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STRAHORN FRANCHISE VETOED

Klamath Falls Will Become Home of New Western Publication

Announcement Made Today of Coming of Monthly Magazine, "The Westerner," Which Will Locate Here—First Issue Out Early This Fall—Plans Outlined

Klamath Falls is to become the home of a new monthly magazine. It will be known as "The Westerner," and will be largely confined in circulation and reader interest to Oregon, California and Washington.

Such was the announcement today by L. E. Banker, chairman of the board of trustees of the Westerner Publishing company. Mr. Banker has been here for the past two weeks looking over the territory and has completed arrangements for the construction of a building which will house the mechanical and editorial offices.

The first issue will be off the press early this fall, although the exact date has not yet been decided upon. Mr. Banker will remain in this vicinity indefinitely completing all preliminary arrangements, and will be joined early next month by other members of the organization.

The publishing project is being financed by a group of men in the three states, particularly Los Angeles, San Francisco, Portland and Seattle. The articles of incorporation are made out and will be filed with the corporation commissioner at Salem within the next two weeks. Some of the leading publishers of the Pacific Coast are interested in the project, it was announced.

Klamath Falls was selected for the home office of the new magazine because a careful survey for the past five months showed that it was the most typically western city on the Pacific coast, said Mr. Banker. Newspaper clippings were compiled since the first of last December and Klamath Falls held the strongest appeal to the publishers.

The magazine is to be general in character. It will be devoted to both fiction and general informative articles about the west and the Pacific Coast in particular.

"We feel that there is a strong field for a purely Pacific coast magazine, and our decision to begin publication of The Westerner was made after many months of investigation of the field," said Mr. Banker. "The only other Pacific Coast magazine has become national in scope, but it is our purpose to keep The Westerner purely a western product with its reader interest and advertising pages confined almost exclusively to the three states of Oregon, California and Washington."

Definite announcement of the date of the first issue will be forthcoming early next month. In the meantime plans for the new building are going rapidly forward and all preliminary steps are being completed.

LA VOYE PEOPLE PLAN TO LEAVE TOWN FOR GOOD

LA VOYE, Wyo., April 17.—La Voyer, the little oil dome town whose right to its place on Wyoming's map recently was denied by a federal court, today meekly prepared for the end of its earthly existence, in accordance with the mandate of the law.

The townspeople, numbering almost 1100, who were held in trespass on La Voyer site because the Ohio Oil company holds a government lease on the soil, were deliberating plans for dismantling buildings and homes and for moving all they founded there in the frantic oil rush of 1920.

Farmers Urge Klamath Chamber To Place Selves On Record For Another Railroad to Community

Irrigation District, Malin Commercial Club, Farmers Society of Tule Lake Valley, and Klamath Woolgrowers' Association, Want Business Men of This City to Endorse Proposal of Hill Lines

Farmers of Klamath county today spoke their minds in no uncertain manner, and in a group of letters to the Klamath county chamber of commerce urged that organization to endorse publicly the movement for another railroad to tap the almost unlimited resources of the Klamath country.

That the coming of the Hill lines to Klamath county is a vital necessity if the county is to continue to grow and prosper is the chief argument set forth in the letters, and in order that all agencies of the county might get together and cooperate in the demand for better transportation facilities, the chamber of commerce is urged to put itself on public record and work with the agricultural interests in bringing other railroads to this section.

Coupled with the letters to the chamber of commerce is a public statement to the people of Klamath Falls and the county in general from the transportation committee of the Klamath Irrigation district, in which further arguments for better railroad facilities are advanced.

The series of letters, as made public this afternoon, follow:

Seven Are Taken On Suspicion In Local Safe Jobs

Suspected of complicity in the series of safe robberies successfully conducted in Klamath Falls during the past 10 days, six men and one woman were arrested last night and this morning and are being closely questioned today by authorities.

While definite statements concerning possible admissions of the suspects were not made by either the police department or the sheriff's office, it is known that the shadow of suspicion rests heavily upon the four men picked up last night by Chief of Police Harry M. Loucks and his patrolmen.

The four men came to Klamath Falls from Los Angeles just about the time the present series of safe robberies in Klamath Falls began. Their activities have been closely watched by police during the past few days and facts sufficient to warrant their detention were learned last night.

The four men are well dressed, neat and stylish. Two are about 30 years of age, and obviously the leaders. The two other men are young and slim and neatly attired.

The four men have been in Klamath Falls about five weeks, during which time they have been under the surveillance of police. They have not been working, according to the police. Their names are withheld pending further investigation.

CHANGE IN CREW Mrs. Kilbourne of White Pelican Hotel Returns From France

Mrs. Hope Kilbourne, manager of the White Pelican hotel, returned from a week's business visit in San Francisco, where she was interested in obtaining a new kitchen crew for the hotel. Four persons were hired by Mrs. Kilbourne and since her return yesterday the dining room has submitted to renovation which will make it one of the finest in the northwest. Mrs. Kilbourne is preparing the hotel for the coming tourist travel, which many outsiders say will be the greatest in the history of the state.

HE USED THE HERALD Cloudy skies and threatening gusts of snow this morning failed to dampen the ardor of hundreds of Klamath Falls women who besieged Hector's store, the occasion being the closing out of certain lines, preparatory to restricting the business to straight ready-to-wear lines and millinery. Advertising for the sale was carried exclusively in the columns of the Evening Herald. Extra saleswomen, hired this morning, were unable to meet the demands of before-noon shoppers.

Authority for Action Is Given by Goddard In Message to Council

Proper Procedure for O. C. & E. Grant Is by Usual Agency of Ordinance; Section 108 of City Charter Quoted by Executive; Other Reasons Cited

Another page in railroad history was turned today when Mayor Fred R. Goddard vetoed the resolution wherein the O. C. & E. railroad was granted an exclusive franchise to cross South Sixth street at Commercial street.

The mayor, in a message to the council, set forth his reasons for vetoing the resolution. The message was submitted to City Recorder Lem L. Gaghagen who will read it at the council meeting next Monday night.

In the communication to the council, the mayor by his reference to section 108 of the charter indicated that the procedure had been wrong in the matter of the franchise.

Wrong Procedure Used This section, which is transcribed verbatim below, stipulates that before the right to use any streets or other public property is granted, the grant shall be embodied in the form of an ordinance. The regular procedure of passing an ordinance—publication, etc.—shall be followed in the case of granting a franchise. Approval of two thirds of the council is needed to pass the ordinance, but in case of the mayor's veto, a four-fifths majority is needed.

VETO MESSAGE I return to you herewith resolution passed at the regular meeting of the Common Council on April 13th, 1925, by three members of the Council, two voting against the same, disapproved.

I think it is not to the best interests of the City of Klamath Falls, Oregon, to grant this exclusive franchise and license to one railroad company, since it will have the necessary effect of excluding other railroad companies fully as worthy as the O. C. & E.

The granting of exclusive franchises is expressly prohibited by section 114 of the Charter and franchises can be granted by ordinance only, whereas this is a resolution.

The day has long since passed when exclusive franchises, licenses or grants are being made by cities to railroads or other public corporations. Experience in the past has taught us that exclusive franchises such as that granted by the Common Council in the above instance, are not to the best interests of the people of the community, but highly detrimental.

County Lashed By Snowstorm

Hints or echoes of the tornado that struck Condon, Ore., Wednesday were felt in Klamath Falls yesterday afternoon when a wind whirling and ratcheting up the Klamath Basin from the southwest soon scooped up sufficient dust and sand to obliterate the sun.

Hardly had the windstorm died away when a sullen rain pattered to the earth. A gradual drop in temperature early this morning soon transformed the rain to sleet and eventually to a heavy snow which with the first sign of sun this morning has quickly melted to slush.

Old-time residents are not surprised at April snow and even go so far as to predict more snow before June makes its entrance. Twice, in the memory of local residents has snow dampened Fourth of July celebrations.

April 17, 1925. Klamath County Chamber of Commerce, Klamath Falls, Oregon. Gentlemen:

A railway from Klamath Falls south to eastern connection would increase the price we receive for wool and lambs to a point that would materially affect our annual receipts. Careful calculation shows that such main line railway facilities would add one dollar and fifty cents to the price of each lamb sold in Klamath county.

We understand the Hill lines have declared their intention of entering this territory.

Believing that competition is a good thing in railway as in other development we have to respectfully urge that your Chamber openly and publicly express itself as favoring the entrance of this Railway company into this territory and that you take every proper action to aid it in doing so.

Respectfully, Klamath Wool Growers' Assn.

April 17, 1925. Klamath County Chamber of Commerce, Klamath Falls, Oregon. Gentlemen:

The further development of our section of the County waits, absolutely dependent, on railway construction through it.

The present agricultural production of Klamath county south of Klamath Falls is, approximately, two million dollars per year. A conservative estimate made after a careful survey by the County Agriculturist and others indicates that, given a railway line through the district with proper terminal connections, this production would almost immediately rise to approximately nine million dollars per year.

We have more nearly an absolute promise of early construction from the Hill lines than from any other railway company.

We have, therefore, to earnestly request that your Chamber put itself on public record as actively favoring any action that may help to cause this company to build into this territory.

Respectfully, Farmers' Society of Tule Lake Valley.

April 17, 1925. Klamath County Chamber of Commerce, Klamath Falls, Oregon. Gentlemen:

This office has been credibly informed that a program of land settlement on the various divisions of this Project on a scale previously unknown is not only contemplated but determined upon HUT this project. (Continued on Page Five)