

DAILY THE KLAMATH NEWS

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S. P. WANTS TO COME IN

Huge Ballons Soar Above Clouds In All Night Race

(By United News Leased Wire)
ROSECRANS FIELD, ST. JOSEPH, Mo., May 1.—Four huge, silken spheres—the bags participating in the annual national elimination balloon classic—were floating somewhere in the sky thousands of feet high tonight.

The bags, each out to out distance the other and win the honor of representing America the international balloon derby in Belgium next September, shot into the ether from Rosecrans field Friday evening between 8:50 and 7:00 p. m.

By Saturday morning, the rotund, raven hued bags may have been buffeted toward Canada, the Gulf of Mexico or on toward the Virginias, the direction in which they headed after being cut loose.

Ninety thousand awe-struck

men, women and children, saw the mighty spheres leap into the air and begin the race which, besides being one of endurance will require all of the skill and stamina of the death defying pilots and their aids.

Each bag ascended to an altitude of between 1500 and 1800 feet and traveling between 25 and 30 miles an hour headed east by south.

If this course is followed the balloons were due to pass over Missouri Friday night, striking toward Arkansas and thence down into the Virginias or into Georgia.

Besides their human cargo of two men each, the huge spheres carried provisions for 92 hours sustenance wind charts, altimeters radio apparatus and other equipment.

ADAMS RANCH IS SOLD TO CALIF. DAIRY FARMERS

\$70,000 Sale Significant Of Passing Of Cattle For Dairying Here

Probably the most potent indication, marking the passing of the Klamath country from a cattle to the more lucrative farming and dairying endeavor as its basic industry developed yesterday when J. Frank Adams, old time Klamath rancher and his son Will W. Adams announced the sale of the 700 acre Adams ranch located three miles below Merrill on the Dalles-California highway to the Grassley brothers, Swiss dairymen of San Francisco, who will go into the dairy business on a large scale. The sale price was \$100 an acre or a total of \$70,000.

The deal was consummated by Will Adams who made the trip to San Francisco last week where he outlined to the southern dairymen the possibilities in Klamath county, contrasting land values there were they were paying from \$12 to \$25 per acre a year rent, with Klamath where good meadow land with an abundance of cheap water could be bought outright for \$100 per acre. Prospects here were so alluring that the southerners drove day and night with him back to Klamath to see for themselves.

Pleased With Country

The four Grassley brothers found the Klamath country to be better than had been pictured to them. They closed the deal, returned south to move their families here and will take possession of the Adams ranch next Tuesday. The new owners expect to milk 200 cows and will probably dispose of their milk at the Mallin cheese factory, although they are all highly experienced butter and cheese manufacturers themselves.

The passing of the Adams ranch which has been operated for years as a cattle and horse ranch into the dairymen and intensified farmers, is looked upon here as ushering in a new era in Klamath county agriculture. High taxes, scarcity of labor, and high wages has made it impossible to run a big ranch at a profit where stock cattle, horses, or mules are the only output. Mr. Adams explained. The has come when the big holdings must be divided up and the land made to produce greater revenue.

The Adams ranch is considered one of the most attractive and most productive bodies of land in Klamath county. In 1908 J. Frank Adams won the first prize of \$1,000 at the All-Western Irrigation Congress in Sacramento, for the best showing of products from an irrigated farm, his prize winning display including alfalfa hay, vegetables, and fruit.

Adams An Old Timer

While J. Frank Adams is considered a rancher of the old school, at the same time he has been the first in this country to advocate progressive methods of farming. In 1889 he built the old Adams ditch which still carries water into the Mallin section. This ditch was later sold to the United States reclamation service and became a part of their great system. In 1908 Mr. Adams was one of the organizers of the old Lakeside Land company which was responsible for bringing the Bohemian colony of settlers into the Mallin country where these thrifty people have made a remarkable demonstration of agricultural development.

Mr. Adams still owns a 500 acre ranch at Adams Point and says this sale does not mean he is leaving the country. On the contrary feels more enthusiastic over Klamath possibilities than ever.

NORTHERN PACIFIC TO TAKE LEAD IN ENTRY BATTLE FOR KLAMATH

Hundreds See Dedication Of Merrill's Hall

Merrill folk, and farmers from miles around dressed in their best clothes gathered at the new Merrill Community hall last night for the big formal opening of the new \$6,000 building. Several hundred Klamath Falls people were present. Nearly 600 were in attendance on the occasion of the formal dedication. Merrill may well be proud of the progressive step it has taken toward such development of community spirit.

It was far in the night when the last strains of "Home Sweet Home" told the merry-makers of the last of the first round of entertainment in the new hall, with more to come.

200 ELKS FROM OUT OF CITY TO BE AT CARNIVAL

Upward of 200 out-of-town Elks have given tentative promises to be in Klamath Falls for big Elk's Annual Western Nights affair May 14-15 and 16th it was announced by officials in charge of publicity for the big carnival which is expected to outdo all previous affairs of its kind here. Klamath Falls promises to bear the aspect of a typical old time cowboy town for all the 700 local Elks have been ordered to dress in nothing but western togs, chaps, broad brimmed hats and other do-flickers that go to make up the raiment of a cattle and sheep country man.

Charlie Currin has been selected to run the "country store" booths during the carnival. He was picked from a large list of possibilities because the majority of judges believed his drug store resembled such. Tom Watters, will run the faro and other gambling games. One of the committee suggested he was the biggest "slicker" in town and should make good on this, despite his other failures. Bill McNealy will see to the dance entertainment. The dancing will be continuous and the finest in the land.

Anglers Without a License With Them Liable To Arrest

Fishermen who persist in stepping out after Klamath trout without their 1925 license securely tucked away on their person, are breeding a lot of hard luck for themselves, according to Marion Barnes, district deputy game warden, who points out that the law requires every fisherman to have the official slip with him and is subject to arrest otherwise.

The trouble is we hear the same story from all of them, and we know some are not telling the truth. "OR! I forgot and left my license home." "Anyway the law says have that license with you, and from now on that goes with no exceptions."

Application for Authority To Extend Oregon Trunk, and Definite Location of Proposed New Road To Be Made At Once; Hill Line Officials Say S. P. Rebuffed Them on Common User Line.

(By United News Leased Wire)
PORTLAND, May 1.—Immediate application for authority to extend the Oregon Trunk railway from Bend to Klamath Falls will be made by the Northern Pacific railway company, and definite location of the proposed line will be made at once. Such was the advice received today from Charles Donnelly, president of the Northern Pacific, following a meeting of the board of directors of the organization in New York. The directors decided unanimously to proceed with the extension.

Messages to this effect were received by A. D. Charlton, general passenger agent for the Northern Pacific, and by W. P. Turner, president of the S. P. and S. and Oregon Trunk.

This decision means two things. First: The Northern Pacific has aligned itself definitely with the Great Northern in its desire to enter Klamath Falls. Second: The northern lines do not intend to wait longer for an agreement with the Southern Pacific that will permit an entrance to Klamath Falls over the S. P. lines.

The application for permission to extend the line will be made with the interstate commerce commission, which must first grant a certificate of convenience and necessity.

I. C. C. Grant Believed Sure

Since the state has presented data to the interstate commerce commission supporting the necessity of the extension, this is expected to be but a formality. This data was presented during the central Oregon rail extension case brought by the public service commission in an effort to force construction of north and south and east and west lines through central Oregon.

While the Northern Pacific has expressed an interest in the Klamath Falls territory, the Great Northern has been carrying the burden of the fight. The two transcontinental systems are joint owners of the Oregon Trunk.

This definite movement by the Northern Pacific was precipitated by Ralph Budd, president of the Great Northern, when he declared at the annual meeting of the Portland chamber of commerce last Friday that the company intended to push southward from Klamath Falls.

N. P. Taking Lead

But now the Northern Pacific has taken the lead in the joint movement of the northern lines south from Bend, and has authorized the application for a certificate of convenience and necessity. Like action is now assured from the directors of the Great Northern.

Budd gave the first indication that the northern lines would not wait the pleasure of the Southern Pacific in allowing them to enter Klamath Falls, when he spoke at the chamber of commerce dinner. The Great Northern president said at that meeting that the Oregon Trunk survey had been made in co-operation with the Southern Pacific in 1911, so there would be no conflict between the line from Bend to Klamath Falls, and the projected Natron cut-off.

Previously Budd said, the companies had devised a joint route, but the non-conflicting surveys made in 1911 still stand, and should be available for the future development.

Matching S. P. Money Problematical

Whether the interstate commerce commission will consider duplication of capital unnecessary, and force the Southern Pacific to surrender a traffic agreement with the northern lines over its Natron cut-off entrance to Klamath Falls, is problematical.

The northern lines, in speaking of their desire to enter Klamath Falls, have always declared themselves in favor of non-duplication of capital in the extension, but have evinced determination to push the extension at any cost.

Interest of the northern railway systems in the Klamath Falls territory has been fostered by the desire of several large lumber mills and industries to enter the territory providing a northern exit is available.

When the northern lines proposed that the Southern Pacific provide traffic rights from Odell to Klamath Falls, Budd and Donnelly both pointed out to William Sproul, president of the Southern Pacific, that entrance of these two lines into Klamath Falls would increase the business for the Southern Pacific because the new railroads would bring new industries.

(Continued on Page 8)

Jury Puzzles Frequent But Few Like This

A week ago Wednesday Wm. W. McCampbell and W. T. Todd were in for it. Today Todd is out for it and McCampbell doesn't know whether he's in for it or out of it. At least he has one jury disagreement in his favor. The two men were arrested by Deputy Sheriff Snyder and State Traffic Officer McMahon, allegedly in the act of caching a 5 gallon keg of moonshine in some brushwood about two miles out of Klamath Falls on the Ashland highway. Snyder and McMahon hid in some nearby bushes and when the two men returned to their automobile they found themselves looking into the muzzles of the officers' revolvers.

They were tried yesterday. Todd was acquitted and the jury in the case of McCampbell disagreed. Horace Manning defended the two while Acting District Attorney Myers prosecuted the cases. After the case lawyers who were present commented on the idiosyncracies of the law. Here were two men, either both not guilty or both guilty. The jury didn't decide that way.

U. S. GIVES HOSPITAL

RHEIMS, France, May 1.—The city of Rheims officially received the new American memorial children's hospital.

Slick D'Autremont Brothers Reported Seen on S. P. Train

RED BLUFF, May 1.—Southern Pacific officials have been notified that two men said to resemble the d'Autremont brothers wanted for murder near the Oregon line, were seen here on a southbound passenger train.

A. C. Dunlap of Berkeley, noticed the two men and asked that an investigation be made.

Ray and Roy d'Autremont held up a passenger train as it entered a tunnel several years ago, killing four trainmen and being forced to flee without obtaining any loot. A nationwide search has been made for them and they have been reported seen in practically every city in the country at one time or another.

SLICK WILSON HERE

"Slick" Wilson, old time Klamath sheep man who has been busily engaged nursing a bunch of fine wool ewes through their spring lambing south of Tule lake dropped into town yesterday and answered roll call at the Elks club. "Slick" broke into print last fall when he lugged an ancient cannon ball into town that had been picked up by him in the ava beds.

NOT TOO LATE TO ENTER NEWS' BIG CIRCULATION CONTEST

It is not too late to join The News big circulation building contest. Either nominate yourself or a friend today.

The contest officially opens on Monday, May 4th. Then there will be just 42 short days and the contest will be over. Think of it! Only 42 days, and the prizes will be awarded. Just an hour or so of time each day in order to win one of the big prizes.

This is not a game of chance, for everyone will be well paid. All have the same opportunity, regardless of where you live. You are not confined to your own district in securing subscription collections, contestants can secure subscription collections anywhere. Remember, in a campaign of this kind your friends and acquaintances are going to give their subscription payments to someone, so the sooner you declare yourself in the race the more positive you are of success.

The First Step

Get in touch with the campaign

manager at once, and learn how really easy it is to win one of the big prizes. You will be supplied with full information, and a contestant's receipt book containing a schedule of subscription prices and voting values. Take your first step TODAY.

The Second Step

Turn in your First Subscription as soon as possible, for this will earn you a bonus of 10,000 EXTRA VOTES in addition to the Regular Votes issued on that subscription. Thus, if your first subscription is for six months, it will earn not only the scheduled 6,000 votes, but a premium of 10,000 extra votes as well—a total of 16,000 votes.

The Third Step

Notify your friends, neighbors, business associates and fellow-workers of your candidacy, and secure their cooperation for your campaign. Use the telephone to notify those you cannot see immediately; drop a short letter or a postal card to those you cannot reach at once otherwise.

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WILL GET TO EXTEND TO LAKEVIEW

Believes I. C. C. Will Strahorn Request Within 30 Days

A question of a few applications of both roads to extend south from Falls, and the appearance of the O. C. & E. to Lakeview and to be granted by interstate commerce commission within 30 days according to H. H. head of the Oregon commission, who is Klamath Falls to investigate auto

arrangement which you might over the United States of definite application the Hill roads to come means great things for Klamath in a very short time. The following facts are country lines. When I before the recent interstate commission hearing on behalf of the service commission of Oregon the connecting up of the ends of the various lines each party way into the Oregon, the following facts are strong impression with

Spent Much

lines expenditure of half million dollars W. R. & N. outlay of the results expenditure of half millions on the line of the state to total of thirty-one millions representing a losing of three separate branches, which could all be for fifteen million half as much more, making north and south, and west lines which would be on the total forty-six dollar investment. Another pointed out was that the north and south line on side of the Cascades was a military necessity.

Worked Hard

ago Mr. Corey held a with business men in Falls for the purpose of facts, to be submitted before a hearing in Portland to what was already and the possibilities of additional tonnage for this country. He pointed at that hearing that the Washington to the north



MARGY!

night as well learn to labor they wait nowadays," says