

The Evening Herald

The Busy Man's Newspaper

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

Tuesday, October 6, 1925

COPCO CROWD GOING

It looks as if we are going to have a new deal in the light and power situation in Klamath county. Published and confidential reports are to the effect that the California Oregon Power company is going to pass into the hands of operators instead of stock speculators and the crowd now in control of the affairs of that company will pass out of the picture and a new element—a business element—will take charge.

The time was when the Power company had the good will of the people of this county. That was before the stock jobbing gang got hold of the affairs of the company. Pursuing the methods common to that tribe, all of the human touch was crushed out of its administration. Everyone and everything that got in their way were crushed or debauched. It was not long before the people discovered that this gang of get-rich-quick Wallingfords were out to line their pockets at the expense of the people. Water rights were stolen and rates were raised to a point where it became a real hardship on the people. All this was capitalized and bonded and everything was done to make a financial showing that would justify a sale to those who make the operation of power companies a business instead of a stock speculating trade.

If the Bylesby company comes in the people will have to do with a concern that recognizes the human element. The record of the company wherever it operates seems to be one of peace and harmony and cooperation. However, if it comes into the control of the California Oregon Power company it must do so with a realization of the fact that the people here never will consent to a theft of their water; that they never will consent to an abandonment of the tens of thousands of acres of fertile land, that the water for their irrigation may go down the Klamath river to produce power to be coined into profits for its stockholders at the expense of the people of the Klamath district. The waters of the Klamath lake belong to the people first and when this fact is recognized, then, and not till then, will a basis for peace be found and a cooperative pact signed.

THAT TERMINAL SITE

We have heard a lot of stuff from the morning mouth-piece of the Southern Pacific about the terminal that it says will be established here. We believe that all this terminal talk is the same as we heard for weeks about the application that had been made for the line to Alturas. That application was not made until the Evening Herald published the fact that someone was not telling the truth. The expose finally resulted in forcing a last-minute filing.

We would now like to have some definite, concrete statement from an authoritative Southern Pacific source of where and when the terminal will be located. We don't believe the Southern Pacific has changed its plans to locate the terminal at Fuego. If it has, then there should be someone in authority who can state definitely that the terminal is to be located in Klamath Falls. We have had no such statement yet.

THE CRUCIAL TIME IS COMING

Some people have gotten the idea into their heads that the fight for the Northern lines is over. This is a mistake. It is just starting. Just as soon as the hearing in Portland is ended, you will find the Southern Pacific at work bottling up the city. You will find it trying to secure rights in and around the city that will make it impossible for the Northern lines to enter. You will find it out in the field buying property and will handicap the construction of the line, provided the interstate commerce commission grants to the Oregon Trunk permission to extend from Bend to Klamath Falls. The crucial time is ahead and the people must ever be on the look-out for tricks and trickery. The gain that has been made must not be lost, but it will be lost if there is the least relaxation upon the part of the people.

It is strange to see a newspaper that claims to represent the interests of the people advocating the closing of the city to another railroad and then claiming it is not governed by the influence of the Southern Pacific. And it is strange to see business men who claim they stand for the welfare of the community supporting such a newspaper. But stranger than all is to see those whose bread and butter depends upon Greater Klamath Falls patronizing either of them. When we learn to stand only for those things that spell advancement for the whole community, we will have taken the first step towards better things. You will find, however, that the real business men—those who do not fear the competition that will follow the coming of another railroad—are not lined up against the people, and these are the ones you should patronize when you have money to spend.



About the smallest piece of personal attack that we have ever seen was contained in the Klamath News of this morning, when that paper descended to gutter-snipe tactics in an effort to strike at Mayor Goddard. On its front page this morning it had an alleged United News dispatch from Portland, to the effect that Mayor Goddard spent ten minutes at the rail hearing, and then adds: "Possibly being in a big city held more pleasures than listening to a rail hearing. Possibly he failed to comprehend what it was all about. He wore a bright red necktie and collar." At any rate that collar was his own—not the Southern Pacific's, which is more than The News can say.

Auto Skids On Wet Pavement; Driver Killed

R. N. Clark of Portland Meets Death Near Salem

SALEM, Ore., Oct. 6.—R. N. Clark, Portland, district manager for the Missouri Palat and Varnish company, was killed, probably instantly, when his automobile turned turtle on the Pacific highway about 10 miles south of Salem early today. A lodge card found on his person showed membership in Portland lodge number 142, B. P. O. Elks. Mrs. Clark, who was with him, is in a local hospital suffering from shock, but is believed not to be seriously hurt.

land address were obtained by Coroner L. T. Rigdon from letters found in his pockets. Clark's business address was 202 Porter Building, Portland.

There were no witnesses of the accident except Mrs. Clark, but officers who investigated say that the automobile was traveling south. The car apparently skidded on a turn and went into a bank which caused it to turn over into a complete wreck. The pavement was slick from a mist during the night. Clark was pinned under the steering gear and his head was badly crushed.

An ambulance was sent to the scene as soon as passing motorists brought word to Salem and Mrs. Clark was brought to Salem. Coroner Rigdon brought in the body of Clark and is endeavoring to locate acquaintances in Portland.

BOMBAY.—A Jew in India can have but one wife. The defense in a polygamy trial that the defendant was entitled to the same privilege as Mohammedans and Hindus failed.

Men Adrift In Rowboat Found

Radio Says Reef Light-ship Workers Rescued

PORTLAND, Ore., Oct. 6.—(P)—Three men in a rowboat from the Umatilla reef light ship, off the coast of Washington, who were adrift early today, causing the sending of radio distress signals from the lightship, have been rescued. The Federal Telegraph company's radio station here reported this information today.

The message said that the men had failed to return to the light ship and as the radio man of the light vessel was in the small boat, the captain of the Umatilla sent out S. O. S. calls in an effort to have coast guard men search for the missing men.

Radio operators at first were not able to receive clear messages from the supposed distressed vessel, and expressed the opinion that some officer unfamiliar with radio was attempting to send out the call in the absence of the regular radio men.

NEW YORK.—The camp fire girls want to name "Flapper" abolished and "Modern" substituted. A telegram to Colleen Moore, asking her help says "Flapper" means frivolous and "Modern" means one with ambition and common sense.

OMAHA.—Texas Legionnaires have brought a sombrero, size 7 1-8 as a gift to President Coolidge.

OUT OUR WAY



FROM ALL OVER OREGON

Bits of News From Towns Throughout the State
WHAT OTHERS ARE DOING

THE COOS CANNERY

Coos Bay Harbor: The long-delayed cannery on Coos Bay can be obtained now if the people want it, according to what A. C. Chase told the Coos Bay Harbor on a recent visit to the bay.

Mr. Chase can see everything in sight in his territory about Myrtle Point and sells it. This industry makes things lively for the ranchers about Myrtle Point in the summer and fall, but the business there is near outrunning the supplies that Mr. Chase can see the need for a cannery on this side of the county and expects to organize it this fall and winter and be ready for the first season's run next spring.

In discussing his intention, Mr. Chase said he did not expect to strike out over here and do anything like the business he is doing at Myrtle Point, and the business would have to grow from a small beginning. However, he is certain the response from ranchers in growing produce for a cannery will be so generous that in two or three years this district will have a business it can boast about.—Marshfield News.

PLANNING BANQUET

The opening banquet of the fall season by the B. P. O. E. lodge for Elks and their families will be given on the evening of October 13 at the Elks' temple, according to announcement at lodge headquarters yesterday. Entertainment during the banquet will be furnished by the B. P. O. E. orchestra and the Elks club. Dancing will follow the opening part of the program. The banquet is to be served at 6:30 and the entertainment, including the dancing, will last until midnight.

W. P. Bell is chairman of the committee in charge of arrangements and other members of the committee are W. B. McDonald and Henry McLean. Several meetings of the committee will be held prior to the banquet.—Eugene Register.

Great Increase

Twenty-seven hundred and sixty students have taken out registration material to date on the Eugene campus, which is three in excess of the enrollment for the entire three terms of last year, and with the medical school total of 219 at Portland, the University of Oregon full-time enrollment will be close to the 3,000 mark this week. The enrollment for the fall, winter and spring terms will exceed 3,000 by a comfortable figure.

While every mother's son of the 2760 Eugene campus registrants may not finish the routine of entering classes, 2652 are already fully signed up and attending classes, with several days remaining for the late arrivals to comply routine registration formalities. Graduate students have a full week yet in which to register.

The enrollment in the recent summer term at Oregon was 1912, so that the total registration for fall, winter, spring and summer terms will exceed 4,000.

Enrollment at Oregon this year breaks several records. There were 2531 enrolled for the entire fall last year at Eugene, so this fall's total shows a new mark, as will the yearly total. New students on the Eugene campus—freshmen and advanced students from other institutions—number 1085, approximately 200 more than entered Oregon last fall.—Eugene Register.

ARM BADLY TORN

The following additional details of the claims of Owen Smith, son of John H. Smith, former miner and now promoter of the Floras

Large auto camp near Port Orford, are contained in the petition of his suit in federal court for \$75,000 damages from the Coos Bay Lumber company.

Smith was employed on a pile driver at Kito Creek, near Dement Creek, camp 4, and was instructed to pile into camp on the company's train. The engineer told him to sit on a timber that coupled two trucks. He says that a sudden application of the brakes threw him from his seat and to keep from falling through the trestle he instinctively grabbed the rail.

"The wheels sheared off his fingers and as he frantically clawed with his stump to hold himself, he lost under other wheels successive pieces of his arm, until it was crushed off up to the elbow before the train was stopped."—Coos Bay Times.

MEN OUT-NUMBER WOMEN

A student body of 3131 was on the campus the fourth day after registration according to the detailed registration report to Tuesday night just issued by E. B. Lemon, registrar. There were 216 more students than on the corresponding day a year ago or an increase of approximately seven per cent. Of the increase 170 are new students and 45 represent a great number of old students returned.

Men registered out-number the women more than two to one, there being 2093 men and 1033 women. The freshman class totals 1225, only seven less than the war class of 1919, which contained a mixed registration of freshmen and special students. With the summer session enrollment the grand total for the year is 4277 as compared with 3713 a year ago.

"Our early estimate of 3600 full-time students by the end of this year is substantiated by these early figures," said Mr. Lemon. "This increase represents a normal growth such as has been foreseen."

The increase in registration is felt rather uniformly through all the schools. Pharmacy, forestry, home economics, commerce, agriculture and engineering show increased enrollment of from seven to 13 per cent. Revising mining interest in Oregon is probably reflected in an increase of more than 100 per cent in the beginning class in the school of mines. The graduate student enrollment has increased from 18 to 26 or approximately 50 per cent over last year.—O. A. C. Barometer.

MILL WORKER IS SLIGHTLY HURT

J. R. Warner, lumber piler for the Pelican Bay Lumber company, was slightly injured this afternoon in the mill yards when he was struck by a falling plank. A deep gash above the right eye was sustained. Warner was not able to entirely avoid a pile of lumber that fell from a small truck.

Nine Acquires 320 Acre Timber Stand

A heavy stand of pine timber on 320 acres of land 25 miles north of Kirk was purchased late yesterday afternoon by the Nine Lumber company from the Central Oregon Improvement company for \$4300. The stand of pine is located along what is known as the Chemult spur of the Southern Pacific railroad. The improvement company acquired the land over 12 years ago during a railroad boom, when it was expected the Northern lines would enter this territory.

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