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Ahmed Zogu Bey, president of the Albanian Republic, is to be married soon to a "rich American woman" he met in Europe last summer, according to dispatches.

Nations About To Step Into China Affray

SHANGHAI, Feb. 26.—(AP)—Shanghai was an international armed camp today with troops of Great Britain, France and Italy ready for action should the narrowing lines of Chinese warfare be drawn too close to Shanghai's international settlement. Offshore, riding at anchor, United States war craft carrying 2,400 bluejackets, stood ready to land the force only in event of danger to American lives and property in Shanghai.

Into this war-like atmosphere, the native Chinese poured a stream of troop trains from Nanking, carrying soldiers under the command of General Chang Tsung-Chang, war lord of Shantung province, who is lending his aid to the shattered forces of Marshal Sun Chuan-Pan, whose army has been giving ground to the advancing forces of the Cantonese troops now nearing Shanghai.

Small Army
The northern troops were moving up along the railroad right of way south of Shanghai with a force of approximately 16,000 men, too weak in numbers to take a last stand against the advancing Cantonese who have blazed a path of victory through the provinces of southern China.

The opposing armies faced each other today at Sunkiang, on the railway line, just 23 miles south of Shanghai. Reports received here indicated that both sides were preparing for a fight, threatening northern forces tearing up the railroad tracks to prevent further advances on the part of the Cantonese.

Court Action Against W. T. Lee Is Begun

District Attorney W. J. Duncan was today instructed by the county court to immediately institute a mandamus suit against County Assessor W. T. Lee to force that official to place the timber cruise of Edgar and Colleen, Portland, on the Klamath tax rolls.

The move of the court brings the timber cruise question out of the realm of debate, rumor and speculation, into the circuit where it will be decided whether or not Lee's decision to not place the new cruise on the rolls will be upheld.

The court has brought the proceedings against the court as a friendly move, actuated by the desire to clear up the tangled up question of the new county cruise which was instituted two years ago and caused the expenditure of approximately \$60,000 to date.

The timber owners contend the cruise is to be invalid, and oppose the new cruise being placed on the tax rolls.

Lee will probably be cited into court to give his reasons why the timber increase has not been placed on the tax rolls.

The county court hopes that by throwing the question of the cruise, that it will settle definitely the status of the county cruise.

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Deal With A
REALTOR

Commission Ruling From Klamath Standpoint

(Continued from page one)

horn line is withheld, pending the lapse of 45 days, given the other railroads to agree, with the intimation that the contract will then be approved. Should the Northern lines accept the decision, it is assumed that they will tap the Sprague river country and the timber belt of Lake county by a branch line from Chiloquin.

Terminal Rights Unsettled.

The question of terminal rights at Klamath Falls appears to be left in the air. Southern Pacific's proposal was that the Northern lines might use existing Southern Pacific terminals as a bridge to get to the Northern lines' terminal property at the south end of town. Where, under the decision, can the Northern lines go from there? They will have no common user over the Weed line, which would mean that, in order to get to the existing Shaw-Bertram mill south of town, and the other projected large mills, including Weyerhaeuser, the Northern lines would have to file a new application to construct an independent line, to these locations.

As to any traffic originating in Klamath Falls proper, now controlled by Southern Pacific, the Northern lines is given the right to share upon payment of "the usual switching charge."

Two and one half per cent interest charge and one half of the taxes on Southern Pacific's investment in terminals, plus a switching charge may appear too costly to the Northern lines, for the mere right to pass through Southern Pacific terminals, and they may find other ways of coming into this city and reaching mills, operating and projected, to the south and west.

Should the Northern lines accept the contract, to be submitted by Southern Pacific, within twenty-five days, they could easily have trains running from Bend to Klamath Falls during the current year, since the only new construction required would be sixty-nine miles of fairly easy line from Bend to Paunina. The Weyerhaeuser Timber Company has declared that it would have a mill operating at its site south of Klamath Falls, as soon as Northern line trains were entering this city.

Order Is Positive.

The commission's order is mandatory on Southern Pacific to grant common use over the Cascade line. Whether Southern Pacific Company will resist the commission's right as a legal proposition to make such an order, remains to be seen. It has been said that the Interstate Commerce Commission has never before assumed to require that an existing main line shall let another transcontinental competitor use its tracks.

Should Southern Pacific take legal steps to resist the commission's order, it may be assumed, that the commission will deny Southern Pacific's right to buy the Strahorn line and give the Northern lines common user rights into Klamath Falls over it. With the Southern Pacific already owning one half of the Strahorn stock, it might be expected that the Strahorn road would likewise take legal steps to resist any order imposing common user by a competitor.

The application by Southern Pacific Company to build the Modoc Northern lapses May tenth. Either construction must start by that date or Southern Pacific must apply to the Interstate Commerce Commission for an extension of time. What the attitude of the commerce commission would be toward granting an extension of time if Southern Pacific were attacking its common user order on the Cascade line in the courts at the same time, is problematical. Should Southern Pacific allow its time to start construction on the Modoc Northern to lapse, the field would be open for Western Pacific to apply for the right to build into Klamath Falls, from one of its near points south. Such a line would tap a fine body of timber, as well as the rich agricultural resources of the Klamath valley and give a long needed railroad to Malin and Merrill and assure the springing up of other new towns.

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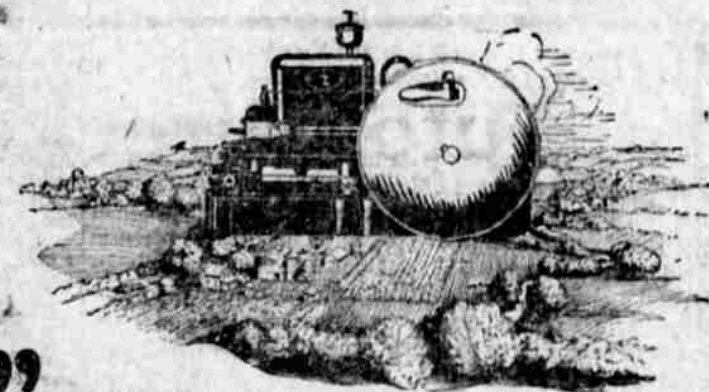
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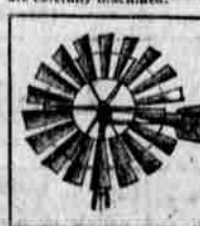
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