

The Evening Herald

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E. J. MURRAY Publisher
W. H. PERKINS News Editor

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THURSDAY, JUNE 25, 1925

THE S. P. "DEVELOPMENT" PROGRAM

Just a few days ago we were regaled with the statement from President Sproule, when application was made for permission to build the Modoc Northern, that it was simply "another step in the Southern Pacific development program," a program "which was stopped by lawsuits." These lawsuits, we are further told, forced the company to "hold in abeyance" the construction of a standard gauge railroad between Klamath Falls region and the Central Pacific main line across Nevada.

The statements contained in the paragraph above confirm the charge of the Evening Herald that it is the intention, if the Northern lines are shut out of Klamath Falls, to leave Klamath Falls off the map, through the construction of a cut-off from Fuego. While the Modoc Northern statement would lead the hurried reader to believe the application was made to carry out the "Southern Pacific program which was stopped by lawsuits," it means nothing of the kind. Further on you will discover that the present plan is to construct a "standard gauge" line from the "Klamath Falls region." The application simply asks for permission to build to Cornell, which is a long ways from the Central Pacific in Nevada.

All this was for the consumption of the public, with the hope that it would lull it into a false sense of security and keep it from rallying to the support of the Northern lines in their effort to tap the Klamath country and penetrate into Northern California to a connection with the Western Pacific. Now come the real facts, in a brief filed with the Interstate Commerce Commission, in which the construction of the Oregon Trunk is opposed by the Southern Pacific, because it would be "an economic waste," "timber resources overestimated," and that the section to be penetrated "is already adequately served by branch lines and logging roads."

This part of President Sproule's statement to the Commission will prove interesting to this county:

"The interest the Southern Pacific has acquired in the Oregon, California & Eastern railroad, the connection proposed to be built from Klamath Falls to the Nevada, California & Oregon, and the control of the latter, gives an additional route between Oregon and the east, via the Central Pacific through Nevada and Utah."

That being true, why the necessity for the Modoc Northern? What argument is to be advanced when application is made for a permit to extend this line into Nevada? What is to become of the intimation given the people of Merrill, Malin and Northern California that the Modoc Northern "program which was stopped by lawsuits" is now to be carried out? Can you see how adroitly the words are played upon to fool the people and lead them to believe that the Modoc Northern is to be constructed in its entirety?

President Sproule also states that he believes the timber resources of the territory to be traversed are over estimated. How about the 26 billion feet that will be tributary to a line from here to Susanville—assuming that the McCloud river timber will in part go over such a line, which will be the case through the extension of the McCloud River railroad in case the Northern lines extend from here to Wendel?

The real attitude of the Southern Pacific is contained in that part of President Sproule's statement, where he says "this territory is already adequately served or that may be well served by branch lines and logging roads." The present management of the Southern Pacific has pursued a policy of forcing development before construction, while the Northern lines have followed the opposite program.

Any one that expects anything from the Southern Pacific different from what has already been secured, is doomed to disappointment.

At last we are informed by the Southern Pacific, through a brief filed with the Interstate Commerce Commission, that it owns "nearly" one-half of the stock of the Strahorn line. Who owns the third "nearly"? The Southern Pacific is not apt to put its money into anything that it does not control, and while it may own "nearly" one-half, and Mr. Strahorn and his associates may own "nearly" one-half, we would like to know if there is not a third party owning "nearly" some stock that holds the balance of power? Now that the Southern Pacific admits it is an actual stockholder, it should be made to guarantee the city's \$300,000, and if the city cannot secure, through the Interstate Commerce Commission, such a guarantee, then it should make ap-

plication for a receiver, to the end that its rights may be fully protected, so that later on the same class of high financing that "cleaned" the stockholders of the Western Pacific and other railways may not be practiced on the City of Klamath Falls.

SIDE OF CANYON TOPPLES; RIVER BECOMES A LAKE

Western Wyoming has New Phenomenon in Heart of Teton Forest

CHEYENNE, Wyo., June 25. (AP)—Western Wyoming today has a new and rapidly growing mountain lake, according to reports received here last night which said that a great mountain of rocks forming one side of a canon on the Gros Ventre river in the heart of the Teton national forest toppled from its base and across the stream. A section of the national forest was smashed to kindling, many buildings were lost and several herds of cattle were swept away as the result, according to the message.

The phenomenon was reported in a message received here from J. R. Jones, manager of the telephone exchange at Jackson, Wyo. Jackson is 16 miles from the scene, according to the report.

Mr. Jones said the fallen mountain had formed a large dam across the river and that it will impound a body of water probably hundreds of feet deep because of the sharp declivities on both sides of the river. In five minutes, according to a report received by Mr. Jones from a horseman, the water rose 200 feet in the canon. It was estimated that the stream will swell into a lake seven miles long and a mile wide before the water rises to the point where it will spill over the obstruction. Several tourists parties were held up because of the occurrence, but none is in danger the report added.

Julia Lage et als to Edith Kandra; 5-11-25; \$1.00 I. R. S. All of Township of Clinton, except Lots 1, 2, 3, of Blk. 1, Lot 3 of Blk. 2, Lots 3, 4, 5, 6 of Blk. 8. Also M. and B. description near Clinton, with certain exceptions, containing 48.3 acres.

Torinus Company to C. V. Silvis; QCD; 5-26-25; \$50 I. R. S., all of Sec. 36, Twp. 25, Range 9; all of Sec. 16, Twp. 26, Range 11.

Addie B. Richter et vir to Robert I. Sloan et ux; 6-8-25; \$200 consideration; Fairview Addn. No. 2, lot 3, block 8.

J. W. Dapey et ux to W. O. Hill parcel in block 105, Buena Vista Addition.

F. M. Anderson et ux to the American National Bank, lots 7, 8 block 213 Mills Second Addition.

Ida M. Casbeer et vir to the American National bank, Klamath Falls, lot 2, block 214, Mills Second Addition.

Willella T. Stewart to Henry Gloystein, lot 7, block 5, Fairview Addition No. 2.

Vivian R. Wilde to James A. Leo and Chas. C. Crawford lot 9, 19 block 53 Town of Malin.

At the PINE TREE

There is perhaps not another profession which entails as much personal risk as the medical profession. A doctor will expose himself to every disease, even though it be known to be incurable, and his accomplishment will be taken as a matter of course. Isn't that what everybody expects of him? Is he not supposed to cure, to help, to risk even his life? That is the attitude that it takes when it comes to the doctor question.

If, however, that same doctor who has exposed his body to the most ravaging disease, and has cured the most difficult cases, should make one slip-up, if he should make one mistake, everything that he has done will be forgotten. His one error will ruin his life and career. A physician, then, is a man whose judgment must be infallible; his worries must all be centered on his patients rather than himself; he must love humanity.

In "Lovers' Lane," the photoplay at the Pine Tree theater, we see a physician who really lives up to the nobility of his profession. He is willing to devote his life to the work of a small town doctor, even at the sacrifice of love. It is a real heart interest drama with a climax that will convince you that there can be pictures which are really different.

At The LIBERTY

Herbert Rawlinson and Madge Bellamy are co-starring in "The Man in Blue," at the Liberty theater today. Rawlinson has the part of an Irish policeman whose beat is in the Italian quarter of a big city; and Miss Bellamy plays an Italian flower girl whose admiration for the young guardian of the peace is so great that she defies her father's commands to have nothing to do with the "foreigner" and to prepare for her marriage to a countryman, a big fat political boss.

The girl learns something which convinces her that the policeman is married. She disappears, to be located by the man who loves her and whom she loves only a short time before she is forced to become the wife of the boss. Then the cop takes the law into his own hands with dire results for a number of persons.

COURTS

Deeds
The K. D. Co. to James Hicks; 6-6-25; \$50 I. R. S. Industrial Addition, lot 13, block 16.

Frank C. Bramwell, Supt. to Fred J. Beldin; 6-19-25; \$50 consideration. (M. and B. description) in Lot 2, Sec. 12, Twp. 41 S., R. 10 E., W. Meridian.

Vivian M. Padgett et vir to Henry S. Wilson et ux; 4-25; \$150 I. R.

Expect Many Will Attend Meeting Here

Move on Foot to Organize Local Stock Men

Many local stockmen are expected to attend the meeting of representatives of the California Cattlemen's association which will be held Monday at Fort Klamath.

The meeting is to be followed by a similar one which will be held Monday at Fort Klamath. W. C. Dalton, local man who is president of the Klamath Lakes Land and Livestock company, is a member of the association and declares that universal membership in the organization by stockmen would effectually prevent disastrous price fluctuations such as are prevalent today.

Indicative of the interest aroused nation-wide by the organization is the fact that shortly after his arrival in San Francisco on June 18th Secretary of Agriculture William M. Jardine visited the office of the California Cattlemen's association to secure first hand information on the new plan for cooperative marketing of cattle.

The marketing program of the cattlemen was heartily approved by the secretary and he was well pleased with the method of organization and management of the organization, expressing himself as believing that cooperative marketing was the real solution of the cattlemen's problem.

Secretary Jardine is particularly interested in agricultural cooperation, for as he stated, "California has developed cooperative merchandising to such an extent, that it is an object lesson to the rest of the country."

"A government subsidy of agri-

culture would not relieve or better agricultural conditions but the farmers must help themselves and the best way in which this can be done is through cooperative effort," the secretary declared.

THE WEATHER

The Croto-Stormograph at Underwood's Pharmacy registered a slight upward trend to barometric pressure this morning and no relief from the prevailing high temperature is in sight.

Forecast for next 24 hours: Fair, continued warm. The Tycoos recording thermometer registered maximum and minimum temperature today as follows:

High.....56 Low.....63

TULFORD IN

Harry Tulford, of the Upper Lake country was in today on business.

WOMEN ARE FINED

Charged with running a disorderly house, Mrs. M. Carlson was yesterday fined \$50 by Police Judge Gahagen. Anna Johnson, charged with frequenting a disorderly house, drew a fine of \$25. Both were caught in a recent police raid.

VOSS OF MERRILL

Henry Voss paid the city a business call today from his home at Merrill.

ALGOMA SHOPPERS

Mrs. J. Welder and son Jack were shoppers in the city this forenoon from their home at Algoma.

UPPER KLAMATH LAKE

James Hemmelwright, one of the prominent ranchers of the Upper Klamath Lake country paid the city a business visit today.

SHOPPING FROM BONANZA

Mrs. Ruby Branch of Bonanza was among the early morning shoppers here today.

It is easy for a bowlegged girl to stay in the water instead of sit on the beach.

McMillan Ships At Nova Scotia

BYDNEY, N. S. June 24. (AP)—The Peary, first of the MacMillan Arctic expedition ships has arrived here after a foggy three days trip from Wiscasset, Maine.

The vessel is awaiting the arrival tonight of the Bowdoin. Both vessels will take in fuel, the departure for the expedition base at Etah, Greenland, will depend upon the time required for fueling.

The Peary is carrying United States navy officers and the three amphibian airplanes with which the Arctic will be explored. The ship left Wiscasset last Saturday. The Bowdoin stopped at Monhegan Island, Maine, and followed the Peary last Sunday.

The area between the pole and North America in which MacMillan hopes to find another continent is also to be explored by Harold Amundsen. Undaunted by his recent failure to fly over the pole with Lincoln Ellsworth, Amundsen in a dispatch from Norway says he believes there is land north of the American side of the pole and proposes to discover it.

At Last—a Blonde Hair Shampoo!

Keeps Light Hair from Darkening—Brightens Faded Blonde Hair

When light haired people wash their hair in an ordinary soap, a thin film of dirt is left on each hair, which collects dirt and dust, causing the hair to darken. That is why blondes should always use a special shampoo. For while light hair is always attractive, its beauty is not just as soon as it becomes uncertain in color, dirty-looking and streaky. Blondes, the new Swedish light hair shampoo, not only keeps blonde hair from darkening, but actually brings back the true golden beauty to even the dulled and most faded blonde hair. Makes hair fluffy, silky. Highly essential to both hair and scalp. It is a dye. Contains no injurious chemicals. Money instantly refunded if not delighted. Get Blondes today at all good dealers, such as C. H. Underwood, Whitman & Wagoner, Currins Drug Store, Southern Oregon Pharmacy.

Buy Your Studebaker—Now!

You may buy a Studebaker today—or on any day of the year—with the confident assurance that no act of ours will stigmatize it as a "last year's model"

STUDEBAKER has discontinued the custom of presenting a new line of automobiles each year. Instead of bringing Studebaker cars dramatically up-to-date once in twelve months, we shall keep them up-to-date all of the time—with every improvement made available by our great engineering and manufacturing resources.

Improvements and refinements, of course, will be made from time to time. New features will be added. As in the past, we shall continue to pioneer all vital betterments. But Studebaker will have no yearly models to make your July car obsolete in August.

A dramatic story

There is a dramatic story behind this new Studebaker policy that vitally concerns everyone who expects to buy an automobile this year.

Amazing records of Studebaker performance and endurance prove beyond question that the present line of Studebaker cars is so soundly engineered and manufactured and so satisfactory in the hands of owners that drastic annual changes are not required.

Authentic reports show that hundreds of Studebaker cars have given from 125,000 to 400,000 miles of sturdy, dependable service. One Studebaker Big Six, used as a mail car, traveled almost 500,000 miles in 5½ years, giving 24-hour round trip service between Bakersfield and Los Angeles, California.

Stupendous mileage! But the same stamina and rugged dependability is built into every Studebaker that leaves the factory.

A Studebaker taxi in Jewett City, Conn., has

traveled 31,008 miles without even having the valves ground or the carbon removed.

In Stockton, Calif., a Studebaker Big Six has piled up 138,000 miles over steep mountain grades and rough country roads with negligible upkeep—not a single major part has been purchased or repaired by reason of wear or accident.

It is a significant fact that wherever travel conditions are most severe, Studebaker by far outsells its normal proportion of cars.

Bus Operators, Rent-a-Car Companies, Police and Fire Departments—all turn to Studebaker year after year for their transportation equipment, because they have found that it always yields scores of thousands of miles of reserve transportation, and has low upkeep costs.

At the mileage when other cars are breaking up—Studebaker cars are breaking in. It's the second and third fifteen thousand miles that prove Studebaker superiority. It's this reserve mileage—even though you may never use it—that greatly increases Studebaker resale value.

Stamina is in-built—inherent—a vital and indispensable part of the Studebaker formula for building fine motor cars.

Buy this "One Profit" car now

Remember—under this new Studebaker policy—there is no need to delay the purchase of your new automobile until annual changes have been made. Come in and see these sturdy, dependable, "one-profit" automobiles. Today Studebaker offers greater values than ever before. It is sound judgment to buy now.

DUNHAM AUTO COMPANY

Sixth and Oak

Phone 52-W

STUDEBAKER

THIS IS A STUDEBAKER YEAR