

The Evening Herald

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SATURDAY, JUNE 20, 1925

WELCOME, NORTHERN LINES

In behalf of the people of Klamath county and Northern California, The Evening Herald extends to the officials of the Northern Lines a cordial welcome to Klamath county. In your coming we see a realization of the vision that for twenty years has lead the people of this territory to hope for greater things, a vision that would have been a mirage had it not been for the development that is to be made possible through the construction to this city of the Oregon Trunk.

The people in this territory have no quarrel with the Southern Pacific. They appreciate all that has been done by this great railroad system, but they do feel that greater development would have resulted if the original program of railroad construction had been followed. The welcome to the Northern Lines is not based on antagonism to the Southern Pacific, but solely on the belief that their coming will accomplish the results the people here have been waiting for.

We believe that a compilation of statistics will clearly show that the new development that will follow the coming of the Northern Lines will justify their construction if they do not receive a single ton of freight that would go to the Southern Pacific if it alone occupied Klamath county. It is this belief that has aligned the people almost solidly back of your plans to come here and assures you of unabated support until your task is accomplished. When you have occupied this territory you may be certain of a square deal, a fair division of tonnage and a feeling of good will among our people.

THE MODOC NORTHERN

The announcement that the Southern Pacific has made application to the Interstate Commerce Commission for permission to build the Modoc Northern will cause no excitement here or throughout the territory affected, for the reason that no one takes the application seriously.

The Southern Pacific has lost the confidence of the people because of its failure to carry forward the original constructive program of railroad development, a fragment of which it is now offering in the hope it will aid the effort to block entrance of the Northern Lines. The people, however, can see through the plan and will not be won away from what they confidently expect will result in the actual development of this great inland empire.

BUDD DECLARES TERMINAL HERE

(Continued From Page One)

than to have to build a road paralleling that line.

Mr. Budd and his party plan to meet at Bend a party of Northern Pacific officials and directors headed by President Donnelly, when the Northern Pacific group returns from Klamath Falls where they are today conferring with citizens.

In his statement, Mr. Budd said that whether the extension of the Oregon Trunk line is made to Klamath Falls must depend on the desires of the people of Oregon to have another railroad.

"It is not surprising that a very fierce war is being waged against the Oregon Trunk, but we hope that before deciding the mathematical paradox that two railroads are less desirable than one, the people of Oregon will weigh past conditions and future prospects most carefully, as we think the entry of the Oregon Trunk into the Klamath Falls region would be the beginning of a new era for Oregon.

time and one is now nearing completion, we do not think it necessary to make a wasteful duplication. If the Oregon Trunk extends to Klamath Falls it would have a terminal there 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."

WEATHER OUTLOOK

SAN FRANCISCO, June 20.—The weather outlook for the week beginning June 21, was announced here today by the United States weather bureau as follows: Pacific states—The outlook is for generally fair weather, except for fogs along the north California coast. Temperature will be above normal in the interior. The forest fire hazard will be relatively higher in the interior.

YALE CLEANS UP

NEW LONDON, Conn., June 20. (AP)—Coached largely by men from points west, Yale has cleaned up Harvard in the four major sports events of the college year just ended. The victory of the Blue varsity eight on the Thames river yesterday in the 58th regatta of the historic series was the climax of tests of supremacy on gridiron, diamond and track. The crimson blades trailed Yale by one and one half lengths in 29:32 2-5. The time was the fastest a Harvard crew has attained since 1916.

WASHINGTON, June 20.—Senator Ladd of North Dakota, under treatment in Baltimore hospital for neuritis and rheumatism, has developed kidney trouble and his condition is considered serious.

WEYERHAEUSER READY TO COME WITH NEW ROAD

(Continued From Page One)

have been completed and approved, and all details have been arranged for immediate construction the minute word is flashed from the interstate commerce commission that the needed certificate of public convenience and necessity has been granted.

Added interest and import was given the visit of the rail executives when it became known that Robert A. Booth, of the Booth-Kelly lumber interests, met the party at Ashland this morning and accompanied them to Klamath Falls.

Mr. Booth has holdings of 400,000,000 feet of timber in the Sprague River district. He also has a mill site in that vicinity. The Weyerhaeuser, the Shevlin-Hixon and the Brooks-Seaton interests are all known to be angling for the timber, and it is generally understood that the holdings will be sold to any one of these three companies just as soon as the Northern Lines are given the right to build.

The special train arrived at Ashland from Portland at 8:40 this morning, 20 minutes ahead of time. The officials were met there by Jack Kimball representative of the Weyerhaeuser Timber company, who had a fleet of motor cars to bring them over the highway to this city.

Enroute over the mountain, the cars stopped at several points for a brief inspection of the Weyerhaeuser holdings.

They are devoting this afternoon to an inspection of the Weyerhaeuser mill site, the Shevlin-Hixon mill site, timber properties and along the route of the projected surveys between here and Bend.

Early tomorrow morning they will leave by motor car for Bend, where they will meet additional members of the rail inspection party and proceed together to New York, via Spokane.

The personnel of the official party follows:

Arthur C. James, New York, director, Great Northern and Chicago, Burlington, and Quincy.

E. Hayward, New York, director, Northern Pacific, and vice-president, Hanover Trust Co.

Charles E. Perkins, Burlington, Iowa, director, Northern Pacific, and Chicago, Burlington and Quincy.

Charles Donnelly, St. Paul, vice-president and western counsel, Northern Pacific.

H. E. Stevens, St. Paul, chief engineer, Northern Pacific.

R. W. Clark, St. Paul, assistant to President Donnelly of the Northern Pacific.

Charles H. Carey, Portland, vice-president Oregon Trunk and general counsel, S. P. & S. railroad.

Charles A. Hart, Portland, attorney, S. P. & S. railroad.

A. J. Witche, chief engineer, S. P. & S. railroad.

W. E. Coman, western traffic manager, Northern Pacific.

P. E. Thian, St. Paul, valuation engineer, Northern Pacific.

GALANO-COLLINS

At 10 a. m. Saturday, June 20, Mr. Richard Galano and Miss Anna D. Collins were united in matrimony at the Methodist parsonage. Mr. Galano has been for some time employed at Algoma. Miss Collins is a resident of Klamath Falls. They will make their home in Klamath Falls.

WOULD RETIRE

WASHINGTON, June 20. (AP)—Rear Admiral J. K. Robison, who was a storm center in the teapot dome investigation and who twice since has been denied promotion, has applied for early retirement from the navy.

LEARN FACTS OF FLIGHT TO POLE

(Continued From Page One)

sen and his companions proved equal to the emergency.

24 Days Work

With the greatest of exertion, calling for every ounce of courage, muscle and determination, they succeeded in dislodging one of the planes, although the effort cost 24 days of exhausting work during which their rations were rapidly disappearing and the prospects of a safe return seemingly dwindling.

Courage and perseverance won through and at length, discarding all the equipment they could spare and with only enough gasoline and food to take them back—provided there was no further trouble—they entrusted themselves again to the air, heading for Spitzbergen.

Over the miles of dreary ice fields, without a trace of land, the plane flew southward, sometimes encountering the dreaded fog, always keeping on until the explorers were able to land safely on the shore of Northeast land, part of the Spitzbergen archipelago.

Miracle

Scarcely had the machine alighted when almost as if by arrangement, the Norwegian sealing boat, Sjoeliv, hove into sight. The captain and crew of nine of the little 12 ton cutter had heard the droning of the seaplane's engine miles away but supposed it belonged to the patrol expedition out to scan the wild coast for the missing explorers. The surprise and gratification of the hardy seamen when they discovered the mistake must have equalled that of the castaways, who thus saw salvation at hand. Captain Wollan speedily recognized Amundsen, notwithstanding the months growth of hair covering his usually clean shaven face and they exchanged cordial greetings.

The explorers were soon aboard and welcomed with the utmost hospitality, although the sudden addition of six hungry men made big demands on the Sjoeliv's small larder and there was not much to eat and drink but seal beef, eggs and cider.

BONANZA WANTS NORTHERN LINES

(Continued From Page One)

And whereas; The people of these valleys and the U. S. reclamation service have expended \$1,500,000 in irrigation plants and systems, which are now being successfully operated, and beginning the era of development of one of the greatest fields of husbandry of the west.

And whereas; The hills surrounding these valleys contain billions of feet of the best yellow pine timber, that is now ripe and ready for market, and must on account of its ripeness soon be marketed or deteriorate in value.

And whereas; The thousand springs located at Bonanza and being of the best and purest water for domestic use, form of Lost River a vast mill pond with a length of four miles, and from ten to twenty feet in depth, and from two hundred to four hundred feet in width. That by reason of these springs being the source of this vast body of water has never been known to freeze, thus making a good 365 day working mill pond.

And whereas; There is now being hauled by truck to Dairy and Hilderbrand each year for shipment over the O. C. & E. or (Stabon) railroad an average of 3,000,000 feet of lumber that could be loaded at Bonanza, with practically one-half the truck haul and thus greatly reduce the cost of production.

And whereas; The town of Bonanza, is now equipped with an unlimited supply of electric energy, having delivered to its limits 24,000 volts of electric current which could be easily increased to a sufficient voltage to care for all domestic and manufacturing purposes.

Therefore, Be it Resolved: That the Bonanza Community club in regular legal session, heartily endorse the advent of the Great Northern railroad, in seeking to enter and develop this part of Oregon, and extend to them the "hand of fellowship," and ask favorable consideration of our locality, and assure them of our hearty support.

Be it Further Resolved: That a copy of these resolutions be forwarded the officials of the Great Northern railroad and a copy be furnished the interstate railway commission, and that a copy be furnished each of the daily papers of Klamath county, for publication, and a copy be spread upon the minutes of the club.

JAMES LUDKIE,

Vice President, Bonanza Community Club. Attest—J. A. Mahoney, Sec.

RITCHIE-BIRTWISTLE

On Wednesday evening, June 17, Carey T. Ritchie and Miss Hattie Buelah Birtwistle were united in marriage at the Methodist parsonage. Both young people live in Klamath Falls, and will make their future home here.

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SHEVLIN-HIXON WANTS 2 ROADS

(Continued From Page One)

"If the Northern lines do not come to Klamath county it is probable that we will build a road into our holdings and ship our logs to the Bend mill."

Mr. McCann said his company was under contract with the government to cut a certain amount of logs by March 1, next year, and he has every hope that the rail situation will so adjust itself that his company can start logging operations and begin construction of the sawmill some time this fall.

M. L. Johnson, who looks after some of the interests of S. O. Johnson, now touring Europe, said that he had no knowledge of the details of any particular deal which S. O. Johnson had in mind with the Shevlin-Hixon interests or others.

However, he said he was satisfied that a large mill will be erected on the tract within a short time after adequate railroad facilities were provided Klamath Falls. There is adequate timber available in Klamath county to justify the construction of such a plant, ignoring the holdings of Shevlin-Hixon company and the Weyerhaeuser people, and S. O. Johnson is perfectly capable of arranging the financing of such an undertaking in one way or another, he said.

U. S. WINS POLO MATCH

LONDON, June 20. (AP)—The United States army polo team won its match with the British army team, played at the Hurlingham club today, 8 goals to 4.

WANTED—Two girls to wait on table at Rocky Point Resort, Phone Rocky Point, Adv. 20.

McAuliffe Better; Will Be Taken To California Soon

Maurice McAuliffe, brother of Jack McAuliffe, who is ill at Lakeview hospital at Lakeview, brought word today that Mr. McAuliffe, who suffered a relapse yesterday, is improving.

Dr. E. Dietsche who was called to Lakeview in consultation yesterday feels that under conditions Mr. McAuliffe is doing as well as can be expected. While he does not deem it advisable to move Mr. McAuliffe for two weeks, due to his weakened condition, Mrs. McAuliffe will go south to San Francisco with her husband as soon as he is in condition to stand the trip where he will be under the care of Dr. Gettigan.

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