

The Evening Herald

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FRIDAY, AUGUST 7, 1925

MORE S. P. BLACKMAIL

Threatening and bull-doing tactics on the part of the Southern Pacific are not confined to Klamath Falls during these temperamental summer days.

From Eugene comes word that the Southern Pacific has told the people of that progressive city, in effect, this: "You give us a site for our shops and terminal and we will locate here. If you don't we will move them up the line to Springfield and Eugene will be out of luck."

And Eugene fell, hook, line and sinker, for this brazen threat. An election has been called for August 18, at which time the people will vote on the question of raising a \$175,000 bond issue to present the Southern Pacific its terminal and shop site on a silver platter.

It is almost a certainty that the bond issue will be approved, for Eugene has not been forced to deal with Strahorns and Shoups for years, and it is fearful that this blatant threat of the Southern Pacific will be carried out unless it is presented with its \$175,000 terminal site.

On the face of it, the Southern Pacific threat is ridiculous. It would be the very epitome of foolishness for the Southern Pacific to attempt to move its terminal from Eugene to Springfield, and nobody knows this better than the Southern Pacific officials themselves. Their carshops are now located in Eugene. Then why the threat to move them to Springfield? It is coercion—blackmail—of the most despicable type.

But coming from the Southern Pacific it is to be expected. It is the same tactics which they used to whip 14 vacillating Klamath lumbermen into line. It is the same ruse employed by their foster son, Robert E. Strahorn, in this city many years ago.

Eugene taxpayers no doubt will saddle \$175,000 debt upon their shoulders to save, as they surmise, a terminal; which the Southern Pacific never intended to take from them.

Corporation blackmail is a great game if you can get away with it.

ANOTHER "ENDORSEMENT?"

Members of the chamber of commerce today received copies of the statement issued by Paul Shoup, executive vice-president of the Southern Pacific company, about ten days ago. This statement sets forth what the Southern Pacific may do, provided it is not afflicted with "destructive competition." Is this the first step in a campaign to secure the endorsement of the chamber of commerce? If so, we would suggest to the officials of the chamber that the wise thing to do at this time is to keep hands off. It is a question that must not be acted upon in executive session. Anything along this line should be submitted to the full membership on a referendum. Then if the majority favors the S. P. there will be no complaint.

DESERTING SPRINGFIELD

The Southern Pacific company has joined forces with the Eugene boomers to complete the sand-bagging of Springfield through abandonment of its proposed railroad shop site at Springfield and acceptance of a new site northwest of Eugene to be purchased by a \$175,000 Eugene municipal bond issue.

The Southern Pacific purchased the Springfield site 13 years ago, and announced its plans for the building of division shops upon the completion of the Natron Cut-off. Cessation of the railroad's construction delayed action, but Springfield has since then lived upon hopes of eventual realization of this plan.

To Springfield, the railroad's desertion is a death-blow. To Eugene it can make but little difference whether the shops are located northwest of Eugene on the new site or east of Eugene on the Springfield site. The payroll and business in either case goes to Eugene. The only persons benefited by the transfer are the adjacent realty owners and boomers who have optioned the property, and ask the city to vote bonds to made their speculation good.

Throughout all these years, Springfield has been loyal to the Southern Pacific, while Eugene has divided her allegiance with the Oregon Electric and recently flirted with the Union Pacific. All of which proves that if you want favors from a railroad, cultivate rival railroads.

—Salem Capital Journal,



STEWART'S WASHINGTON LETTER

WASHINGTON—This country is on the point of a showdown. It will mean one of two things.

Either:
1. We'll settle down to fundamentalist rule with no more yawling about it. Or.
2. We'll be liberalized aplenty—over-liberalized the fundamentalists say.

This is the opinion of politicians fundamental and liberal alike, who drift in and out of Washington, swapping reports concerning the conditions they observe in their various ballwicks.

Politically the fundamentalists control the country—not effectively, everywhere, but more or less generally, nationally speaking. How they gained control nobody knows. It's a situation which just "kinda grew."

Before anybody realized it, here it was. The liberals don't like it. That's to be seen on every hand. Nor do the fundamentalists like the way the liberals thrash around, kicking against the bricks.

Who really is in a majority it's impossible to tell. There never's been a conclusive test of strength.

The liberals have given ground, bit by bit, without actually putting up much of a fight. This is done with—they're about to make a stand—more, to put up every ounce into a desperate effort to the fundamentalists back.

So fundamentalists and liberal politicians agree in reading the

signs. They agree, too, that the fundamentalists won't be satisfied with a mere defense—they'll do their utmost to finish liberalism off for good.

The struggle won't center about any single narrow issue—prohibition, evolution, some one detail of public morals, some particular so-called blue law.

The campaign will open—has opened, in fact—with a little detached skirmishing of this sort, but merge into one big, general engagement over the question of the relationship between religion and the government.

FROM COPPER CITY

Mr. and Mrs. R. McGovern motoring south into California on a motor tour from their home at Butte, Montana, are guests here today. Mr. McGovern is one of the prominent mining men of the western city.

NYLANDER IN

Hans Nylander, prominent rancher of the Merrill district, is among the business visitors in the city today. On his farm which is one of the finest in the Merrill district Mr. Nylander has one of the largest hives of bees in this section.

NEGRESS IN JAIL

For 60 days Pearl McLinden, negress, must stay in the city all for driving while drunk, was the decision of County Judge Bunnell before whom Mrs. McLinden plead guilty. Mrs. McLinden was arrested last week on the corner of Sixth and Spring streets, after she had crashed into a Peyton Co. wood wagon. In addition to the jail sentence, the woman was fined \$100, which had not paid up to this afternoon.

LETTERS FROM THE PEOPLE

Editor of The Herald:

It seems to me that the time has come to get the railroads that are here, to do what they ought to do, and it seems that the threat of the Northern Lines who want to come in here is tending to make the railroads already here take steps to do what they might do. It looks as if we should get the service and accommodations out of the roads that are here while the getting is good. The Sprague River district is rapidly coming to the front, our little town is growing fast and as soon as timber operations can get started here, we will be a second Chillicothe. We have no improved highway into this community and the road we are compelled to use for about twenty miles is very bad. I do not know all the ins and outs of the Strahorn deal in this part of the country, but I do know that we have been expecting some benefit from the road. I have been told that citizens of Klamath Falls donated to Strahorn grounds for passenger station and that he has been given the right to use these grounds, but instead of using them is now refusing to use them and put on a passenger train. It seems to me that he should be compelled to keep this promise and in that way help keep the general promise of developing the country, and that the passenger train would not only help Sprague River to develop but would bring this development into Klamath Falls. Our people would use such service rather than drive over the miserable road we have. I wish you would publish this letter and I don't see why the merchants of Klamath Falls who would get a big trade from this dis-

EVERETT TRUE By CONDO



Dempsey Signs For Big Fight

Champion Will Meet Harry Wills on July 4th, 1926

Floyd Fitzsimmons, Michigan City, Ind., promoter, departing at noon today for Chicago and New York, carries with him the signature of Jack Dempsey, heavyweight champion, to an agreement for a title bout with Harry Wills, July 4, 1926, at Michigan City, Ind., it was announced by B. H. Benton of Dempsey's staff. Benton said that Chicago financial interests will back the bout and that arrangements were completed last night by telephone and telegraph between Fitzsimmons and Paddy Mullins, manager of Harry Wills.

Golf Directors To Meet Tonight

To use every effort in rushing the completion of the golf course, is the purpose of the meeting called at the office of J. F. Maguire Sr. for this evening, when directors of the club will all be present.

Blue prints for the pipe line have been made and arrangements for the planting of grass seed this fall, the ground all having been cultivated, ready for the seeds. The course is in condition now to play upon, providing this section could enjoy a good rain storm, which all the golf fans are praying for.

On the board of directors are: A. J. Voge, Charles I. Roberts, Roland Wright, C. H. Knowles and J. F. Maguire Sr.

Two Families Go Berry Hunting

Mr. and Mrs. Jack McKay and Mr. and Mrs. G. S. Coulter and family were among those who journeyed Sunday to Huckleberry mountains. Whether or not their efforts were crowned with success was not made known. They reported no trace of the famous Algoma bear.

Teachers' Institute Will Be Held Here September 3 and 4

All the teachers of Klamath county, both primary and high school, will convene September 3 and 4 at the Klamath county high school for a Teachers' Institute. It was announced today by Fred Peterson, county school superintendent.

Before the institute will appear instructors from state institutions and probably State Superintendent of Schools Churchill, to counsel and advise the teachers on modern methods of education. The outline of work for the ensuing school year will be taken up and analyzed and the experts on education will make suggestions as to how best results can be obtained.

The teachers institute, an annual affair which was abolished several years ago by legislation, was reconnected by the last legislature.

PINE BUSINESS SHOWS INCREASE

Orders increased to 117 per cent and the amount of lumber cut rose to 113 per cent of normal, according to reports of 38 mills east of the Cascade mountains, made to the Western Pine Manufacturers' association for the week of July 11. But shipments were only 89 per cent of normal. Compared with a week ago on the basis of 34 mills reporting there was an increase of 22.91 per cent in volume of new business.

Orders on hand at the opening of the week totaled 4265 cars—110,899,000 feet. Orders received during the week, minus orders for 25 cars canceled, amounted to 1500 cars, or 29,000,000 feet.

Production for the week was 28,299,000 feet or approximately 1493 cars.

Shipments for the week totaled 1132 cars, amounting to 29,432,000 feet, and 676,000 feet delivered locally.

PICNICING TODAY

Mr. and Mrs. W. W. Southwell and Mrs. Mary Griffith are enjoying a picnic and fishing party at Klamath Agency today.



Oil King



He'll rule the International Petroleum Exposition at Tulsa, Okla., this fall as "King Petroleum." He's Pres E. Windsor oil capitalist, of Warren, Pa.