. and
Mrs. J. V. Burton and two children
passed through Klamath Falls for
Crater Lake and a tour which will
take them over a great part of the
Northwest.

The Burtons are from Los An-
geles and carry in compact and
light form many camping conven-
iences and comforts. Perhaps the
most interesting equipment articles
are the electric devices. Mrs. Bur-
ton says it may be fun to cook
over a camp fire and there may be
joy in packing away black pots and
pans, but that is joy in which she
does not care to share.

A two-burner electric plate, coffee
percolator, hot cake griddle and
other devices are in daily use, as
the Burtons say almost all auto
camps have electricity, and in many
instances they have connected to
the circuit at some country or sub-
urban home, because the camper
who builds no fire is always wel-
come.

The Burtons are boosters for
electricity in the home. Upon being
informed of the heating and
cooking rate for Klamath Falls,
Mr. Burton said he could not under-
stand why anyone here burned
coal or wood. "The use of electric-
ity for fuel in cooking and heating
is not only a great convenience but
an economy," said Mr. Burton.

"If a woman's time is worth any-
thing at all the saving in her time
will pay the electricity bill," said
Mrs. Burton.

The party left this afternoon for
Crater Lake.—Adv.

QUIT MEAT WHEN
KIDNEYS BOTHER
You

Take a Glass of Salts. If Your Back
Hurts or Bladder Troubles

No man or woman who eats meat
regularly can make a mistake by
flushing the kidneys occasionally.
says a well-known authority. Meat
forms uric acid which excites the
kidneys, they become overworked
from the strain, get sluggish and
fail to filter the waste and poisons
from the blood, then we get sick.
Nearly all rheumatism, headaches,
liver trouble, nervousness, dizziness,
sleeplessness and urinary disorders
come from sluggish kidneys.

The moment you feel a dull ache

Gertrude's Millinery
Blouses
Pellicols
Special Sale
of Smocks
This Week Only
Any Smock up to \$6.50 for \$1.95

In the kidneys or your back hurts or
if the urine is cloudy, offensive, full
of sediment, irregular of passage or
attended by a sensation of sealding
stop eating meat and get about four
ounces of Jad Salts from any phar-
macy; take a tablespoonful in a glass
of water before breakfast and in a
few days your kidneys will act fine.
This famous salts is made from the
acid of grapes and lemon juice, com-
bined with lithia, and has been used
for generations to flush and stimu-
late the kidneys, also to neutralize
the acids in urine so it no longer
causes irritation, thus ending blad-
der weakness.
Jad Salts is inexpensive and can-
not injure; makes a delightful effe-
rescent lithia-water drink which
everyone should take now and then
to keep the kidneys clean and active
and the blood pure, thereby avoiding
serious kidney complications.—Adv.

STAR THEATRE
TODAY

ETHEL CLAYTON
For the Defense
S-h-h-h! You don't
know what real thrills
are till you see this
startling mystery ro-
mance!

At the LIBERTY today
COMING
FRIDAY
PRISCILLA
DEAN
IN
WILD
HONEY.
MOST
EXCELLENT
A short time ago Mr. Volstead created a
new business—and now we have it in
pictures so that all may see the inside
workings of the latest industry.
"THE BOOTLEGGERS"
is a thrilling story of smuggling the vile
fluid—The Demon Rum is the hero—
but, also—he gets caught.
Special Note—All bootleggers will be
admitted free today. Credentials must
be shown.

AJAX
BLACK TREAD TIRES
With New Features
CORD-ROAD KING-PARAGON
Supreme in Appearance, Mileage, and
Non-Skid Security
REED AUTO SUPPLY
11th Street near Main

Money to Loan
Farm Loans from \$100.00 Up, at Six Per Cent
See
ARTHUR S. WILSON
at once

PICNIC TABLE CLOTHS
FOR CAMPING PARTIES
A new idea rapidly
becoming popular
on outing trips
Clean White Paper in 36-inch Rolls
ENOUGH FOR 100 LUNCHESES
Compact, Easy to Carry
ONLY 50c
Get a roll at the HERALD office
before you leave on your trip

MEMBER FEDERAL RESERVE SYSTEM AND ASSOCIATED SAVINGS BANKS OF SAN FRANCISCO
One Hundred and Ninth Half Yearly Report
The San Francisco Savings and Loan Society
(THE SAN FRANCISCO BANK)
SAVINGS 526 CALIFORNIA STREET, SAN FRANCISCO, CALIFORNIA COMMERCIAL
JUNE 30th, 1922
ASSETS—
United States Bonds and Notes, State, Municipal and Other
Bonds (total value \$14,821,192.00) standing on books at... \$13,218,198.68
Loans on Real Estate, secured by first mortgages... 41,979,542.60
Loans on Bonds and Stocks and other Securities... 1,058,702.59
Stock in Federal Reserve Bank of San Francisco... 106,500.00
Bank Buildings and Lots, main and branch offices
(less over \$1,057,500.00), standing on books at... 1.00
Other Real Estate (value \$116,000.00), standing on books at... 1.00
Employees' Pension Fund (value \$393,984.91) standing on
books at... 1.00
Cash on hand and in Federal Reserve Bank... 7,507,230.21
Total... \$76,170,177.18
LIABILITIES—
Due Depositors... \$72,470,177.18
Capital Stock (regularly paid up)... 1,000,000.00
Reserve and Contingent Funds... 2,700,000.00
Total... \$76,170,177.18
GEO. TOURNY, Vice-President and Manager A. H. MULLER, Secretary
Subscribed and sworn to before me this 30th day of JUNE, 1922,
[SEAL] CHAS. F. DUISENBERG, Notary Public.
BOARD OF DIRECTORS
JOHN A. RUCK A. H. E. SCHMIDT E. N. VAN BERGEN
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E. T. KRUSE HUGH GODFELLOW L. S. SHERMAN
WALTER A. HAAS C. W. DOANE
GODFELLOW, LELLS, MOORE & ORRICK,
General Attorneys
Deposits made on or before July 10th, 1922, will earn interest from July 1st, 1922.
A Dividend to Depositors of four and one-quarter (4 1/4) per cent per
annum was declared for the six months ending June 30th, 1922.

DOINGS OF THE DUFFS JUST OUT FOR A WALK BY ALLMAN
TOM, COME UP HERE AND
WALK WITH ME—DON'T LAG
BEHIND—LOOK AT YOU!
YOU'RE LOSING YOUR
GARTER—IT'S DRAGGING!
THERE HE GOES
SHOWING OFF ON
THE BEST STREET
IN TOWN—
YOU BIG BOOB!
DIDN'T YOU SEE
THAT HAT?
WHY DON'T YOU LOOK
WHERE YOU'RE GOING?
I'LL KNOCK YOUR
BLOCK OFF!
SWEET
THING!
I SUPPOSE SHE IS
SORE AT ME NOW—
JUST AS THOUGH I COULD
HELP IT—SHE DOESN'T
ASK ME TO WALK WITH
HER NOW—