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KLAMATH FALLS
"An Empire Awakening"

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LET US MAKE 1926
THE BANNER YEAR
FOR THIS SECTION

Eighteenth Year—Number 5774

KLAMATH FALLS, OREGON, THURSDAY, JULY 1, 1926

PRICE FIVE CENTS

GIGANTIC RAIL UPHEAVAL IMPENDS IN WEST

KLAMATH SURVEY BY CHAMBER IS STERLING EFFORT

Real Facts Concerning This Region Made Available For Business Firms

GRAPHS AID READERS

Nothing Omitted that Could Be Desired by Any Firm Wishing to Come Here

The most comprehensive industrial survey ever produced in the history of Klamath county has been completed here this week and has been printed under the direction of the Klamath county chamber of commerce.

The survey contains 16 pages of authentic reading matter and data covering Klamath county and the city of Klamath Falls, and in addition there are seven full page maps and charts and two half page graphic illustrations.

From a first reading of this report it appears to be strikingly free from bombast and magnified expressions and literally bristling with authentic facts and carefully checked industrial and economic data.

Following a full page drawing of a relief map of the Pacific slope showing the location and characteristics of the Klamath country, the survey leads off with: "Klamath county is a series of great broad level basins enclosed by high mountain ranges. The basins are from 4,100 to 4,700 feet above sea level, etc."

Figures Given
Relative to population the U. S. census of 1920 with 11,413 for Klamath county and 4,810 for Klamath Falls is given, and the estimate for 1925 is given as 20,000 for the county and 11,500 for the city of Klamath Falls.

A graph chart shows the average annual precipitation to be 13.93 inches, and temperature variation average over 28 years from 20 to 85 degrees Fahrenheit.

Taxes Shown
A statement of the county assessor for 1925 gives the estimated taxable value in the county at \$40,000,000. In 1925 a total of \$26,292,166 was assessed.

The agricultural report gives the number of acres of improved and unimproved land, government land outside and inside the three great reserves, Indian reserve, national park and national forest. Also stock raising, dairying and general farming operations are touched upon.

Timber Handled
The next great sub-division of the report is timber. Thirty seven billion feet is given as the estimated pine timber in the Klamath basin and nearly ten billion feet of mixed woods.

The cut of the mills in the Klamath basin in 1925 is tabulated, the total reaching nearly 400 million feet.

Transportation
A section on transportation gives the railroad mileage from Klamath to various points on the basis of the new Klamath-Eugene cut-off. Also the highway situation and logging road mileage is given briefly.

The industrial survey contains the following charts:

1. Building permits per month for 1925.
2. Postal receipts per month for 1925.
3. Electric power consumption per month for 1925.
4. Water consumption per month for 1925.
5. Phone connection increase per month for 1925.
6. Bank clearings in Klamath Falls for 1923-24-25.
7. School census for 1923-24-25.

U. S. HAS SURPLUS

WASHINGTON.—Uncle Sam began his new fiscal year today with a surplus of nearly \$390,000,000, and with indications for some mighty good crops.

SPANISH KING ASSASSIN'S TARGET

Baker Transforms Knock Into Boost

PORTLAND, July 1.—(AP)—The Portland ministerial association has approved a letter to be sent to Mayor George L. Baker, commending him in calling a grand jury to investigate the charges by Rev. Clement G. Clarke of the First Congregational church that city officials were "participating in corruption." The association refused to endorse Rev. Clarke's charges against city officials.

Plot Revealed to Take Life of Ruler While on Jaunt To Paris

Two Conspirators Arrested Admit They Had Planned to Kill Alfonso

PARIS, July 1.—(AP)—What apparently was a well developed plot to assassinate King Alfonso of Spain during his visit to France has been uncovered by the arrest of two members of a band of five.

The men are said by The Matin to have confessed that they purchased an automobile in which to meet the train on which Alfonso and queen were traveling and do the king to death at the stop the train made before it reached Paris.

If the effort to kill the king failed there, it was the purpose of the conspirators to slay him during his walks in Paris. The prisoners had ample funds and plenty of cartridges.

The men held are Spaniards, both notorious anarchists. One of them is declared to have confessed that he assassinated Cardinal Soldevila, archbishop of Saragossa, Spain, in June 1923. He attempted to fire upon the police when he was arrested but was overpowered.

The other man arrested is Bonaventura Durelli.

NORD GETS BIG ONE

E. O. Nord of the Klamath Development company is wearing a smile that won't come off today. All over the landing of a steel-head trout weighing 7-1-2 pounds. Accompanied by his wife and children and C. W. Walls of Portland, Mr. Nord spent Wednesday at Harriman Lodge. Walls landed one weighing five pounds.

Giacomini Rites Held In Merrill

Last rites for Modesto Giacomini, pioneer of Klamath county, who passed away at the Merrill family home on Tuesday, was held this morning.

As a mark of respect friends from every part of the county attended the services, which were held at the Catholic church in Merrill.

The pallbearers, all pioneers of this section, and close friends of the deceased, were Gene Hammond, W. C. Bailey, Tom Callahan, Ed. Cardwell, Ned O'Connor and Isaac Davis.

A profusion of flowers was sent by friends of the deceased.

Under the direction of Clarke and Towey, burial was in Mount Calvary cemetery in this city.

Reporter Pinched Here as Suspect; Tells of Trouble

Deputies from the Klamath sheriff's office on the look out for the bandits who staged a daring daylight robbery of the Echo bank yesterday noon, picked up three suspects piloting an ancient car without a semblance of license plates, here today.

One of the suspects proved to be a reporter from the Portland Journal, out after experience in the wide open places. The names of the two boys with him were not divulged.

"We have had a horrible time," the reporter said. "We were picked up yesterday at Roseburg because we had no license plates. You see," he explained, "we have a certificate for application for license and that was pasted on the windshield and the windshield got smashed, so we are carrying our permit on a piece of broken glass."

SONG BANNED

NEW YORK—Singing of the Star Spangled Banner has been forbidden at tonight's Uncle Sam Night of the New York Port Society for Seamen. Mrs. Charles R. Scarborough says the song is full of hatred.

Half-Price License Is Magnet For Many

SALEM, Ore., July 1.—(AP)—The mid-year rush for automobile licenses became acute at the state house yesterday due to the fact that licenses purchased after June 30 cost only half the yearly rate. About 1500 new applications were in the hands of the automobile department. A total of 195,384 licenses were issued for the first half of the year, which is a gain of 15,833 over the first half of last year.

BRIDGE FOR DIRT TRAINS BUILDING

S. P. Prepares to Commence Terminal With Granting of Permission

As evidence of the fact that the Southern Pacific is prepared to rush construction on the local \$200,000 terminal and yards is the fact that work was begun this morning by the Sawmill Engineering and Construction company on a bridge at Esplanade and Main.

The bridge will support a narrow gauge track which will be used by dirt trains in hauling filling material to the yard and terminal site.

By the time formal permission to proceed with the work is received from the state rail commission, the Southern Pacific will be in a position to begin filling operations at once.

The bridge is being constructed for the Utah Construction company, which has the filling contract.

4,000 MEN IN NEW DRY ARMY

WASHINGTON, July 1.—(AP)—Prohibition's largest army of 4000 men was mobilized today—the first day of the government new year, for the most extensive campaign planned against liquor in the seven years of national prohibition.

General Lincoln S. Andrews, West Pointer, and assistant secretary of treasury in charge of prohibition enforcement, planned the campaign on the basis of the largest appropriation ever granted for dry enforcement for one year—about \$29,000,000.

Cattlemen Here Seek Advantages

Meeting with H. M. Rice, president of the California Cattlemen's association, 30 members of the southern Oregon cattlemen's association in session here yesterday afternoon took action relative to several problems of stockmen of this section.

A change in marketing procedure, a campaign against rustlers and backing of a plan to secure lower rates on government grazing lands featured the meeting.

A move to bring about a reduction in freight rates between Klamath Falls and the big marketing centers was also sponsored.

SAYS CAL IS TALKER

NEW YORK—Instead of the "Silent Cal" of popular fancy, President Coolidge is a talkative person, in the opinion of Jacob S. Worm-Muller, counselor to the Norwegian Nobel institute, who is completing a tour of the United States. He avers the president is willing to let the other fellow say the "yeses and noes."

ANVIL CHORUS IS REPLY TO SPEECH OF COLLEGE HEAD

Pierce in Answer to New U. President Says This State Is Very, Very Dry

KOZER JOINS ATTACK Both Seem to Feel That Utterance of Hall Will Affect His Teaching

IOWA CITY, July 1.—(AP)—Through his criticism of national prohibition Dr. Dale B. Hall, president-elect of the University of Oregon, has diverted attention of the fourth annual commonwealth conference from local self-government problems.

"Prohibition is the greatest national scandal in the history of this country," was the statement made by Dr. Hall, which precipitated an argument on the eighteenth amendment.

Big Error

Dr. Hall considers the Volstead enforcement act as the greatest mistake in the history of the government, but is a staunch advocate of state and local prohibition. He made it plain that he favored state laws prohibiting liquor but opposed national measures.

"Without the eighteenth amendment," he declared, "every state in the union with the exception of four, would be dry today." He did not name the four which would be wet.

Horror Expressed

SALEM, Ore., July 1.—(AP)—Governor Pierce and Secretary of State Kozier, both members of the board of regents of the University of Oregon, expressed regret yesterday at statements made by Dr. Hall in criticism of the eighteenth amendment and the Volstead act. The utterances of Dr. Hall, who is president-elect of the Oregon University, were made at Des Moines.

"I sincerely hope to learn," said Governor Pierce, "that newspaper dispatches are in error in accrediting to Dr. Hall, recently elected president of our state university, the statement that he does not believe in the eighteenth amendment and that the Volstead act cannot be enforced. Oregon is decidedly a dry state, and such a statement from the elected head of our university would greatly affect the work we had hoped he would accomplish in this state. The line of demarcation between states rights and federal activities must be decided on economic policies and not on moral issues."

Kozier Assents

"If Dr. Hall has been correctly quoted," said Secretary Kozier, "I very much regret to learn that he has taken occasion to remark upon matters which are in no wise related to the great work in Oregon for which he has been selected. I felt confident from the very commendatory reports reaching me prior to his selection as president of the university that he would make a most worthy successor to the late President Campbell.

"A man of his ability and learning can do great good here in Oregon if properly directed, but one having such convictions as those expressed by Dr. Hall cannot wield that influence with the minds of the young people of Oregon which is demanded by the citizens of this state. I sincerely hope that the reports will finally prove to be incorrect."

CHECKS MAILED

NEW YORK—Tokens of great prosperity for the first half of the year were in the mails today, being checks for \$491,915,000 in interest and dividends on American securities.

EUGENE, Ore., July 1.—(AP)—Construction here for the six months of 1925 ending June 30 totaled \$998,525.

U. S. FINANCIAL CIRCLES THRILL AS JAMES WAGES BATTLE FOR LEADERSHIP

Budd of Great Northern Aligned with Silent Transportation Wizard in Struggle to Cast Off Yoke of Manipulation and Run Railways in Manner to Best Serve Western Country; Northern Pacific Officials by "Cold Feet" Tactics, Cause Split.

SAN FRANCISCO, July 1.—(Special to The Herald).—Is the Pacific coast to be the scene of one of the greatest railroad struggles in the history of the West, with the Western Pacific and the Great Northern on one side and the Southern Pacific on the other?

This question is agitating railroad men, not only here in San Francisco, but in Los Angeles, Portland, Seattle and New York. In the latter city it is not confined to the railroad men, but is one of the chief topics of conversation among some of the powerful interests in Wall street, especially those more or less identified with railroad financing.

Looming large on the horizon of this controversy is the figure of a man who but recently has gained prominence in railroad development, though for years he has been a silent, though potent, factor in all that pertained to the development of the West by railway expansion.

That man is Arthur C. James. James is a different type of railroad executive. He seems possessed of all the ability, credit to that wizard of railroad expansion, the late E. H. Harriman. In addition he is also possessed of a different viewpoint, and not one usually found among the financiers of the railroad world.

He seems possessed of the idea that railroads should be built for business, free from speculation, operated for the benefit of the communities served, conducted in a straight-forward, business-like manner, with the sole object of making them efficient agencies of service to the people and earning a legitimate profit for their owners. Couple this idea with those of Harriman and there results a combination that raises James far above and beyond anything that has been experienced in the railroad history of the United States.

He has gathered to his side the two outstanding figures in the management and operating end of the business—Budd of the Great Northern and Schumacher, formerly of the El Paso & Southwestern, recently of the traffic department of the Southern Pacific, and at present the real head of the Western Pacific. There is a reason for their association with James, which appears later in this article.

When the proposition of extending the Oregon Trunk south into Klamath territory was under way, James decided he would come to the coast and see for himself why it had stirred up the furore it did. He had confidence in Budd, and Budd recommended it. He knew that Hill had planned it and the program had been mapped by the greatest of them all—Stevens. The result of his investigation convinced him that Budd was right, and he expressed himself accordingly.

But there was opposition from an unexpected source—the Northern Pacific. Elliott, who is chairman of the board of directors of the Northern Pacific, was lukewarm, and this gradually cooled into icy opposition. Naturally Donnelly, president of the road, followed the will of his mentor and he threw as much cold water on the proposition as possible. This nettled James not a little and so disgusted Budd that he practically severed cordial relations with his brother president, Donnelly.

Budd was impatient to go ahead. His mind was of the outdoors—big, constructive, vigorous, open. Donnelly's was that of the office man, the lawyer, who dealt more with the abstract than with the fact, and whose every move was the well planned act of the man going into court, rather than the aggressive fighter who courted battle with the zest of one who knew he was right and would win on the sheer merits of his cause. It was this phase of Budd's character that won the high regard of James and it is this characteristic that is going to change the railroad methods of the West, financial experts say.

When James finished his inspection of the Klamath territory, he formulated his plan, the first part of which was the removal of Sproule and Sheup from control of Southern Pacific affairs. It was the publication of this in The Evening Herald that startled the railroad circles of the west and carried the fight into Wall street. Sproule appealed to his friends in the East and they went to James and protested and finally refused to join in the decapitation. For a moment James was stung. He must have felt something like Dempsey did when he was knocked out of the ring by Firpo. Being a thorough sport, he said little, but went

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