

# Oregon Trunk Railway Buys Terminal In Klamath Falls

## Hill Interests Buy 160 Acres of Land From C. W. Eberlein

Property Which Southern Pacific Has Been Trying to Get Is Sold to Rival Company in Big Rail Battle—Strategical Position Now Occupied by Northern Road—S. P. Hemmed in Completely—Deed Filed This Morning

Answer to the demands of those who have been asking for some evidence that the Oregon Trunk was coming to this city was given at 9 o'clock this morning, when a deed from the Enterprise Land and Investment company to the Oregon Trunk railroad company was placed on file in the county clerk's office in this city. The deed calls for 160 acres of land, the property transferred lying immediately west of the point where the Strahorn railroad crosses the Southern Pacific. They paid approximately \$140,000 for the land.

The filing of this deed will come as a surprise to the Southern Pacific, for it has been angling for a piece of this property ever since the announcement was made that the Hill lines planned coming to this city. It will come as a surprise to those who have been claiming that the coming of the Hill lines was all talk and urging the people of the county to stand by what they already had and not go into strange pastures after something they were not likely to get.

### LARGER THAN S. P. HOLDINGS

The acreage purchased by the Oregon Trunk is nearly three times that now owned by the Southern Pacific, and is indicative of the extensive plans for development in this territory that must be contemplated by the Hill lines.

Immediately following the announcement that the Hill lines intended to come to Klamath Falls, the Southern Pacific opened negotiations for the purchase of thirteen acres from off the north end of this tract. Instead of coming direct, emissaries were sent and in this a tactical blunder was made. Charles Wood Eberlein, who owned the property just sold, has maintained a policy of refusing to sell small tracts in this particular territory. Possessed of a large vision, believing that sooner or later other railroads were coming or that the one now here would require larger holdings, he has so laid out the property and disposed of his holdings as to make it possible for it to be fully developed by any other railroad entering this city without being held up by any property owner who might ask unreasonable prices for his property. Not knowing that it was the Southern Pacific, he refused to dispose of any acreage until he knew to whom it was going and to what use it would be put. Before this information was forthcoming representatives of the Oregon Trunk approached Mr. Eberlein, and in a very brief time negotiations had progressed to a point where it was assured of the land it wanted. For the purpose of making the transfer, Mr. and Mrs. Eberlein went to Portland last Saturday and the deeds were executed Thursday and forwarded to this city for filing.

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Charles Wood Eberlein

His foresight has made it possible for The Oregon Trunk Railroad to enter Klamath Falls and become available to the manufacturing plants within its territory.

## Malin Farmers Will Hold Big Mass Meeting

Railroad Questions to Be Taken Up at 2:30 Tomorrow

(Special to The Herald)  
MALIN, Ore., June 6.—Last-minute efforts of the Southern Pacific to head off enthusiasm for the big meeting here tomorrow afternoon met with small success here yesterday when S. P. officials including C. A. Hinshaw, R. E. Strahorn and K. C. Inghram, publicity man, met with groups of Malin citizens and urged them to support the Southern Pacific in their railroad fight. Promise of a branch line to the Malin country was the lure offered.

But the Southern Pacific promises were received here with about as much interest as the Strahorn promises, and the visit only served to create still more interest in the mass meeting tomorrow, when resolutions will be adopted urging united support to the Hill lines in their fight to enter the Klamath territory.

Several speakers will explain the railroad situation from every angle and resolutions will be adopted pledging the support of the farmers of this section to the Hill lines. In addition to the list of speakers made public earlier in the week, R. E. Bradbury, chairman of the Klamath Irrigation district, also will give his views of the present rail battle.

## FLASHES!

**CIVIL WAR STARTS**  
CANTON, June 6.—(A.P.)—Civil war was declared here today. General Yang Hsi-Min, commander in chief of the Yunnanese first army, controlling all of the city of Canton, announced he would open hostilities against the Kuomintang (Peoples') party. Troops quartered on the island of Honan. Fighting is imminent.

**RELIEF FLIERS START**  
HORTEN, Christianiafjord, Norway, June 6.—(A.P.)—The Norwegian government's expedition which will try to locate Captain Roald Amundsen and his fellow polar fliers by keeping an airplane watch along the edge of the field left the navy yard here today in fine weather for Kings Bay, Spitzbergen.

**WOMAN BADLY HURT**  
DALLAS, Ore., June 6.—(A.P.)—Mrs. A. F. Sloper of Oregon City was seriously injured today when she jumped from a light truck driven by her husband, who she feared it would be hit by a freight train switching on a track which the truck was approaching. She struck on her head and her skull was fractured and she suffered other injuries. Mr. and Mrs. Sloper have been here attending the annual convention of the Oregon state grange.

## S. P. Says It Will Finally Keep Promise

### Strahorn Announces Road to Malin and Tule Lake

The Southern Pacific, driven to action by the threatened invasion of the Northern lines, will ultimately begin construction of the Modoc Northern was stated last night at a banquet of the Merchants' Bureau by R. E. Strahorn, Southern Pacific representative here and president of the Oregon, California & Eastern.

Strahorn told the merchants that a new survey was now in progress under the direction of E. S. Clark, former Harriman engineer.

The survey, Strahorn said, has been begun about 20 miles from Klamath Falls, near Merrill.

Strahorn announced at the same time that funds had been provided by the Southern Pacific for the construction of the Strahorn road from Sprague River to Silver Lake.

He made no statement as to when the long-promised development would begin or when the survey would be completed.

The Modoc Northern, if constructed as promised many years ago by the Southern Pacific, would provide rail transportation for approximately 150,000 fertile acres in the Tule Lake basin and in the country adjacent to Merrill and Malin.

## Escaped Insane Man Given Rides By Autoists To Home Here; Will Be Taken Back

Escaping from the state insane asylum at Salem last Friday, a local man who has been confined to the institution for some time returned to his home here in approximately three days, his journey having been speeded by kindly motorists who picked him up as he started his long walk down the Pacific highway. E. H. Batson, state traveling guard for the asylum, arrived here last evening and will leave today for Salem with his prisoner.

According to Batson the man is not violent and gave no outward sign of his mental condition. Due to the fact that the man has a large family on a ranch about 20 miles from Klamath Falls, his identity is withheld.

## PROHIBITION FUND NOW EMPTY

That expenditures of the assistant county prosecuting attorney for purposes of prohibition enforcement have exceeded the county income from fines and that the fund has been drained was revealed today in a check of county records.

The records show that under sworn statement the assistant county prosecutor, Myers, drew the following sums from the fund for May:

Madame "T", salary for May	secret work	\$100.00
T. E. Myers, car mileage, 318 miles at 20c		63.60
T. E. Myers, salary secret	and other work	35.00
L. D. Burk, salary April 15 to May 15		150.00
A. W. Stevens, car mileage, 160 miles		32.00
F. W. Snyder (for additional services)		50.00
Drummond Printing Company		2.50
Balance due from April		11.61
Total due		\$444.71
Received from county treasurer		301.59
Balance due, deficit		\$143.12

"Madame T"

The identity of the mysterious Madame "T" was declared to be a mystery in courthouse circles. Some hazarded the supposition that she had been employed by Myers to obtain evidence in liquor cases. She was unknown, however, to any of those questioned, and it was declared that she had never appeared as a witness in any local liquor case.

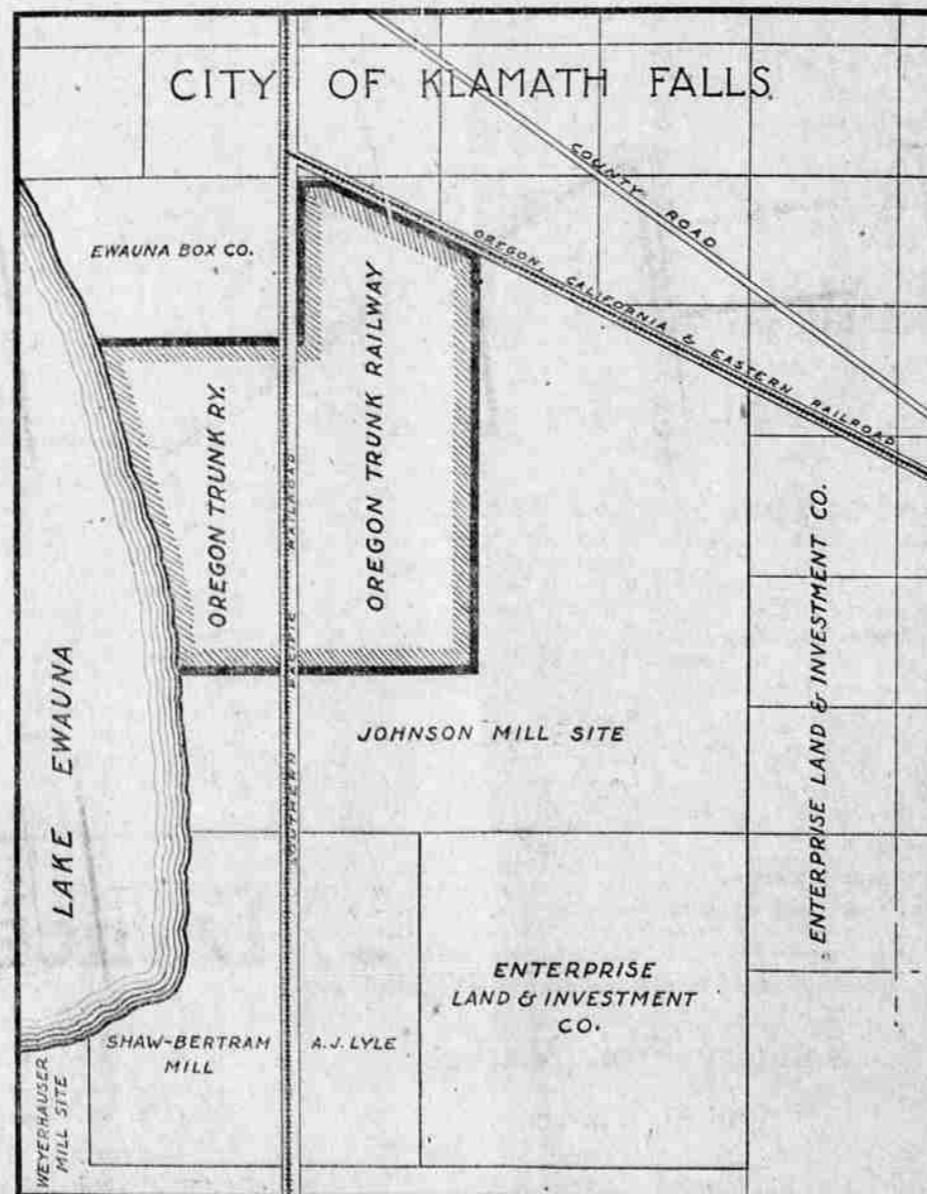
The identity of T. E. Myers, receiver of some \$38.60 of county funds, was also unknown, though said by some to be a minor son of Myers.

Myers, when confronted by a Herald reporter, flew into a rage and waving his hands wildly about disappeared into the sanctuary of his private office, refusing to answer any and all questions.

As he slammed the door a wall reached the reporter to the effect that—"have nothing for the Herald—let 'em get their information from other sources."

A perusal of laws governing disposition of that part of the prohibition fund allotted to the district attorney's office fails to show that the state has ever made provision for a final checkup on the fund beyond providing that in obtaining the money from the county treasurer a sworn statement of expenditures must be made.

No provision is made for the securing of receipts for the sums expended by the district attorney's office.



Map showing the location of the Oregon Trunk terminal grounds, where the shops and yards will be located, the Johnson site, where it is believed the Shevlin-Hixon plant will be located; and the Weyerhaeuser mill site.