

# The Evening Herald

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

WEDNESDAY, SEPTEMBER 30, 1925

## UNMASKED AT LAST

Notwithstanding its continued denial of the corporation influences that have dominated the ownership and policy of The Klamath News, it has at last cast aside its masquerade and come out in the open in the service of one of its masters—the Southern Pacific. In its issue of this morning it unequivocally states to the people of the county that it is irrevocably committed to the policies of the Southern Pacific company.

In doing so, however, it maintains the same dishonesty of mind and policy of misrepresentation that has characterized its entire course since the question of the coming of the Northern lines was projected into the affairs of this community. In its editorial of this morning it says:

**"The Northern lines have announced they do not intend to go beyond Klamath Falls and that they intend to establish only small shops here."**

The Northern lines have stated nothing of the kind. No statement of any kind has ever been made by anyone connected with the Northern lines that the Oregon Trunk would or would not go beyond Klamath Falls. Two officials have broadly intimated that the line would be extended south, but such suggestion never has been held out as bait for support of the people of this county. The Northern lines have played an open, fair, honest policy with the people here and if the time comes when their officials state the Oregon Trunk will be extended south, you may be sure the extension will be made.

Common sense, however, will tell you that a southern extension will follow, and we will be surprised if such an announcement is not made soon after permission to build to Klamath Falls is granted. As to shops, they are a foregone conclusion. Klamath Falls will be an important terminal. A payroll, equal, if not greater, than that promised by the Southern Pacific will be created and every benefit that will arise out of the Southern Pacific terminal will flow from that of the Northern lines.

Another misstatement of The News is that it is absurd to think that

the Oregon Trunk would make a double haul of bringing logs into Klamath Falls for milling and haul the lumber north again. The Oregon Trunk plan is based on Bend, tending to pull the business that way and give Bend the benefit of construction expenditures. If the Oregon Trunk is not extended to Klamath Falls, the Sierlin-Hixon plant will not come here and the construction of the Weyerhaeuser plant will be postponed, if not entirely abandoned. The timber owned by these companies will be manufactured in Klamath Falls and this will mean more to the city than any program the Southern Pacific might follow. These two concerns will mean an increase in population of not less than ten thousand people, with their consequent buying power, a factor that alone will assure the future prosperity of Klamath Falls.

The Northern lines have stated to the people of Bend that they are going to abandon that city as a terminal point; that it will not be a division point and that it will simply be a station on the main line to this city. Klamath Falls is to be a permanent division point; and a terminal point, until such time as further extension may be made. Such repair shops as may be necessary will be maintained here permanently.

You will see from this that the Northern lines are not trying to buy public support by false promises. All they ask is a square deal; an opportunity to come into this territory and serve its people and become a factor in its development and expansion. Every step in the Southern Pacific fight against the Northern lines has been marked with quasi bribery—if you do this, we will do that; if you let the Northern lines in, we will take our shops, terminals, etc., out. The Southern Pacific attitude toward this community seems based on the idea that the people here are inherently dishonest and can be bought. We believe it will learn its mistake before this fight is settled.

It is stated in The Klamath News that the Southern Pacific has announced its intention to build a line south to a connection with the N. C. O. The Southern Pacific has made no application to the interstate commerce commission for any such line. It has only asked for a line to Cornell. It has let a contract for a line from Grass Lake to a point near

Black Butte, which means that is the route Klamath county freight will take and that the Klamath Falls-Alturas line never will be built. Neither will the Strahorn line be extended to Lakeview, nor the N. C. O. broadgaged.

The concluding statement of The News is:

"We have but a few days in which to speak our minds. Let us speak it clearly so that we may get the needed railroad lines built here, avoiding possibilities of years of delay."

The people of Klamath county are speaking their minds through the Evening Herald ballot box. They are two hundred to one for the Northern lines. They will speak in a smaller degree through the chamber of commerce. The people know. They want the needed railroad lines built here now. They do not want any more "years of delay" like they have been subjected to by the Southern Pacific company.

### VOTE "NO!"

The attempt of the directors of the chamber of commerce to trick the membership into a declaration against the Northern lines will meet with dismal failure. Realizing that the sentiment of the rank and file of the chamber of commerce overwhelmingly favored the coming of the Oregon Trunk, the Southern Pacific directors of the organization did not dare put the question to a test in a manner that was clear-cut and easily understandable. Therefore, the subterfuge of asking the members to vote as to whether they favored the stand of the lumbermen and farmers was resorted to.

But the members will understand. They will know that if they vote "yes" it will be equivalent to saying "We do not want the Oregon Trunk." They will know if they vote "no" it will be equivalent to saying "we want the Oregon Trunk." The membership of the chamber of commerce is not going to be fool-

ed into betraying the interests of the community. The vote is going to be "No," and the majority will be so great that even those directors who have betrayed a trust will not soon forget what the members of the chamber of commerce think of them.

### A REAL CITIZEN

A. M. Collier proved himself to be a real citizen yesterday when for three hours he fought in the executive session of the directors of the chamber of commerce and forced the railroad question to a vote of the membership of the organization. Collier wanted the report of the railroad committee to be submitted to the membership, a report that is admittedly fair and in the interests of the entire community. When he was defeated on this, then he forced them to submit the dishonest resolution that nine of the directors sought to pass and withhold from a vote of the membership. Collier represented the real interests of the county. He proved to be possessed of that sterling honesty and high character that is to be found only in real men and always comes to the surface in a crisis such as now confronts the people of the county. It is fortunate for the people and for the chamber of commerce that Collier is president of the organization.

## New Items Of Interest From Oregon Cities

### LEAVES ON TOUR

Trip to South Africa through the eastern states and Europe is in store for Mrs. Jesse Kellems who left today over the Southern Pacific for the east. In Evansville, she will meet her husband and the two will go from there to New York where they will sail for England.

The party will go by automobile through Europe, visiting points of interest in Germany, France and Italy. —Eugene Guard.

### DEFEAT JACKSON CHAMPS

Horseshoe tossers from Grants Pass blanked the Central Point pitchers in the Jackson county city. Teams from here took every game against the reputed champs of the neighboring county. Those going from here were Harry Hogan, Roy Dawes, John Sparlin, Tom Booth, Charlie Fields and Gene Hayes.

Next Tuesday a week from tomorrow, a 10-game local tournament will be started. All of the local players who wish to take part in this tournament, which will be concluded with a final big day, are asked to sign up with Harry Hogan at his shop on south Sixth street. — Grants Pass Courier.

### DIES AT MOTHER'S HOME

Dr. Dean Gilkey, 37, died at noon today at the home of his mother, Mrs. E. Gilkey, 1192 High street, after an illness of several months. Prior to his illness Dr. Gilkey was practicing medicine in Washington.

His death ends his career just after he had started in the medical world. He is a graduate of the University of Oregon, Pennsylvania State college and the Eugene high school. Before the war he was an officer in the reserve corps.

Funeral services are not yet complete. He is survived by his widow, two sisters, Miss Sadie Gilkey, Berkeley, Calif., Mrs. Lillian Hansell, San Francisco, and a brother, Joseph Gilkey, Portland. He is a member of the Masonic lodge and of a medical fraternity. —Eugene Guard.

### SHIPS QUARANTINED

All Japanese ships in the port of Coos Bay are being quarantined because of the prevalence of cholera in Yokohama and other cities of Japan. Dr. Phil Keltzer, local United States quarantine officer, announced today.

No instructions have been received to inoculate members of the crews here as is being done in Victoria, B. C. The only precautions being taken are forbidding shore leave to all members of the crew with the exception of a few officers and to place log fenders between the ship and the dock in order to fully eliminate the possibility of rats coming ashore. Rat guards are also required on all lines extending from the dock.

No cases of cholera have been reported among the members of any Japanese crews in port and virtually the only way the disease could be brought ashore would be by rats, consequently the chief precautionary measure is to prevent them from getting ashore.

The Hokkoh Maru and Fukuyo Maru, Japanese steamers are in port loading lumber for Japan. The Hokkoh is expected to sail late this afternoon for Koba via Portland. The Fukuyo is due to leave Monday or Tuesday. —Marshfield News.

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