

The Evening Herald

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Delivered by Carrier **By Mail**

One Year	\$6.50	One Month	\$1.75
Six Months	3.50	Three Months	2.12
Three Months	1.95	Six Months	2.72
One Month	.65	One Year	5.00

Entered as second class matter at the postoffice at Klamath Falls Oregon, on August 29, 1906, under act of Congress, March 3, 1879.

Associated Press Leased Wire
 Member of Audit Bureau of Circulation

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Monday, September 26, 1927.

The End of Trouble

Is it not fine to see the end of a troublesome road—to see the light when one has been walking in the dark forest—to witness the sunshine in the valley after one has wearily trod the jagged mountains in darkness—

Well, that is the feeling today of Klamath Falls people, for the darkness and gloom cast over the city by enforced quarantine is today lifted.

According to Health Officer Newsom "we are out of the woods," so to speak, and Klamath Falls is as healthy a place for children as anywhere in the northwest. In fact, the health officer assures the Evening Herald that he would rather have his children in this city today than any place else up and down the coast, because he feels there is less danger here of infantile paralysis.

The work of stamping out the disease has been accomplished and the few cases remaining under quarantine have no danger attached to them.

It is a time for rejoicing, for the schools can be opened very soon and the streets of Klamath Falls will again be alive with the little folk who have been forced to remain at home for so long.

Settle the Row Now

The Bonanza controversy over where the state highway from Klamath Falls to Lakeview should be located is getting to be a festered sore and should be healed up one way or the other. The state highway commission surely will not let the altercation continue for another year, thus preventing the people of this city and the people of Lakeview from having a highway that can be used the year round. The commission has said in emphatic words that it will not build this highway unless the Bonanza row is settled, and the commission has a right of having its own way about locating and building roads for it has hold of the purse strings and no community can build roads without funds. When it does not want a highway built it can very easily shut off the money and the highway remains in just the shape the Lakeview-Klamath highway has been in for some time. For the good of everyone this road must be built, and all objections should be threshed out and settled at once.

If Gene and Jack are bound to fight it out let them go to it without ringside seats or revenue. That would be a prizefight worth while. Has either got the gizzard to do it?

THREE KILLED AS TRAIN HITS

(Continued from page 1)

unrecognizable. Death had been instantaneous.

The body of Ferguson was found sixty feet farther on up the railroad right of way. He had sustained one major injury, a skull fracture, where some protruding object had hit his skull. Apparently, County Coroner Earl Whitlock said, White had either jumped on the locomotive pilot or had been thrown there. He is believed to have been carried by the locomotive for 50 feet before his body slipped off.

C. O. Webber, engineer for the Southern Pacific, had seen the touring car driving parallel to the train at a rapid rate of speed towards Klamath Falls. So fast was the machine traveling, that the engineer was prepared to use his emergency brake, he said.

Buildings at Lamm's mill momentarily screened the speeding car from the engineer's sight. The next time he saw the machine was an instant before the fatal crash when the car flashed before the fast moving passenger train.

Train Stopped

Webber was able to stop the train within the train's length. He said he was traveling between 40 and 50 miles an hour.

Norden, a resident of Chiloquin, was a timber feller for the Chiloquin Lumber company; Ferguson was day foreman at the Chiloquin Lumber company box factory, and White, who had not been working for the past week because of an infection in his neck, was a caterpillar driver for the Solomon Butte Lumber company.

Investigation of County Coroner Whitlock indicated that the men had been drinking prior to the tragedy.

Pile Trip to K. F.

Just prior to midnight the trio decided to drive to Klamath Falls, for what purpose is unknown.

Norden's car, a light touring, was in the garage where a spare tire was being repaired. He borrowed a friend's machine and the three were soon speeding toward Klamath Falls.

At Barclay Springs the light machine skidded off the high-

way, and was badly wrecked. No injuries were sustained. Returning to Chiloquin — by what means authorities were unable to discover—the three men secured the services of a garage man, ordered him to drive to Barclay Springs and tow the wrecked car back to Chiloquin for repairs.

Follows Wrecker.
 Norden took his machine from the garage and followed the garage car, telling the garage man he would meet him at the scene of the accident.

Whether or not the three men after being sure the car was towed back to Chiloquin, intended to continue their journey to Klamath Falls is not known.

From what authorities could learn the three men in the death car were speeding. Whether or not there was liquor in the machine could not be learned, but there was evidence that they had been drinking.

Brakes Are Worn

Foot brake lining had been worn down until practically useless. Unmindful of the dangerous grade crossing at Lamm's mill, Modoc Point, Norden—who is believed to have been the driver—speed on recklessly, negotiated the banked right angle turn just west of the railroad right-of-way and then, it is believed, saw the train rushing towards the crossing. Norden probably tried desperately to stop his machine but the brakes refused to work.

The locomotive struck the machine almost dead center. The first point of contact was the front seat and the lives of Norden and White, who, it is believed, were in the front seat, were snuffed out instantly.

Whether or not White, supposedly in the rear seat, saw on-rushing death in the form of the locomotive and decided to chance it with a wild leap, or whether he was thrown by the impact against the pilot, is not known. But authorities believe he sustained his fatal injury by being thrown against the locomotive.

All Found Dead

Horrified by the accident Webber did all that he could; he stopped the train within its length and rushed to render aid. He found all three men dead.

The machine which had approached from the west was finally sloughed off by the big loco-

BRIEF NEWS OF KLAMATH

Worried Returned

Following a brief business trip to Portland, Will Worden, right-of-way man for the Southern Pacific, has returned to the city on business in the interests of his company.

License Granted

Charles Stinton, Chastain of Bray Mill and Miss Jerome Knight of Pine Ridge secured a marriage license on Saturday afternoon.

Married Sunday

Harold Albin Elford and Ina Marie Westfall were married in this city on Sunday morning. Both gave their residence as Klamath Falls.

Left for California

Frank D. Lee, local lumber man accompanied by Frank Harvey of San Francisco, left Sunday for San Francisco on a week's business trip.

Condition Improves

Friends of Mrs. Charles Hogue will be glad to learn she continues to improve, following a serious major operation in San Francisco several days ago.

Returned From Trip

Mrs. Floyd Duncan McMillan and Madge Dixon returned last evening from Pine Ridge where they enjoyed the week-end with friends.

Visited Relative

Mr. and Mrs. James Driscoll motored to Bly on Sunday where they spent several hours visiting with Mrs. Driscoll's parents, Mr. and Mrs. Parker.

Crash Believed to Have Been the Most Serious on Record in Klamath County

White was born at Lyle, Washington. He is survived by his father, James White, of Newberg, Ore.; three sisters, Mrs. Robert Cheyne, Klamath Falls, Mrs. Al Ganger of The Dalles and Mrs. Fred Hamilton of Newberg; two brothers, Frank C. White of Clatskanie, Ore., and Don C. White of Aberdeen, Wash. Ferguson is survived by his mother and father, Mr. and Mrs. William Ferguson of Tacoma, Wash., and a brother, George Ferguson of Twain, Calif. No relatives of Norden have been located. Not one of the three men was married. Funeral services will be announced later.

Leaves Parents

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Obituary

LEO LANTRY WHITE

Leo Lantry White passed away suddenly on Sunday morning at 3:30 o'clock at Modoc Point. He was 21 years of age and was born at Lyle, Washington. He is survived by his father, James White of Newberg, Oregon, three sisters, Mrs. Robert Cheyne of this city, Mrs. Al Ganger of The Dalles and Mrs. Fred Hamilton of Newberg, and two brothers, Frank O. White of Clatskanie and Don C. White of Aberdeen, Washington. The remains are at the Earl Whitlock Funeral Home. Announcement of the funeral will be made later.

WILLIAM FERGUSON

William Ferguson passed away on Sunday morning at Modoc Point at 3:30 o'clock. He was 36 years of age and is survived by his parents, Mr. and Mrs. William Ferguson of Tacoma, Washington and a brother, George Ferguson of Twain, California. The remains are at the Earl Whitlock Funeral Home, Pine avenue at Sixth. Announcement of the funeral will be made later.

JOHN DALE GOLDSWORTHY

John Dale, son of Mr. and Mrs. John F. Goldsworthy passed away at the family residence on Alhamont Drive on Monday morning at 2:15 following an illness of one week's duration. He was born in Klamath Falls and was five years and eight months of age. In addition to his parents he leaves two sisters, Ruby Alice and Opal Sabel. The remains are at the Earl Whitlock Funeral Home, Pine avenue at Sixth. Funeral arrangements will be announced later.

WALTER McLEWATH

Walter McLeWath, husband of Mrs. Rose McLeWath, passed away in this city on Saturday evening at 9:45. He was born in Yale, Kansas, and was 39 years of age at the time of his passing. Besides his wife he leaves a daughter, Margaret, 15 months old. The remains are at the Earl Whitlock Funeral Home, Pine avenue at Sixth. Funeral arrangements will be announced later.

ALLEN NORDEEN

Allen Norden, aged 32 years, passed away suddenly on Sunday morning at 3:30 o'clock at Modoc Point. The remains are at the Earl Whitlock Funeral Home, Pine avenue at Sixth. Funeral arrangements will be announced later.

WASHINGTON LETTER

By Rodney Dutcher (NEA Service Writer)

WASHINGTON, Sept. 24.—After very serious cogitation and deep, dark conferences with two of the best lamp posts on Pennsylvania avenue, your correspondent interprets the recent utterances of Mr. Charles Evans Hughes to mean that:

The year 1929 may see the first crop of whiskers in the White House since the departure of Benjamin Harrison. The word "may" is, of course, the only proper one. That is to say, Mr. Hughes is just as much a candidate for nomination this moment as Mr. Hoover and Mr. Dawes are candidates. He probably is not quite such a good bet as they are, but opinions as to that will vary.

Stories to the effect that Mr. Hughes wouldn't like to be president can reasonably be regarded as most questionable; it may be that Mr. Hughes would not go after the nomination unless he were assured that it would be waiting for him on a silver charger and that he wouldn't take it even then if he thought he didn't have at least an even chance for election, but it does not follow that Mr. Hughes will be unresponsive if the gentlemen whom he knows control the nom-

ination tell him he can have it. Mr. Hughes is the most conspicuous of that modest string of republican candidates whose campaign tactics are, on the surface, to sit by until the party taps one of them on the shoulder. The burst of speed which the lucky candidate will jump into once he is nominated will be little short of astounding in comparison with his previous public behavior.

Candidates who insist on being pushed into the nomination are discreet. Experience has proved that the fellows who go out and holler their way to the public and spend a wad of money seldom come to lead party tickets. Winning primaries doesn't win nominations.

Other things being equal, a victorious primary candidate can make deals at the convention, as well as the next fellow, but national campaigns for nomination are expensive in more ways than one and generally inadvisable owing to the excellent chances of ultimate defeat.

Hughes' failure to reiterate

emphatically that he would refuse to accept nomination despite the Coolidge announcement leaves no other alternative than to assume that he would be receptive under certain conditions. The strongest indication that Hughes may be nominated still seems to be found in the apparent worry of the republican party lest Al Smith be nominated by the democrats and carry New York state. The party is going to such extreme lengths in other directions to save New York that the recruiting of Hughes for that purpose almost seems the next consistent step.

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