

NORTHERN LINES CHIEFS HERE

Shevlin-Hixon Will Not Enter Klamath If Northern Lines Barred

Thomas A. McCann, Head of the Shevlin-Hixon Interests, Says Company Got Stung Once Entering Town With no Rail Competition

If the Northern lines are refused permission to build their proposed extension from Bend to Klamath Falls, the Shevlin-Hixon Lumber company will not start lumber operations in Klamath county.

This was the terse statement this afternoon of Thomas A. McCann, general manager of the Shevlin-Hixon interests, who with J. P. Hennessy, Bend manager of the company, was in the city today enroute to Bend from the McCloud plant of the company.

"We got in once before where there was but one rail line and no competition, and got stung!" he exclaimed. "But"—and he emphasized it strongly—"we don't propose to be stung again."

Whether or not his company will build the sawmill in Klamath Falls "depends in a large measure on whether or not a suitable site can be procured at a fair and reasonable price," Mr. McCann added.

"Just as soon as the Northern lines are given permission to extend, if such permission is given, we will start immediate negotiations for a mill site," he said. "But we don't propose to be held up. We are willing to pay a fair price for the land we want, but we are not going to pay several prices for it."

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True Bills for Fuller, Burke, Owens, Ware

Two Secret Indictments Made By Grand Jury

True bills were found by the grand jury which adjourned this morning against Jim Burke, Charles Fuller and Edward Fuller, charged with assault with intent to kill, assault with a dangerous weapon, and a separate indictment was made against Jim Burke and Charles Fuller for carrying a concealed weapon.

True bills were also found against Ira Ware, charged with assault with intent to kill, and against T. M. Owen, charged with a statutory offense. Two secret indictments were returned by the grand jury.

Sinclair Stock Soars As Result Of Oil Decision

NEW YORK, June 20. (AP)—As the result of Harry F. Sinclair's victory in the government suit to set aside the teapot dome oil lease the market value of outstanding Sinclair oil securities has increased nearly \$13,000,000 already. After the decision was announced yesterday the common stock of the Sinclair Consolidated Oil company went up 2 1/2 points to a high of 24 3/8, first lien six per cent bonds of corporation soared four and three fourths points. Other bonds of the corporation scored lesser gains. As there are about 4,491,893 shares of common stock outstanding, the gain of value for this item alone is figured at \$11,229,732.

Edward L. Doherty is also, substantially wealthier on paper, although the government won its suit so far as his company is concerned.

LANGELL VALLEY BARBECUE TO BE BIG ATTRACTION

Entire County Invited to Attend Big Program to be Held Sunday

As a special added attraction it is announced that Able Gordon, famous coast fighter, will box Babe Lightfoot, local boy, and that Al Shock and Eddie Stewart will box three two-minute rounds. The boys have donated their services.

More than 2000 people are expected to be at Langell's Valley tomorrow for the big barbecue and program which is being staged to commemorate the opening of water gates on 16,000 additional acres of land in that famed valley.

Jay Upton of Prineville, ex-president of the Oregon Irrigation Congress, will deliver an address on irrigation matters. There will be a baseball game between The Lumberlog and the Sprague River Glants, a wrestling match, boxing match, and other events to make it a gala day for all who attend.

The barbecue will start promptly at noon and will feature a pair of big fat steers, a couple of husky porkers and a flock of sheep. There will be approximately 2000 pounds of meat available, besides all the picnic trimmings. Persons who attend are asked to bring their own silverware, cups and plates. Langell Valley will do the rest.

It is hoped by the committee in charge to have one or more of the Northern line rail officials at the barbecue.

The entire county is invited, and the affair will be free to everybody.

FIRST FACTS OF POLE FLIGHT NOW BECOMING KNOWN

Amundsen and Party Work 24 Days Getting Plane From Ice

RESCUE IS MIRACLE Party Sighted on Landing by Small Norwegian Fishing Boat

OSLO, Norway, June 20.—Captain Roald Amundsen and his five fellow explorers will have an enthusiastic welcome when they arrive here within the next few days, on their return from their perilous airplane expedition into the Arctic.

Though they failed in their main object, that of being the first to reach the North pole by air, their exploit in flying to a point within 150 miles of their goal, their survival amid untold hardships and their return to Spitzbergen in their remaining plane are regarded as being a wonderful feat.

With each succeeding report of the experience of the flyers, the popular enthusiasm grows and it has already been expressed to some extent in the numerous wireless messages sent to the explorers, from the King, the government and their friends.

There is praise also for the heroism of Lincoln Ellsworth, American member of the expedition, who saved Lief Dietrichsen and Oskar Omdahl, when they fell through the ice.

Published non-copyright accounts of the flyers' experiences say they encountered a fog soon after starting from Kings Bay, Spitzbergen, on May 21. Rising above the mist, they held to their course for some hours until compelled to alight because half their gasoline was exhausted. Then the ice closed in, immovably jamming both machines, but Amundsen (Continued on Page Six)

BUDD SAYS TERMINAL HERE

Extension Into California Also Indicated

HIGHLIGHTS OF INTERVIEW
"If the Oregon Trunk extends to Klamath Falls it would have a terminal here with necessary round house and shop facilities."
"My idea about joint use of the line south of Klamath Falls would be the same as north, in the event a line is necessary to Susanville, California, or in that vicinity, and it would surely be wasteful there to construct two railroads."
—Ralph Budd, president Great Northern Railway.

PORTLAND, June 20.

That the Hill lines, the Great Northern and Northern Pacific, which jointly own the Oregon Trunk line, which now runs from the Columbia river to Bend, intend to push the contemplated extension to Klamath Falls, Ore., as far as Susanville, California, was indicated in a statement issued today by Ralph Budd, president of the Great Northern railway, who arrived here with a party of directors of the company.

Mr. Budd also indicated that the Hill lines would rather have joint use of part of the line now being built by the Southern Pacific between Eugene and Klamath Falls (Continued on Page Six)

Bonanza Favors Northern Lines Building South

By a unanimous vote, members of the Bonanza community club Thursday night voted in favor of the entrance of Northern lines into that community. The resolution, following, sets forth the reasons why both the Bonanza section and the Northern lines would be benefited. The resolution follows:

Whereas: The town of Bonanza, in Klamath county, Oregon, has for the past 15 years been known and recognized as the "Four Leaf Clover Town" of Klamath county; by reason of its geographic locality, it being the junction of the beautiful wealthy valleys; viz: Sprague river on the north, Poe valley on the south, Langell valley on the east and Yonah valley on the west.

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PUBLIC INVITED

Special announcement was issued this morning by those in charge of arrangements for the meeting with Northern rail officials tonight, stating that the meeting was emphatically for the public and that all citizens interested in seeing the Northern lines enter this section should be present. It was said this morning that through some error some Klamath county residents had obtained the impression that the affair was invitational and that membership in some local organization was a necessary requisite to entrance.

Northern Pacific President Asserts Tonnage In Sight

Charles Donnelly Says New Lumber Operations Will Be Started

Every possible argument will be advanced by the Northern lines in their fight for permission to construct the proposed extension of the Oregon Trunk to Klamath Falls, declared President Charles Donnelly of the Northern Pacific, upon his arrival here today.

"Although I cannot speak for the Weyerhaeuser company or any other timber company, it is only reasonable to suppose that we expect to make a showing of sufficient tonnage before the interstate commerce commission to justify this extension," he said. "Much of this tonnage, of course, will be lumber, so it is only a natural conclusion that we will expect to show the commission sufficient additional lumber operations to back up our request for this extension."

However, those who expect some big definite announcement from the Northern lines at this time will be disappointed, he added. The visit here is being made to give the New York and eastern directors a first-hand knowledge of the topography of the country and an idea of the almost unlimited present and potential resources of Klamath county and Central Oregon.

EXPLOSION KILLS THREE

WALSBURG, Colo., June 19.—Three miners were killed and two injured in an explosion at the Gordon mine of the Gordon Coal company, six miles northwest of this city last night.

I. C. C. ASKED TO PERMIT BUILDING BECOME KNOWN

Sprooule Says Request Forwarded to Washington Last Night

ROUTE IS ANNOUNCED Lawsuits Cause of Delay in Construction, Official States

SAN FRANCISCO, June 20. (AP)—The Southern Pacific company has forwarded to the I. C. C. an application on behalf of the Central Pacific railway a proprietary company, for authority to construct and extend a line of railroad from a point of connection with the existing line at Klamath Falls, Ore., about 40 miles in a southeasterly direction through Merrill and near Malin, Ore., to Cornell, Calif. It was announced late yesterday by Mm. Sprooule, president of the Southern Pacific.

"This is another step in the Southern Pacific company's development program," Mr. Sprooule said, "which was stopped by lawsuits involving the Central Pacific, compelling the company to hold in abeyance its plans which are the construction of a standard gauge railroad between the Klamath Falls region and the Central Pacific main line across Nevada, so as to provide a direct rail route between the northwest and the intermountain region, and also between southern Oregon and the east, with such branches and feeders as may be necessary to give service to the public."

Rights of way for about 20 miles of the proposed route, already acquired in the name of the Modoc Railway company, have been transferred to the Central Pacific, it was stated.

Weyerhaeuser Ready to Come Here as Soon as Rail Plan Approved

Plans For Mill Completed With All Details Arranged For Immediate Beginning of Construction as Soon as Commission Grants Northern Lines Permission to Enter District

If and when the interstate commerce commission gives the Northern lines permission to extend the Oregon Trunk from Bend to Klamath Falls the Weyerhaeuser Timber company will make public complete plans for the construction of one of the largest sawmills of the state in this city.

This was gleaned today from high officials of the Northern lines who arrived in Klamath Falls today noon by motor from Ashland, where they left their private train at 9 o'clock this morning.

RECEPTION BY RAIL HEADS TO START AT 8:30

Northern line officials will meet the public at an informal reception at the White Pelican hotel this evening, starting at 8:30.

President Charles Donnelly of the Northern Pacific will speak briefly and informally, outlining the general plans of the joint roads in their efforts to make the Bend-Klamath extension.

Several hundred persons from every section of Central Oregon and Northern California will meet the rail officials. Wires received this morning from Susanville, Calif., indicate that more than 50 will be in the delegation from Northern California.

Fred Weyerhaeuser, director of the Great Northern and also a director of the timber company which bears the family name, was to have made this important announcement here tonight had he been able to make the trip here as he had planned. However, he is not among the rail officials, so the formal announcement necessarily will be delayed.

Substantiation of the report was given by Charles E. Perkins, of Burlington, Iowa, a director of the Northern Pacific, the Chicago, Burlington and Quincy and a stockholder of the Weyerhaeuser Timber Co.

"In as much as I am neither an officer or a director of the timber company, I am unauthorized to make any statement in their behalf," he said. "However, it is my understanding that the company plans to start operations here as soon as the Northern lines are given permission to make their requested extension."

From other members of the party it was learned that all plans and blueprints of the mill and mill site (Continued on Page Six)

American Legion Drive Is Receiving Hearty Support; Fine Showing Made Already

Canvassing starts today for the American Legion endowment fund, to be raised for the benefit of war orphans. Funds raised by this nation wide drive are to be used for the education of children whose fathers gave their lives for their country, and for such charitable hospitals as the Doernbecher hospital in Portland.

Committeemen and prominent citizens from throughout the county gathered at the court house last night, where final plans were laid for the drive, and reports of progress made up to date given. After an address by Dr. G. S. Newsom, outlining the worthy purposes of the endowment drive, O. D. Matthews reported that the G. C. Lorenz company had already gone over the top with a contribution of \$100, H. E. Getz reported \$120 from the

Klamath Lumber and Box company, Superintendent Al Fidler, of the Pelican Bay box factory, declared that the Pelican mill and camps would come through with five hundred dollars, and Ed Gowan of Chiloquin, and D. H. Crump, of Lamm's mill, declared that the drive would start in their territories today, and expressed confidence that it would be well supported.

Tonight Senator Jay Upton will speak at the Pine Tree theater at nine o'clock in behalf of the legion drive, at the Liberty theater at 9:15, and will also make an appeal for the legion drive at the Langell's Valley barbecue, the Indian convention, and at Lamm's mill. Most of the outside canvassing will be done on Saturday, Sunday, Monday, and Tuesday. Wednesday will largely be devoted to solicitation in Klamath Falls.

I WANT TO HELP AMERICA'S WAR ORPHANS

To—J. A. Gordon, chairman of American Legion war orphans' endowment campaign. I enclose my check for

I want to do my bit for the children whose daddies did their bit.

Yours, in the name of humanity,