

BUDD, SPROULE DISCUSS SWAP OF PROPERTIES

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Although, so far as is known, there has been no movement on the part of the Northern lines toward negotiating with the city for the joint construction of the span—under an arrangement similar to the financing of the south Sixth street viaduct—it is believed by competent authorities that if the two rail presidents agree to interchange properties, the matter will soon come to a head through regular channels.

Mr. Budd and Mr. Sproule are now in New York. It has been publicly announced that they are holding a third conference in an attempt to come to some agreement by which the Oregon Trunk, the subsidiary of the Northern lines, would come into Klamath Falls over the S. P. main line from Paulina.

Exchange Contemplated
But, off the record, it is known that the exchange of terminal properties is also contemplated.

In the spring of 1925, the Northern line purchased from Charles Wood Eberlein 150 acres of land for \$140,000, and at that time announced that the tract would constitute the terminal properties of the invading line. The tract lies on both sides of the Southern Pacific right-of-way, touches on the O. C. & E. railroad, the Ewauna Box company on the east, Lake Ewauna on the north, and on the Johnson Mill site on the south and west.

Shortly thereafter, the Southern Pacific purchased the Rufus Moore marsh lands, a strip across the lake, on the west side, extending south from the city park properties one mile.

Never Serious
It has been learned that the Northern lines never seriously contemplated using the Eberlein tract. It has also been learned that at the time the Northern lines acquired the land, the S. P. was attempting purchase of a 2,000 foot strip of land 400 feet wide from Eberlein.

Purpose of the Eberlein purchase was fourfold:

1. To block the Southern Pacific in its terminal expansion program.
2. To provide access to the Ewauna Box company and contiguous industrial properties.
3. To provide lake frontage on the south side and a location for a log dump.
4. To have a place to cross from the south to the west side.

The S. P.'s purchase of the Moore marsh lands was nothing more nor less than a back slap at the Northern lines, a counter-attack.

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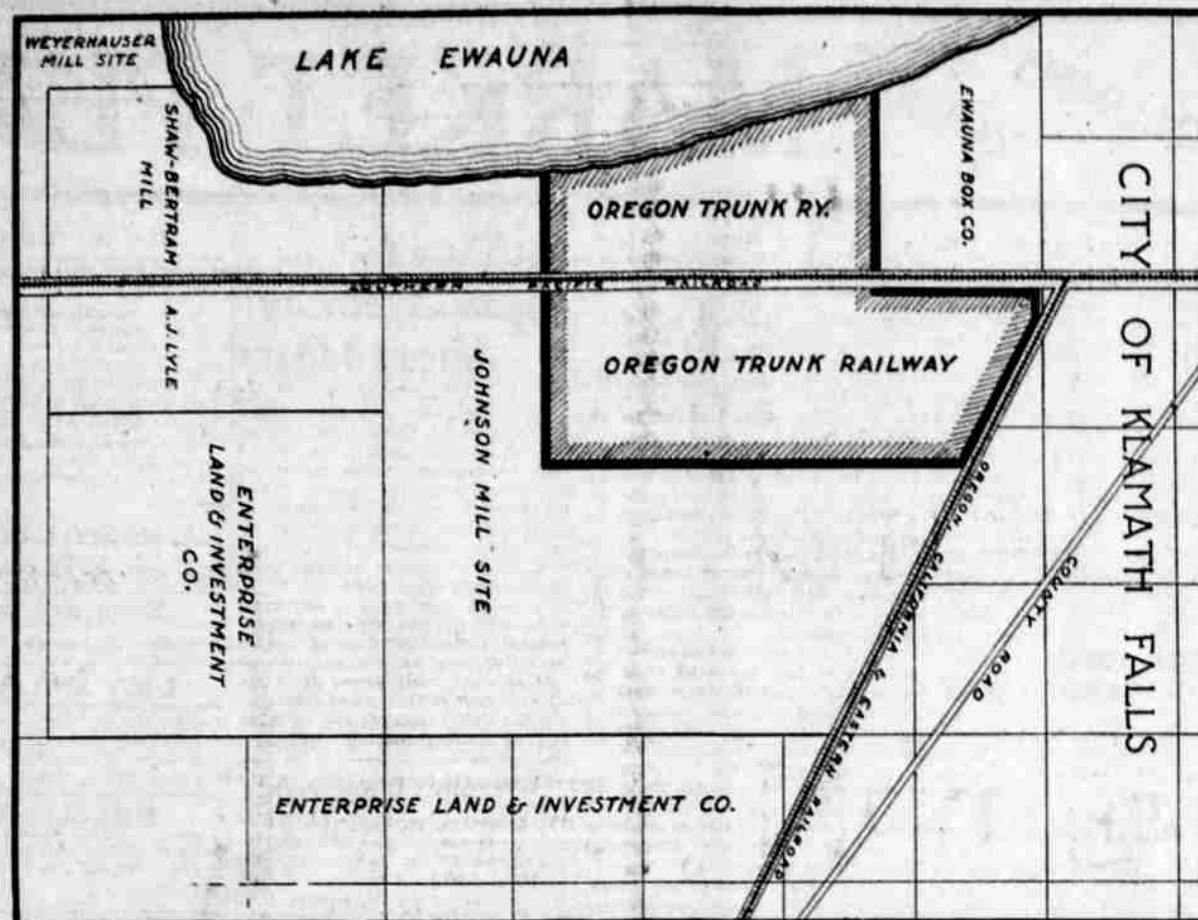
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Oregon Trunk Terminal Property



This is a map of the Oregon Trunk Terminal properties—purchased in 1925 from Charles Wood Eberlein. At a glance it can be seen why the property is of more value to the Southern Pacific than to the Oregon Trunk. The property blocks, to a certain extent, development and

Now the time has come for laying the cards on the table. The Eberlein property is needed by the Southern Pacific. It adjoins the S. P. terminal properties.

Needs Marsh Land

The Oregon Trunk, on the other hand, needs the Moore marsh lands, and badly. In the vernacular it is a case of "You scratch my back and I'll scratch yours." Each railroad holds a club over the other, and the movement is now to lower the club and extend the hand of cooperation.

However, if the Southern Pacific turns down the Oregon Trunk's offer of exchange of properties there are three terminal locations which the Northern lines' subsidiary is considering:

Three Contingencies

1. A rectangular strip, one mile long, lying on the south side of Klamath river between the Davis road and the Midland highway.
2. The Bray property lying on the south side of the river between Shaw-Bertman Lumber company mill and the Weyerhaeuser Timber company.
3. To swing through the Weyerhaeuser property, cross the river to the north side and establish terminals in the properties of the Northwestern Utilities company, which purchased the H. Whiteline property.

With the dead-line date for beginning of construction of S. P. lines rapidly nearing, and with the Oregon Trunk rushing work on their extension south from Bend to Paulina, the railroad situation in Klamath Falls is rapidly coming to a head and new developments are expected in the near future.

NEW YORK, June 7, (UP)—President Ralph Budd of the Great Northern railroad and President William Sproule of the Southern Pacific railroad conferred here today with regard to proposed extension of the Oregon Trunk from Bend to Klamath Falls in Oregon.

Budd left New York immediately after lunching with Sproule, saying he would return Tuesday. Sproule refused to make any comment, but indicated that to date there had been no change in the negotiations between the two lines. No information was available from Mr. Budd's office.

The conference was presumed to be over common user rights of the S. P. tracks from Paulina to Klamath Falls. It is understood here that the Oregon Trunk wishes to avoid duplicate trackage.

Oregon Trunk Will Move on June 10th to South Riverside

To be near the center of their building operations—Link, river canyon—the crew of Oregon Trunk railroad engineers and surveyors, in charge of C. Harding, will move in the Francis Olds home, 235 south Riverside, on June 10. It was learned today.

The Oregon Trunk had purchased a number of homes along the street, including Mr. Olds', but had not asked the owners to vacate until it became necessary.

Injunction Suit Set for June 7th

SALEM, Ore., June 7, (AP)—The state supreme court has set June 21 as the date to hear arguments in the case of Peder Pedersen and others against the state board of control, a suit to enjoin the construction of a new state office building with funds of the state industrial accident commission as used by an act of the 1927 legislature. The estimated cost of the building is \$600,000. In the lower court for Marion county Judge L. H. McMahan held for the petitioners for the injunction.

Santa Barbara Folk Meet All of Taxes

SANTA BARBARA, Calif., June 7, (UP)—For the first time in many years, there will be no public auction of Santa Barbara county real estate for non-payment of taxes this year. County Tax Collector Harry C. Sweetser has announced.

After property taxes become delinquent, the land is deeded to the state and held five years for redemption.

The fact that there will be no sale this year means that all 1921 taxes and penalties have been paid.

At Winnard Home—

Dr. N. E. Winnard and daughter, Charlotte, of Eugene arrived in the city last evening from an extended visit in Los Angeles and San Francisco and are guests at the home of Mr. and Mrs. H. E. Winnard. Miss Charlotte will remain here for a few days, while her father plans to leave for the north in the morning.

MYSTERY CLOAKS REGENT SESSION

Governor Calls Heads of Two State Institutions Into Meeting

SALEM, Ore., June 7, (AP)—Mystery surrounds a joint meeting of the boards of regents of the University of Oregon and Oregon Agricultural College, that was quietly called by Governor Patterson in his office today. The governor said that newspapermen would not be allowed to be present, but that a statement would be given out after the meeting. Beyond a meager statement that the conference was for the benefit of the two institutions he would drop no hint as to what it was about. Board members who arrived from various parts of the state said they did not know the purpose of the meeting, and that they recalled no previous joint meetings of the two boards.

U. S. Forest Man Here to Inspect Beetle Situation

A. J. Jaenicke, Portland, head of the insect control work for the United States Forest service in Oregon, is devoting several weeks to an inspection of the pine beetle infestation situation within the boundaries of the Crater National forest.

Mr. Jaenicke today expressed concern over the spread of the pine beetle menace in the Crater Lake national forest. He will make a complete survey of the national forest and submit recommendations to his office on what should be done to meet what is rapidly developing into a crisis in timber of the Klamath basin.

G. N. Official Here—

C. A. Gerken, traveling freight agent of the Great Northern Railway Company is here for a short time on a general business trip. Mr. Gerken makes his headquarters in Portland.

Door hinges on the car become rusty in wet weather, and should be oiled frequently to keep out the squeaks.

DE AUTREMONT TRIAL IS SLOW

Twenty-Seven Excused for Cause by Circuit Judge Yesterday

COURT HOUSE, Jacksonville, Ore., June 7, (AP)—The second day of the re-trial of Hugh De Autremont, charged with the slaying of Chas. O. (Coyle) Johnson, during the progress of an attempted hold-up of a Southern Pacific passenger train, in the Siskiyou tunnel on October 11, 1923, began this morning with six tentative jurors in the box, and a special venire of 35 names, drawn late yesterday, to

augment the rapidly depleting ranks of veniremen.

Out of a list of 110, twenty-seven were excused yesterday for prejudices against the death penalty, circumstantial evidence, or acquaintance with the slain trainman. Nine were excused for physical disability, three because they were registered pharmacists, and eleven because illness in their family or pressure of business.

Sweet Tooth Big Help to Burglar

SAN DIEGO, Calif., June 7, (UP)—A sweet tooth paid dividends to a burglar here recently. The thief looted the cash register of \$15 and carried away a box of raisins lying nearby. The raisin box contained \$92 which the proprietor of the grocery store in which the burglary occurred, had hidden.



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