

The Evening Herald

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WEDNESDAY, MAY 20, 1925

LET 'EM FIGHT

Charges made by the state university, accusing the state agricultural college of duplications of courses and the reply of the latter, asserting that only an 18th century conception of education would deprive the agricultural college of duplicating such courses and that their elimination would deprive the college of opportunity for the development of human interest, both confirm what everyone who has studied the issue knows, that duplication of courses in these two institutions exists all along the line and that each institution, instead of being conducted as part of one great state educational machine, functions as a rival educational institution, each seeking dominance at the expense of the taxpayers.

The term agricultural college is a misnomer, for but a small fraction of the O. A. C. attendance studies agriculture or its related subjects. The school is simply a school of elective technology, though the label agricultural college is maintained for political effect, farmers of the state naturally supposing that agriculture is the object of instruction.

Both institutions are rivals, in that each seeks to cover the entire educational field and there has been a mad race for supremacy. Every move of one is jealously followed by the other with a counter move, with the result that educational frills, fads and furbelows involving heavy overhead, are bringing a financial reckoning to each institution.

Governor Pierce warns the two institutions to cease quarreling lest a disgusted people repeal the millage taxes and spoil the educational graft. On the contrary the controversy should be thoroughly aired, so that the people will learn the truth about higher education and its costs.

Here is an opportunity for Governor Pierce to formulate a constructive program that will cut taxes more than an income tax will increase them by forcing the merging of the two institutions, together with the normal schools, under one board of regents, thereby eliminating rivalry, overhead and duplication, and making for economy and efficiency. The millage bills should be repealed, the budget prepared by the single board of regents, revised by the budget board and passed by the legislature, permitting a taxpending body to control expenditures only makes for extravagance.

The more the university and college fight, the more the public will know about them and the sooner will come the readjustment necessary if they are to function for the best interests of the state.—Salem Capital Journal.

STRAHORN SELLS OUT THIS CITY

(Continued From Page One)

The "Partnership" They want to know if it was not his object to get this concession from the city, on the basis of what he termed a "partnership with the O. C. & E." and then use it in bottling up the city and preventing the Northern lines from gaining a foothold in Klamath Falls?

They want to know if it is not a fact that he never intends to build a "terminal depot" at Seventh and Klamath, but was only seeking to prevent the Hill lines from doing that very thing?

They want to know why his line cannot now use the Southern Pacific depot, since it is part and parcel of the Southern Pacific system?

Switching Charges They want to know why switching charges of five dollars a car are made for transferring cars from the O. C. & E. if that line is owned by the Southern Pacific?

They want to know why the Southern Pacific does not come forward and buy the worthless bonds that the city holds in lieu of the \$300,000 interest it has in the O. C. & E., if it expects the people of this city to have any faith whatever in the statements and promises of himself and the Southern Pacific?

These and many other questions to be asked later the people of

Klamath Falls and Klamath county want answered by Mr. Strahorn and the Southern Pacific.

Smoked Out!

The people of Klamath Falls can now understand why The Evening Herald has taken the determined stand it has against granting Mr. Strahorn any concession whatever. It was convinced he was not acting in good faith with the people of the city and the announcement made elsewhere in this paper proves its suspicions to be well founded. If it had not been for the stand taken by this paper and the courage of Mayor Goddard in vetoing every effort to bottle up the city, Klamath Falls would be today in the firm grip of the Southern Pacific and it would be still skulking behind the glittering generalities of Mr. Strahorn. But The Herald smoked them out and they now have to stand in the full glare of the spotlight of publicity, a publicity that will be continuous and pitiless until the rights of the people of Klamath Falls and Klamath county are protected from the designing schemes of the men who have been working indefatigably to prevent the entrance of the Hill lines into Klamath county.

Goddard Protects City

Fortunate it was that Mayor Goddard had the foresight to ask the council for permission to appeal to the Interstate Commerce commission for help to protect its \$300,000. If the Southern Pacific gets the O. C. & E. it must pay the city back its money. Otherwise, Mayor Goddard, in behalf of the taxpayers, should immediately apply for a receivership for the line, for only through such a move can the

rights of Klamath Falls be protected.

The time is at hand when every organization in the city and county must go on record for or against the Hill lines. The Chamber of Commerce, which has been pursuing a course that justly arouses the suspicions of the people, must come out unequivocally for the entrance of the Hill lines and pass a memorial to the Interstate Commerce commission asking that the right to build in here, and common-user of the Southern Pacific line from Odell, be granted. If it does not do so, then its usefulness to the community is at an end, and an organization that will function in the interests of the whole community should be organized.

People Should Act

The city council should go on record along the same line, and if the members of the council do not see their way to do so, then they should resign and make way for men who really represent the will and wishes of the people.

The Klamath county court should also go on record and the record should be forwarded to the Interstate Commerce commission.

Mass meetings should be held in this city and throughout the county at which similar resolutions should be passed and we should solicit the help and cooperation of the counties of Modoc and Siskiyou. Spreading throughout the state, we should appeal to our neighboring cities and the great City of Portland for the help we must now have to defeat the schemes of the men who for years have been quietly working to kill the City of Klamath Falls.

S. P. Hurts City

Klamath Falls owes the Southern Pacific nothing. For fifteen years we have existed here on the stub end of a branch line that, while one of the most remunerative pieces of properties owned by the Southern Pacific, is a pitiable excuse as an outlet to one of the richest sections in Oregon. It has refused steadfastly to build the Modoc Northern, which is essential to our full development and never would have constructed the Natron cut-off if it had not been forced to do so by the public service commission. For months the city has been trying to secure from it an expression as to the location of the division point and has met only with evasion, when it is a known fact that Fuego has been selected as the point where the division and shops will be located. If this plan is changed it will only be because of the coming of the Hill lines and fear of the resentment of the people at its treachery and deceit.

More Empty Promises

It now comes forward, through the man who assumes to act as its mouthpiece, and says that it will build lines as fast as the development of the country will justify, and expects the people to believe that that means the immediate extension of the O. C. & E. to Silver Lake and Lakeview and a connection with the N. C. & O. Coupled with this is the intimation of the construction of the Modoc Northern, when it is a fact that already a contract has been awarded to the Utah Construction company for the building of the extension from Grass Lake. The only reason actual work on this construction is not now proceeding was the announcement of the Hill lines that they intended to come to Klamath Falls. Only in case the Hill lines come will the Modoc Northern be built. If the Southern Pacific can stop the coming of the Hill lines, the connection to Dietz will proceed and the O. C. & E. will never be extended to connect with the N. C. & O.

The time is at hand when the people of this city must awaken to their interests and help the Hill lines or forever remain under the withering control of the Southern Pacific. Where do you stand?

Robert E. Strahorn, before the chamber of commerce board of directors in special session last night, outlined in detail his opinions of the city, the possibility of railroad development in the Klamath country and the Strahorn interpretation of the history of the O. C. & E.

He told of the support of the city of the O. C. & E. and of the indifference later shown by cities which were tapped and which would have been tapped by the road construction.

"The burden to 'carry on' became mine alone," he said in describing the war period.

He mentioned briefly his unsuccessful efforts to secure spur lines throughout the city and scored the opposition factors which defeated him in his attempt to get the grants without common user clause. Mr. Strahorn took occasion to laud the Southern Pacific company to the skies, pointing out that it was now spending \$20,000,000 in the construction of a line north from Kirk.

He said that he would retain ownership of the O. C. & E. and

remain as active manager of the company.

The railroad president tended to scoff at possible construction of Hill lines into the Klamath territory. He pointed out, however, that when business warranted it, the railways all ready serving this district would be extended to meet the business demands.

"For economic reasons and other reasons, there is no hope of spectacular railroad development in the Klamath district," he said. In closing, Mr. Strahorn pleaded for support of the existing railroads instead of chasing phantoms that would never materialize.

S. P. WILL HELP STRAHORN ROAD

(Continued From Page One)

give the Southern Pacific company a substantial stock in the Oregon, California and Eastern railway, which now extends forty miles from point of connection with the Southern Pacific at Klamath Falls easterly to Sprague River, Ore.

A New Artery

"The completion of the Oregon-California and Eastern, which is a standard gauged line, coupled with the conversion of the Nevada-California-Oregon to a standard gauge line, will provide a new artery through southern and central Oregon, for through traffic between Oregon and the eastern states.

"Application will be made in due course for permission and authority to put these plans into effect.

"These transactions are in accord with the general policy of the Southern Pacific company, which looks to the development of the territory it serves, as already shown by the transportation facilities it has provided in Oregon and those under construction, to which these new additions come in natural sequence."

SON BORN

Mr. and Mrs. Louis Espin Congratulated on Arrival of Boy

Mr. and Mrs. Louis Espin, of Klamath Falls, are receiving the congratulations of their friends upon the birth of a son, born at 1:30 a. m. Wednesday morning at the private sanitarium, Mr. and Mrs. Espin make their home on Worden avenue.

COPCO IS SUED FOR HUGE SUM

(Continued From Page One)

Water Damages Lands

During the growing season, when livestock should have been grazing on the fertile lands of the company on the water of the lake, backed up by the Link river dam, would overflow the holdings of the company, damaging to a comprehensive system of levees, canals and ditches built by the company. The irrigation system was constructed at a cost of \$300,000 to the Fort Klamath Meadows company and its effectiveness has been seriously impaired by the continual overflow of the lake. Also the land is seriously damaged by being water logged.

The Fort Klamath Meadows company claims that its holdings valued at \$1,000,000, have been damaged in the extent of \$250,000.

Second Claim

For a second cause of action the Fort Klamath Meadows company claims that through the control of the power company of the natural reservoir of Klamath lake, it has lowered the lake below the natural low water level of that body and as a result has rendered navigation on the lake an impossibility. Thus the Fort Klamath Meadows company, through the illegal action of the power company, has been unable to utilize the lake waters, on which it has a littoral right, for navigation purposes.

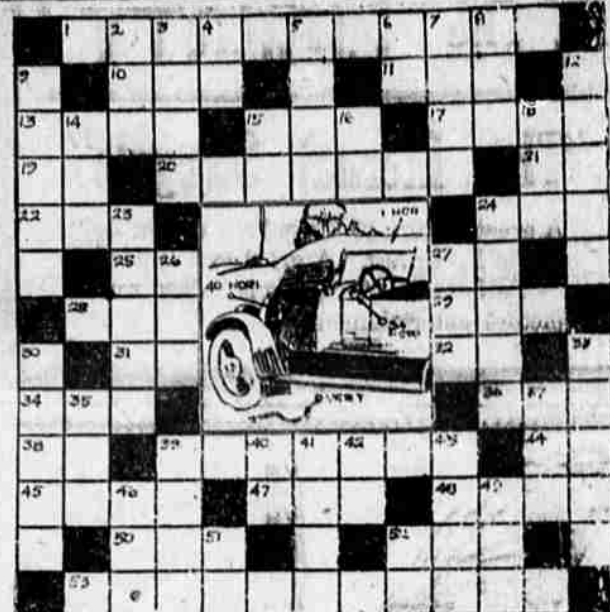
On the second cause of action the Fort Klamath Meadows company claims damage of \$250,000.

News from London. Rainbow shoes are the fad. Hot dogs!

YESTERDAY'S SOLUTION

HEAT ALIAS STOP
A TEAL PAIR A
LATENT ATTEST
LEA DECIDE PIE
RIP RAGE BAN
HONOR WE WANES
I TOO NET A
S ROS WET S
SHUNT EM PLUSH
APT CRAM ERE
NIL UPANIC REE
ARIOSE NATANT
I FROE ERON C
LATE DONE MESH

TODAY'S CROSSWORD PUZZLE



Motorists should be especially interested in this puzzle. It's dedicated to them and at the same time tests their knowledge and ingenuity.

HORIZONTAL

1. What rich man, poor man, beggar man, thief possesses, see picture. (pl.).
10. What every car is supposed to do.
11. Neither's affinity.
13. Gold finger band.
15. To surround.
17. Fairy.
19. Measure of area.
20. Alternate to and fro motions peculiar to some cars causing sea sickness.
21. Morindin dye.
22. Unused.
24. To mimic.
25. Exclamation of joy.
27. Variation of "u."
28. Evening.
29. Writing fluid.
31. Half an em.
32. Melancholy note.
34. Aged.
36. Constellation.
38. Second note in scale.
39. Makes the car go (pl.).
44. Sun god.
45. Granted facts.
47. Unit.
48. Those defenseless organs that listen to a motorist's cursing.
50. A doit.
52. To nick (a mudguard).
53. What young folks never look at and old people habitually glance at (see picture).

VERTICAL

2. Pitcher used for cremation.
3. Pulls.
4. Preposition.
5. Is in debt (for car. Puzzle: find some one who isn't.)
6. Within.
7. Cuts off.
8. Before.
9. Arm of car used to start motor of the driver.
12. 5280 ft. (pl.).
14. Wrath.
15. Masculine pronoun.
16. Last member of the family to get a car.
18. To knock.
23. Signaled.
24. Record of a single event.
26. Married chicken.
27. To be sick.
30. Popular make of car (pl.).
33. To drive down hill without gas.
35. Meadow.
37. To sin.
39. To relieve.
40. To depart or to run.
41. Within.
42. Point of compass.
43. Upholstered portion of the car.
46. To rap lightly.
49. Part of verb to be.
51. Point of compass.
52. Myself.

The Spotlight

YOU'VE been in a theatre when the stage was dark, and a spotlight suddenly focused upon the thing you wanted most to see. Advertisements are like spotlights. They focus attention upon the goods that interest you most.

You could wander in and out a dozen stores and, in the confusion of many objects, overlook what would please you best. Yet by reading the advertisements, without leaving your home you can tell definitely where the desired wares are, their prices, how they will serve you. You can know actual values long before you buy.

Advertisements throw light on new comforts and improvements, too, you might like to own. They let you see conveniences other folks are enjoying—bring them within easy reach. Let these spotlights guide you to standard goods. They'll help you save. Read the advertisements regularly.

Advertisements light the way to
wise buying