

The Evening Herald

Issued Daily, except Sunday, by The Herald Publishing Company, Office: 119 N. Eighth Street, Klamath Falls, Ore.

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Entered as second class matter at the postoffice at Klamath Falls, Oregon, under act of March 3, 1879.

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The Evening Herald is the official paper of Klamath County and the City of Klamath Falls.

THURSDAY, AUGUST 13, 1925

SOUTHERN PACIFIC "COERCION"

Paul Shoup, executive vice president of the Southern Pacific company, denies that his company "coerced the lumber manufacturers of Klamath Falls" into signing the now famous statement that they thought there was no need for the construction of a competing line. Perhaps not. Is it not possible that his company "induced" them to sign?

If the signing of that statement occurred because lumbermen "recognized our need for all possible revenue to support an investment in excess of the twenty-two and a half million dollars necessary to complete and improve Natron cut-off, and a great many millions more to build a connection directly east, and to extend our lines locally into agricultural and timber resources of southern Oregon and northern California, an expression most freely and graciously given," why was it necessary to have a corps of the brightest minds in the employ of the company here for weeks "inducing" the manufacturers to sign? Why offer to wipe out the switching charges? Why offer the Truckee rate?

If Mr. Shoup believes that the statement was a free and gracious act, carrying with it the hearty support of the lumber men, he would change his mind if he knew the real facts.

That statement was signed because most of those signing it knew that if they refused the Southern Pacific would have its revenge later. It was signed because of the fear that refusal meant practical ruin before relief could be secured through the completion of the Oregon Trunk. That statement has fooled no one, unless it may be Mr. Shoup, and we even doubt if it has fooled him.

The Southern Pacific has slept on its rights in this territory. If it had gone ahead and carried through the original Harriman program, which included the construction of the Modoc Northern, with a line from Susanville, or near there, to Anderson, as well as a line across the state from Crane to Odell, with branches to Lakeview and Bend, there would be no talk about keeping out the Oregon Trunk. Instead, it has throttled development and repeatedly stated that the character of the territory made it impossible, from an investment standpoint, to extend its lines. Now it is willing to promise anything and everything, provided it is saved from "destructive competition."

Those familiar with Southern Pacific tactics, know that if the Oregon Trunk is shut out, these promises will not be kept. If the territory it now proposes to open up did not justify construction before, it will not justify construction afterwards, and that will be the answer if the Northern lines are shut out.

Our suggestion is that every application for extension of its lines be denied the Southern Pacific and that the territory it now proposes to open up be turned over to the Northern lines, provided the latter immediately undertake construction of a railroad to serve them. The Southern Pacific is on record as stating it would not support the investment. The Northern lines claim it will. Let the company that has faith in its development carry on the work.

Yes, we realize that Klamath Falls is "bound for hell with a one way ticket," as our morning contemporary facetiously puts it, with the transportation paid for by the California Oregon Power company and the Southern Pacific. We expect to see it come back, however, with the return ticket furnished by the Oregon Trunk.

600 Bottles of Beer Confiscated

A small brewery was found at 123 Lakeview avenue late this afternoon by prohibition officers, who say they confiscated 600 plants of the foaming brew in a raid on the place. Lloyd Oesser, who was in charge of the house, was arrested on a liquor charge.

Officers conducting the raid were State Prohibition Officer McBride, Deputy Sheriff Burke and Policeman Brown.

LEFT TODAY

Mr. and Mrs. R. W. Beebe left today for their home in Berkeley after visiting at the home of Mrs. Beebe's sister and brother-in-law, Mr. and Mrs. J. E. Franey.

GOLF MEN LUNCH

Directors of the Golf Club met this noon at the hotel White Pelican for luncheon, during which time they discussed further work on the course.

Stewart's Daily Letter

BY CHARLES P. STEWART
NEA Service Writer

WASHINGTON, Aug. 11.—Where North American salesmanship falls down in South America is in trying to make South Americans accept what North Americans think they ought to want instead of offering them what they really want. Europeans don't make this mistake. They study South American tastes and adapt their goods and methods to them.

South Americans always have recognized the Monroe Doctrine's value to them as a guarantee of the strong protection of the United States, but they also always have been a little suspicious of it as possibly amounting to what the United States might some time consider a warrant to interfere in their affairs.

That is to say, as a Pan-American joint understanding, they liked the doctrine; as a purely North American policy, they regarded it askance.

Then the League of Nations began to take shape. It looked as if the United States would join it.

"Will the league supersede the Monroe Doctrine?" asked the South Americans anxiously. "If so, what becomes of the North American protection we've enjoyed?"

All their suspicions of the doctrine vanished. Threatened with its loss, they remembered only what it had done for them.

When the United States finally didn't join the league they were much relieved.

The United States had South America sold on the Monroe Doctrine right then, without an effort on the former's own part, which is about the only way the United States ever does sell anything in South America.

Just at this point the then secretary of state, Charles Evans Hughes, took occasion to state that the doctrine was exclusively North America's and nobody else's—that it was also exclusively in North America's interest and anybody else's only incidentally—that it was immaterial whether the South Americans liked it or not—it was none of their business.

That spoiled everything. It reawakened all the South Americans' original suspicions, only this time they had ceased to harbor them as mere suspicions—they considered that Secretary Hughes had confirmed them, in their worst form. And straightway they went to trying themselves as lightly as they could to the League of Nations.

BY CHARLES P. STEWART
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WASHINGTON.—The automobile trade came in for some rather severe criticism at the recent national convention of credit men here. Auto concerns are extending too much credit, to the injury of other business and of great numbers of those it's extended to, according to many of the convention delegates.

The Jones family lives on the average American wage earner's income (Bureau of Labor Statistics figures) of \$1513 a year. Jones can't save much—certainly not enough to pay cash for an automobile.

But he needs a new suit. He can buy on the installment plan. It looks easy, Jones is told.

Jones had made due allowance for his installments but not for fuel and oil and extras and repairs. All put together, these items pluck him.

He needs a new suit. His wife needs a new dress. The baby needs new shoes. Well, they can't have 'em—not until the car's paid for.

By this time the Jones' are distinctly hard up. They have to cut down on food—perhaps eat some of it out entirely—cheaper butter, less milk, no meat some of the time. Their living standard's been lowered—except that they have a car.

The result, the critical credit men say, is that business isn't as good as it ought to be—except the auto business.

It isn't actually bad in other lines. Building activity and other nice things more or less offset the Jones' financial stringency.

Nevertheless, according to credit men, always excepting the automobile credit men, isn't as good as it would be if an over-extension of credit hadn't induced Jones to buy a car he couldn't afford.

Ten Cow Hides Make One Boot

DOEBELN, Germany, Aug. 13. (AP)—What is claimed to be the largest cavalry boot in the world was recently manufactured to commemorate the 600th anniversary of the boot-makers' guild here. Ten large cow hides were required to supply the leather for the boot. The foot measures 5.9 feet and the shaft 16.4 feet. The boot will remain at the town hall as a permanent exhibit.



Bonfield Will Be Tried in Justice Court Friday Morn

What gives every promise of being one of the stiffest fights ever staged in justice court, opens tomorrow morning when Bill Bonfield will go on trial on a charge of possession of intoxicating liquor.

Despite confident predictions to the contrary of prohibition agents, Bonfield entered a plea of not guilty this morning before acting Justice of the Peace Kendall and his trial was set for tomorrow morning at 9 o'clock.

The jury was selected this morning and is composed of the following: John C. Boyle, H. H. Jenkins, J. M. Bedford, A. A. Bellman, Charles S. Curran and H. E. Calkins.

Horace M. Manning will defend Bonfield and District Attorney E. L. Elliott will prosecute.

Bonfield's home in Hot Springs Addition was raided Tuesday afternoon and a quantity of alleged liquor confiscated. Officers of the raid admitted however that most of the liquor found was off of the property occupied by Bonfield.

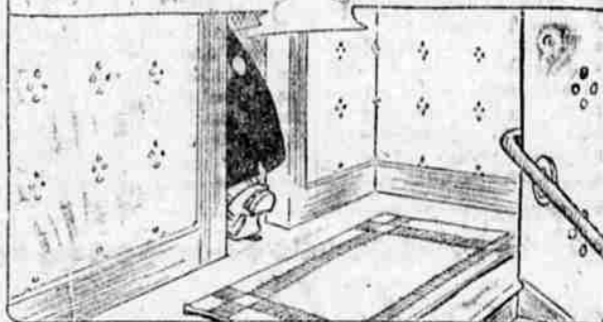
FAVORS LARGE FAMILIES

DUBLIN.—The Dublin City Commissioners, who have just completed 248 new houses for the working classes have had 4,400 applications for the houses and have decided to allot them in accordance with the sizes of the families. There are 21 families of at least 12 persons each, 46 of 11 persons, and 76 of 10 persons. There are in Dublin many families of 10 persons who are living in single roomed tenements.

EVERETT TRUE

By CONDO

"GREAT SCOTT, WOMAN, HOW MUCH LONGER IS IT GOING TO TAKE YOU TO DOLL UP? THERE'LL BE THE LAST ONES TO GET OUT HERE!! I'VE WAITED SO LONG ON YOU ALREADY THAT I NEED ANOTHER SHAVE!!!"



"SHAVE, EH? IF YOU WANT A CLOSER ONE THAN THAT, JUST STICK YOUR FACE IN HERE AGAIN!!!"



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MITTENDORFER IS CLAIMED INVENTOR OF TYPEWRITER

INNSBRUCK, Austria, Aug. 13.—A memorial tablet has been unveiled on the house of Peter Mitterdorfer, who, Austrians claim, was the inventor of the typewriter.

Mitterdorfer was born September 22, 1822. Forty years later he settled in Innsbruck and began work on the invention. After two years he had finished his first "typewriter," a contraption made of wood, leather, wire and sharp needles. Forty-seven years later his first attempt was found in the attic of his house.

Disputing that the typewriter is an American invention, the Austrian version is that Carlos Ghilden, an American, saw the Mitterdorfer model at the Imperial polytechnic institute at Vienna, copied it, and in 1867 constructed the first American machine in conjunction with C. Latham Sholes and S. W. Spaul of Milwaukee. The American patent was acquired by E. Remington & Sons.



LETTERS FROM THE PEOPLE

Some facts and figures of freight charges of S. P. Railroad and its tributary the O. C. & E., from May 30th, 1925, to and including June 20th 1925.

The formerly irrigation company, shipped four cars of red fir lumber from Cleo station on the Siskiyou mountain, to Klamath Falls, Ore., care of the Strahora R. R. billed that way as to eliminate the switching fee of \$3 per car.

We paid the S. P. railroad 13 cent rate making a total amount of \$362.08 for the haul of practically 170 miles.

Now then, we paid the branch of the S. P. known as the Strahora of O. C. & E. R. R. for a twenty mile haul, of these same cars the enormous sum of \$174.29 or 6 cents per hundred for one third, of the distance; and in addition there to we paid denore of two days, \$6 one day was perhaps legitimate but the train failed to come out the second day hence we had to pay for that.

Now this same road is now and has been ever since it has been operating \$20.00 per car for lumber and logs from the Egert switch which is twice the distance in haul, logs rated at \$2.25 per thousand feet and this includes the waste as they are all sealed Board measure which provided for the slab and sawdust and bark waste, these logs will average more than 10 pounds to the foot and 8000 feet of logs is a car load or 80,000 pounds for \$20.00 more than any of these cars of lumber weighed, our heaviest car of lumber weighed 73240 pounds and cost us \$43.94.

Another we had a car of flume material shipped and the freight to Dairy was quoted at a price we could not afford as we had a three mile haul on the end of the Dairy line that we would have to truck, so we made a deal with W. D. Miller of Klamath Falls to truck it right to the spot cheaper than we could ship it by rail.

Do we need competition in rail roads? The above figures say YES WITHOUT ANY QUESTION.

By One of the Directors.

Wool Growers Contribute To Govt. Trapper

Sheep Men Seek Unity In Animal Control Work

A campaign against the ravages of predatory animals in Klamath and Lake counties and Modoc and Lassen counties of California has been instigated by the Klamath Wool Growers association and steps are being taken to unite work in this direction in order that poisoning and trapping operations can be carried on simultaneously in the four counties.

Each member of the wool growers association has contributed two cents for every head of sheep they own, to be utilized by the government trapper in Klamath for maintenance of an automobile. Six hundred dollars is now in the bank to be used for this purpose.

With an automobile instead of a horse the scope of the government trapper will be extended.

Members of the wool growers association interviewed the county commissioners of Modoc county and received assurance that anything that the Klamath county court was doing or would do toward the extermination of predatory animals, would be duplicated by Modoc county. It is planned to communicate with the county commissioners of Lake county and ask their cooperation.

The association is undertaking the work in order to cooperate with the United States Biological Survey which is handling predatory animal control work in Oregon.

New Oxfords



This is one of the new oxfords for fall that does away with the bothersome lacing, but still has all the practical features such as good support around the ankles, sensible heels and a broad, comfortable last. For sport wear it is most attractive.