

# The Evening Herald

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

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

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

Member of the Associated Press

The Associated Press is exclusively entitled to the use of republication of all news dispatches credited to it or not otherwise credited in this paper and also the local news published therein. All rights of republication of special dispatches herein are also reserved.

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

### SUBSCRIPTION RATES

Delivered by Carrier		By Mail	
One Year	\$5.50	One Year	\$5.00
Six Months	3.50	Six Months	2.75
Three Months	1.95	Three Months	1.50
One Month	.65	One Month	.50

THURSDAY, SEPTEMBER 17, 1925

## THE LUMBERMEN'S CREED

The lumbermen—or rather fourteen lumbermen—of the Klamath district have issued an "I believe" statement, carrying the earmarks of "sign here" that characterized the initial pronouncement, when they surprised the people of the county in coming out in favor of the exclusion of the Northern lines. The most surprising thing about this latest effusion is that any man of ordinary intelligence would sign it, or permit his name to be appended to it. It purports to give facts and figures to prove that it is better for Klamath county to have only one railroad than it is to have two.

If the lumbermen were frank enough to come to the people of Klamath county and tell them that if the Oregon Trunk is extended into Klamath Falls, it will mean the entrance of the Weyerhaeuser Timber company, Shevlin-Hixon company and other large operators, that their coming will so increase the production of Klamath pine that it will bring about a lowering of prices and either force them to adopt modern methods of manufacture or go out of the lumbering business, and for that reason, together with the fact that they are afraid to antagonize the Southern Pacific at this time, they have issued the two statements that have been published, it would at least have the virtue of honesty on its face.

Instead they have signed a statement that has been prepared by the Southern Pacific, in which it is sought to convince the people of the county that it will be of greater advantage to this district to have the Southern Pacific exclusively. Such a statement is an insult to the intelligence of the citizenry of Klamath county and it ill becomes the local lumbermen to presume upon the confidence and friendship of the community to be a party to such deception.

The lumbermen know—and if they do not, then they have no right to sign the statement they did—that the Northern lines will develop their own tonnage, and in addition they will bring about a development locally that will create a greater incoming tonnage than now comes into the Klamath territory. This talk about capital refusing to embark upon the extensive program announced by the Southern Pacific if the Northern lines come in, is mere propaganda. It is true that if the Northern lines come in, there will be no necessity for the construction of much of the mileage included in the Southern Pacific program, for the territory will be cared for by the former railroad. This, however, does not prevent the Southern Pacific for extending its lines into new territory that will be immediately productive of much tonnage and which is not tributary to the Northern lines.

So far as Klamath county is concerned, it is not worrying about the carrying out of the Southern Pacific program, for the people here know that if it refuses to go ahead and the Northern lines come in here, the latter company will go ahead and open up the territory the Southern Pacific has abandoned and open it up on a common user basis, thus giving to those sections the benefit of competition, a benefit that the Southern Pacific is willing to spend fifteen million dollars to prevent.

The claim by the lumbermen that the exclusion of the Northern lines will mean the making of Klamath Falls into a railroad center, the objective of wholesale jobbing houses and a passenger diversion point of such importance as to gain nationwide attention, is so silly as to be pitiful. We would be ashamed to have our name associated with any such propaganda, but it seems that some people reach that stage in life when the race for the almighty dollar makes them impervious to such a thing as shame.

It requires no great degree of knowledge or experience for one to know that another railroad will mean more to Klamath Falls than twice the construction proposed by the Southern Pacific. It will mean the making of a real railroad center; it will mean two terminal points, with two roundhouses and repair shops; it will mean the immediate construction of the big Weyerhaeuser plant, with its addition to the population of over six thousand people; it will mean the immediate construction of the Shevlin-Hixon plant, with an added population close to that brought in by the Weyerhaeuser plant; it will mean the opening of the Klamath country to the tourist travel tributary to the Northern lines and the advertising of the beauties of this territory to mil-

lions of people who have never heard of it; it will open up the markets for livestock, lumber and manufactured articles in states that today are buying these products elsewhere; it will make of Klamath Falls the greatest lumber manufacturing center of the United States and the pine lumber center of the world, according to two of the greatest lumber authorities in the world; it will mean a city of from 30,000 to 40,000 people as against 12,000 to 15,000 under the Southern Pacific program.

These are some of the possibilities the lumbermen who signed the latest Southern Pacific statement would deny to the people now here in order that their resources may be increased, that competition may be shut out and their control of the local lumber market may be perpetuated.

The Herald has no objection to the lumbermen seeking to maintain their control; to the Southern Pacific seeking to shut out competition. But it does object to being classed as a fool by those who are trying to twist facts into facts, the better to serve the selfish motive back of the propaganda of which they are the agents.

Klamath county wants the Southern Pacific to expand its lines to the fullest degree. It ever will cooperate with it in the conservation of its interests and the protection of its investment, but it never will become a party to any program that has for its purpose the making of the great resources of the county a mere pawn in the hands of designing individuals, whose only thought is selfish aggrandizement at the expense of those who have waited here for years to see the full development they have reason to expect and which they know are justified by conditions.

## Circuit Judge Leavitt Speaks On The Birth Of Klamath Falls

Interesting highlights on the early history of Klamath Falls were given this week by Circuit Judge Leavitt before the Daughters of the American Revolution, who spoke on "The Birth of Klamath Falls."

By reason of the fact that he was the first mayor of Klamath Falls, Judge Leavitt's recital of early historical incidents was of real interest.

His address, in full, follows:

Daughters of the American Revolution: You have asked me to tell you something about the birth of the city of Klamath Falls. I respond with more pleasure than you can imagine. I love the past; especially that part of the past that has to do with the beginning, the growth and the development of the City of Klamath Falls. I love, on occasion, to take my place in the reviewing stand set apart for silver-topped boys and as the procession moves past point out to members of a later generation the part this or that personage played in the events going to make up the earlier history of our city; to show how typical of those days were the marchers in such a procession.

While I am occupying the reviewing stand this evening for a few brief moments the occasion is a bit too formal for me to give free rein to memory and let it wander wherever it might; and besides, to attempt to give voice and description in this narrative to a tenth part of what such a procession reveals to me would be to extend this narrative to an undue length, so I will content myself with what seems to me to be the outstanding features of the salient facts attending the birth of Klamath Falls.

The earlier history of our city is so closely interwoven with the history of Linkville, its predecessor, in interest that I must perforce go back some little distance for a starting point. As my narrative is to be based largely upon personal experience and observation I have elected to begin with my arrival in Linkville, July 10, 1884, at three o'clock p. m.

To begin with, I shall endeavor to give you a sort of birdseye view as I saw it first.

At that time, the eminence upon which stands the Central School extended in gradual slope across Main street to approximately the middle of the first tier of blocks south of main street opposite, completely shutting off the view up main street from one approaching from the east. The easterly approach to the town in those days, and for a long time afterward, was via the "Devil's teakettle," celebrated then, as now, for its scalding temperature. Indeed, I think it was recognized as more of an attraction at that time than now; at least it was a common center to which we all drifted, on occasion, to scald our hoags. The townspeople watered their horses and cows at a spring located about the middle of the intersection of main and seventh streets, the overflow from the spring wandering off down the easterly side of seventh street to the flat below. A rail fence along what is now Klamath avenue from a point near the White Pelican hotel to the river just below the bridge was the northerly boundary fence enclosing what was then known as the Brooks pasture, and it was comprised of the territory now occupied by Railroad addition, Klamath addition and part of Mills addition. A small hotel—the Horton house, as its sign said—stood about where today stands the Golden Rule store, and

was vacant. On the corner of Main and Sixth stood a livery and feed stable with a very limited patronage; opposite was a blacksmith shop, and in the same block was the residence of Mr. J. W. Hennaker and Mr. A. D. Carlek, the blacksmith. In the next block toward the river and on the same side of the street resided John G. Shallock and a part of the Cranston family; on the block opposite on the present site of the Melhase building stood a dwelling known as the J. N. T. Miller house, a stone and adobe structure. On what is now the Matthews property at the corner of Pine and Fourth, stood the house of the postmaster. On the site of the Imperial garage stood the Cranston residence and opposite was the residence of H. B. Matton. We have now reached Center street going toward the river. Rounding the angle of the street gives us a view of the real Linkville. There we behold the postoffice, Dr. Sumner's residence, the Freise hall, J. W. Mannings livery and feed stable, the "red" house—a two story structure, Forbes' saloon, the Baldwin and Forbes hardware, a barber shop, the "brick" store and the Linkville hotel.

Bear in mind, this is a description of Linkville 41 years ago. Its setting was attractive even then, and its few inhabitants, pioneers, of course, were real live people, abreast of the times in a business way. Their accomplishments in the line of municipal development were meager but fully in accord with the development of the surrounding country. Hedged about as they were by mountains, contact with commercial centers such as Portland, San Francisco and Sacramento was not frequently possible. The railroad from Portland south was then building just south of Roseburg and in the Cpw Creek canyon, and north from Sacramento in and about Delta in the Sacramento canyon. Communication from north and south was via Ashland, and the mail came that way by stage from Ashland over the old Ashland road. Transportation, in the modern significance of that term, was not a burning question in Linkville. There was no need of any propaganda for unity of action, and there were no factions. There was just one source of revenue, that which was derived from the sale of beef driven north to meet the on-coming railroad.

As the mother of the city of Klamath Falls, Linkville was not nationally known; indeed I doubt very much that its existence was generally known outside the people connected with the Modoc war.

The little town nestling in its primitive isolation, I think, unconsciously struggling for a place in the sun under a handicap imposed at its christening in 1857, by the pioneer George Nurse, who laid out and later platted the original townsite. Even while laboring under the handicap of its name, and its isolation, the little town about that year began to develop ambitious propensities, and though they budded slowly—with the tools at hand—they budded well the foundations upon which was to rest their dream castles of the future. It was in the year 1884 that saw the first influx of new settlers to the Klamath Basin and the town profited to quite an extent. The first newspaper, the Klamath County Star, began making its weekly appearance. Tom Martin built a flour mill; G. W. Smith, having acquired the Nurse hotel property remodeled

and greatly improved the property and bestowed upon the structure the name "Linkville Hotel." G. W. J. Wilson, and Wm. Steele, settlers from Nevada, began the construction of an irrigating canal, which later became known as the Ankeny canal. The Presbyterian church was erected. To give you an idea of the town's progress: In 1886 there were seven stores, four saloons, three hotels, three blacksmith shops, a brewery, three livery and feed stables, a flour mill, a sawmill, harness shop, butcher shop, telegraph office, four doctors, four lawyers, a newspaper and a population of probably three hundred and fifty souls.

The following year, 1887, a bill was introduced in the legislature to incorporate the town of Linkville. The measure failed; and it was not until February, 1889, that the town was finally incorporated. On September 6th of that year occurred the big fire that eliminated everything of an inflammable nature from Center Street to the bridge across Link River, and would have eliminated the bridge but for the heroic efforts of the women.

That disaster was closely followed by the hard winter of 1889 and '90. The loss of stock was very great. Ager was then the gateway to the Klamath country. Our letters and papers, when received in February, were thirty days old. As an instance of the numerous hardships encountered during that winter and of the intrepidity of the sufferers, a Mr. Testers, living on the river just above Keno, in the early part of the winter, on foot leading a mule cow, broke a trail through to Linkville and carried home on the back of the old cow three sacks of flour to feed his hungry family. A picture of the State Highway Department keeping the highway open to Ashland, Lakeview and Fort Klamath during such a winter as that, would be a real curiosity. That winter witnessed the first serious epidemic of La Grippe in the United States; and how in the world it ever found its way into Linkville that winter is still an unexplained mystery, but it did, and laid low its entire population at approximately the same time.

The fire of 1889 was a blow to the west portion of the town from which it never recovered, and the business activities gradually but persistently sought and found locations east of Center street. About this time, viz., 1890, a civil engineer Ien Leskard by name, drifted to the Klamath country and was appointed city engineer. Nichols addition and Klamath addition had been laid out and platted in a manner foreshadowing future complications and the Board of Trustees determined upon a reurvey and replatting of the town. It was while engaged upon this work that Leskard conceived the idea that it was altogether too important and promising a town to be handicapped in its future operations by its then official name, bringing forward numerous reasons to support his contention. The first mention of the subject in our local paper was in April 1891. The subject became very much of an obsession with friend Leskard, and no one escaped his importunities for a change of names for the town. The idea finally found a lodgment in the minds of the people and a line of action was agreed upon. In December 1891, the post office department was petitioned to change the name of the post office at this point to Klamath Falls, and in March, 1892, the following communication was received by our postmaster, Mr. C. H. Withrow:

Washington, D. C.  
March 11, 1892.

Sir:—The Postmaster General has changed the name of your post office from Linkville to Klamath Falls, in the State of Oregon. The new name, however, must not be used until the beginning of the next quarter, nor until you have executed a bond and been commissioned under the new name.

Q. G. RATHBONE,  
First Assist. P. M. General.  
On April 1, 1892, Klamath Falls became the official name of our postoffice. A legislative act being requisite to the reincorporation of the town under the name of Klamath Falls, a proposed new charter was prepared and submitted to the board of trustees for approval on December 19th, 1892, and being approved was submitted to the legislature of 1893, and on the stroke of 12 midnight, Monday, February 6, 1893, "An Act entitled an Act to incorporate the town of Klamath Falls, and to repeal an Act entitled an Act to incorporate the town of Linkville, Oregon," was passed, and the town of Linkville ceased to exist as a legal entity.

In accordance with the charter a new board of trustees was elected. The personnel of the new board was as follows: J. D. Fountain, Chas. S. Moore, C. S. Sergeant and A. L. Leavitt. Your humble servant was chosen president of the new board of trustees, an honor in which I feel a pardonable pride even at this

late day. W. E. Bowdoin, was elected treasurer and Chas. L. Parrish recorder. Thus was the Town of Klamath Falls off to a flying start, and that, too, at a time when the entire country was in the throes of one of the greatest business depressions in its history. While the Town of Klamath Falls came into its legal status in 1893, it was not until the adoption of the "Home Rule" charter of 1913 that it assumed the more pretentious and becoming name of Klamath Falls.

Returning at this point to the year 1895, two years after the reincorporation, a mere matter of 30 years ago, a census gave the town a population of 452; an under-estimate, of course. The assessable property was approximately \$167,000. But, listen to this: In November of this year a switch in a little power plant on Link river was closed and electric lights flashed on Main street and in the residences in close proximity, and the new water system was in operation. Truly a "red letter day." But that was destined to be eclipsed as a red letter day when on May 9, 1909, the old timers went aboard the steamer Klamath at the wharf just below the bridge, steamed down to the straits and rode in on the first train. Little did the more optimistic of us realize, when assenting to Leskard's proposition to change the name of our town, the magic charm of progress contained in the name Klamath Falls. Speak it. How well it becomes the mouth. Write it. How well it looks. Among the thousands of names designating cities and towns throughout the United States it possesses a distinctiveness that seems more fittingly to associate itself in the mind of the listener or writer with the trend

of the times; with the march of progress. It has come to mean something in the industrial, the social and the railroad world. Verily, it being so christened, was a happy circumstance in the life of the city.

## Real Bargains Cannot Last Long

And those you will find at the La Vogue Store are going fast. If the stock had not been so complete every garment would have been sold long ago.

Don't miss this chance to buy your Winter Coats, Dress or Fur.

## Millinery

Fall models in the best of materials may be had in many of the desirable shades.

## Everything Half Price And Less

## La Vogue Store

8th and Main

FORMER LOCATION OF HOUSTON & PHELPS

WORLD'S OLDEST STEAMER IS DESTROYED BY FIRE  
KOEPIING, Sweden. —(AP)—The steamer Fenix, whi, it was claimed, was the oldest in the world in active service, recently was destroyed by fire. Built in 1848 at Motala wharf, the boat had been making regular trips between this city and Stockholm. Since its launching it had been rechristened several times and was rebuilt in 1909.

At the time of its destruction there were 16 passengers besides the crew aboard, all of whom escaped.

## Watch Your Frail, Puny Child Grow, Strong-Take on Weight

In just a few days—quicker than you ever dreamt of—these wonderful flesh making tablets called McCoy's Cod Liver Oil Compound Tablets will start to help any weak, thin, under-nourished little one.

After sickness and where rickets are suspected they are especially valuable. No need to give them any more nasty Cod Liver Oil—these tablets are made to take the place of that good but evil smelling, stomach upsetting medicine and they surely do it. They do put on flesh.

Star Drug Store, Underwood's Pharmacy, Whitman's Drug Co., or any druggist for McCoy's Cod Liver Oil Compound Tablets—as easy to take as candy and not at all expensive—60 tablets 60 cents.

To sure and get McCoy's, the original and genuine and give the child a chance for 30 days. If you aren't delighted with results just get your money back.

## Stock Up Now With Groceries

Winter will soon be here and Fresh Fruits and Vegetables will not be obtainable.

This is your opportunity to lay in your winter's supply of High Grade Groceries at prices that in several instances are less than wholesale.

## FIXTURES FOR SALE

The following High Grade Fixtures remain and must be sold:

- Dayton Computing Scales
- Shelving
- Show Cases
- Burroughs Adding Machine
- U. S. Meat Slicing Machine
- Hubbard Elec. Coffee Mill
- Wm. J. Burns Check Protector
- McCaskey Credit System
- Cheese Cutter
- Cheese Case
- American Multigraph
- Addressograph
- And other grocery equipment.

M. I. BLOTCKY

Purchaser of the stock of

HOUSTON

&

PHELPS

8th and Main

## Notice Difference in Way You Feel in 14 Hours or Less!

\*Make this test! End suffering from indigestion, Pimples, Pain in Back and Sides, Constipation, Headache and tired, run-down condition, due to Self-Poisoning, because of sluggish liver and clogged intestines. Take a pleasant spoonful of Dr. Thatcher's Liver and Blood Syrup after the next two meals. In less than 14 hours' notice quick difference in way you feel. Contains pure vegetable ingredients approved

by Physicians. Helps nature cleanse and tone your liver—strengthen your digestive organs—soothe the tired and overtaxed nerves, brace up your system and purify your blood. It has helped thousands feel return of strength, vigor and energy again. You, too, must be satisfied, or no cost. Dr. Thatcher's is sold and recommended under this guarantee by Star Drug Store and all leading druggists