

DAILY THE KLAMATH NEWS

United News and United Press Telegraph Services

Official Paper of City
of KLAMATH FALLS

No. 158. (Every Morning Except Monday)

KLAMATH FALLS, ORE., WEDNESDAY, MAY 20, 1925.

Price Five Cents

S. P. CONTROLS STRAHORN ROAD; N. C. O. IS BOUGHT OUT BY S. P.

Strahorn Backing Gets Applause Of O. C. E. Directors

Road Builder Gives Official and
Accurate History of O. C. E. Problems;
Points Out That Feeders Will Bring K.
Big Railroad Center; Explains Scope
of New S. P. Trunk Line East.

Road center, not merely a way station on a main
line, the forecast of Robert E. Strahorn, of the O. C. & E.
last night, in addressing the directors of the Klamath
chamber of commerce, following announcement of the South-
ern Pacific-O. C. & E. deal, whereby the S. P. practically con-
trols the road. Spokane attained its prosperity through
an a dozen small feeders into its territory, and Klamath
stands on the threshold of the same condition, Mr.
commented. While he could not state definitely at
the time, Mr. Strahorn indicated that building of the Modoc
road from Klamath Falls into California timber country
as a result of the alignment with the S. P.
member of the chamber of commerce board of di-
rectors greeted the telegram of Southern Pacific President
enthusiastically, and Mr. Strahorn was applauded
during his talk.

Accurate and official review of the Strahorn railroad's
was spoken by Mr. Strahorn as follows:

sounding a note of tri-
the eastern Oregon coun-
connection with the state-
President Sproule of the
Pacific being made public
feel that I should recall
correcting some mis-
being circulated in re-
the Oregon, California &

at the solicitation of
communities of central
visited this district, est-
potential tonnage, and
with complete surveys and
of cost of the rail lines
I announced that they
built inexpensively to serve
reasonably, but that under
prevailing such construc-
be possible only with
assistance from interests to
led. The city of Klamath
and was frankly told,
must do and it eagerly
to comply. As a result
were subscribed by private
for terminals, for which
more than one-half, and the
proceeds of a bond issue
cash contributions by my-
tracted 15 miles of the
a vote of the citizens, ap-
ply 19 to 1, this city line
on terms following to the
California & Eastern Rail-
way, upon no promise ex-
it would be extended to
river, and every effort
extend to Bend if co-op-
were continued upon lines
to. The extent to which
apprise would go rested at
with the communities,
whom soon became indif-
ferent to the result that this city
stood practically alone.

ation became involved in
financial depression followed,
stocks and bonds became
de. The burden to "carry
the many called impossible,
became mine alone, but no
died that I did not at great
sacrifice, make some pro-
Thus in 1923 the line was
ed to Sprague River. The
company then paid the city
investment in the property
of railway income bonds
amount of \$300,000, precise-
ly agreed. These bonds
at an intrinsic value pro rata
back, and it is a source of
satisfaction to me, and must
the city, that through the al-
low made the city invest-

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Baker of Klamath Agency Will Speak On Memorial Day

Greatest Tribute In K. F. History To Be Paid In Memory Departed Men of Service

At the American Legion meeting
last night it was reported that
Fred A. Baker, superintendent of
the Klamath Indian Agency and
a veteran of the Spanish-American
war, would make an address at
the Link river bridge on Memorial
day, commemorating the nation's
sailors, marines, and soldiers who
lost their lives at sea in the ser-
vice of their country.

The exercises at the bridge will
precede the parade from Riverside
street to the Pine Tree theatre on
Memorial day, where the main ex-
ercises will be held. It has been
proposed that Klamath school chil-
dren take a prominent part in all
the exercises during the day. Cap-
tain O. C. Applegate and his color
bearer, representing the Indian war
veterans will lead the parade and he
will be assisted by Dr. G. A. New-
some.

Legionnaires and Spanish-Ameri-
can war veterans are expected to
turn out to a man to take part
in the parade. If time permits, the
Crater Lake Shrine club drum and
bugle corps, which plans to leave
for Los Angeles Shrine convention
on the same day, that organization
of musicians will take a prominent
place in the Memorial day line up
here.

CHAPLIN WINS SUIT

LOS ANGELES, May 19.—Char-
lie Chaplin, famous screen clown
today became the sole legal posses-
sor of his ludicrous "low necked
trousers," "trick derby," cane and
"sloppy" shoes. The comedian came
into his own again when Superior
Judge Hurner Tuesday issued a res-
training order forbidding Charles
Amador from further use of the
name Charles Aplin and the Chap-
lin make-up.

Legion Post To Be Established In Tule Country

11 New Members Absorbed
Malin Meeting; Charter
To Be Applied For; May
Disband Association

A firm foundation was laid at
Malin last Sunday for formation of
a Tule Lake post of the American
Legion. An enthusiastic meeting
was held, following which 11 new
members applied for membership.
The absorption of these new men
will permit the post to obtain a
charter, which will be applied for
at once.

L. D. Regan was appointed tem-
porary chairman of the committee
to go ahead with plans, and Joe
Cumpe vice chairman.

The entire membership of the
legion post will be composed of
homesteaders living south of the
Oregon line and the legion post,
when given a charter, will come
under California jurisdiction. Ac-
cording to legion men in the Tule
Lake region, the American Legion's
aid to homesteaders is more far-
reaching than the Homesteaders' as-
sociation. They will decide later as
to whether the Homesteaders' as-
sociation shall be disorganized.

NEW WEST SIDE ROAD PROBLEMS TO BE SETTLED

At the weekly luncheon of the
directors of the chamber of com-
merce yesterday a committee was
appointed to work out a solution
for the building of the city connec-
tion with the new west side high-
way. E. B. Hall was named chair-
man, and he will be assisted by E.
H. Balsiger and Jim Kerns.

Primary problems for the Klamath
chambers work for the coming
year was discussed and consid-
erable emphasis was placed on
the establishment of street signs
all over the city, the improvement
of the roads and streets entering
the city, and the establishment of
an independent road district within
the city limits. The latter sugges-
tion was offered some time ago by
E. H. Balsiger who pointed out that
this system had proven of great
advantage to the city of Grants
Pass where all the municipal road
taxes are used within the corporate
limits.

Collier Presides

The committees for drawing up
the year's program of work and the
budget committee for the new year
will be appointed this coming week,
according to President A. M. Col-
lier, who presided at the directors
meeting today for the first time
since the chamber election.

E. B. Hall reported on the Stop
Forest Fires association campaign,
stating that a concerted effort is
being made to enlist the co-opera-
tion of the state of Washington,
Idaho and California in the all-
Oregon movement.

It was reported at the meeting
that the Bend chamber of com-
merce had issued an urgent in-
vitation for Klamath to return the
visit of the Bend chamber which
put on a forum program here last
summer. Local members will make
the trip to the trip to the north-
ern city for a return visit probably
during the month of June, accord-
ing to the expression of the mem-
bers yesterday.

The committee on arrangements
for the chamber annual meeting
and banquet at the White Pelican
hotel on May 29th reported that
ex-governor Campbell would be the
speaker for the occasion and that
arrangements for the meeting were
progressing satisfactorily.

WILSON CHANGES PLEA ON WHITE SLAVE CHARGES

Former Klamath Indian
Supt. Who Deserted Fam-
ily For Girl To Be Sen-
tenced In Portland Mon-
day

PORTLAND, May 19.—De-
nied his final effort to gain
postponement of his trial on a
white slave charge, H. G. Wil-
son, former superintendent of the
Klamath Indian reservation, this
afternoon surprised federal court
attaches by appearing with his
attorney and changing his previous
plea to that of guilty. Judge Bean
announced that sentence would
be pronounced next Monday.
In the meantime his bail of
\$5,000 will stand.

An eleventh hour request for
a several months' continuance
of the trial was denied Wilson
by Judge Bean after Assistant
United States Attorney
Stearns showed that postpone-
ment and delays had kept the
case from going to trial for
too long a time.

Wilson, former superintendent of
the Klamath Indian reservation and
one time general superintendent of
all the reservations in the north-
west was charged with transporta-
tion with Arketa V. R. Lidsley on
three trips, one from Washington,
D. C. and to Portland and two
between Portland and Seattle. The
defendant, who lives at Roseburg is
married and has four children.

He is said by the government to
have practically deserted his fam-
ily while carrying on his relations
with the Lidsley woman.

State Land Board Agent To Address Forum This Noon

Arthur Foster, land settlement
agent for the Oregon state land
board, will be the speaker this
noon at the chamber of commerce
forum, and every business man of
Klamath Falls who is interested
in the building up and progress of
Klamath county should be in at-
tendance.

Through the efforts of the state
land board last year there were
700 families interested in Oregon
to the extent that they became
residents and citizens—not a one
of these families came to Klamath
county. Until a very few weeks
ago, when Mr. Foster was asked
concerning the resources of this
county, did he learn of the vast
potential possibilities of this in-
land empire, when through his
own initiative he visited here and
made a tour of inspection. He is
now an enthusiastic booster for
this, as well as other parts of the
state. And his message today is
directed to those in the county
who desire to see Klamath come
into its own.

Every business man has the
future of this wonderful county at
heart, and no doubt there will be
a big turnout. Don't let anything
keep you from being at the cham-
ber of commerce forum luncheon
today at noon and hearing what
Mr. Foster has to say.

PREMIER'S MOTHER DIES
LONDON, May 19.—Mrs. Alfred
Baldwin, mother of Premier Stan-
ley M. Baldwin, died today.

S. P. Announces Officially Its Gigantic Plans

Financial Burden Lifted
From Strahorn Shoulders
By S. P. Aid; Situation
Here Is Altered

Following is a telegram released
yesterday by President Sproule of
the Southern Pacific railroad, lay-
ing its cards on the table, and ready
to go ahead with its proposed plans
as soon as the interstate commerce
commission grants them:

"San Francisco, May 19, 1925.

"Southern Pacific company an-
nounces through its president,
Mr. Sproule, that arrangements
have been made with Mr. Charles
Moran, president of the Nevada-
California-Oregon railway to aid
him in securing the money needed
to carry out his plan of changing
that road from narrow gauge to
standard gauge.

"The arrangement is, of course,
subject to the approval of the in-
terstate commerce commission. If
approved, it will give the South-
ern Pacific a substantial interest
in the Nevada-California-Oregon
railway, which will be rebuilt as
a broad gauge line under South-
ern Pacific auspices. Its distance
is 165 miles, between Lakeview,
Oregon, and Wendel, California,
where it connects 23 miles east
of Susanville, with the Fernley
branch of the Southern Pacific.

"Mr. Sproule announces at the
same time that Southern Pacific
company has completed negotia-
tions with Mr. R. E. Strahorn,
president of Oregon, California
and Eastern railway company,
under which funds will be ad-
vanced to Mr. Strahorn to aid in
the construction of the line of his
company from Klamath Falls,
Oregon, to connection with the
Nevada-California-Oregon railway.

"This will likewise require the
approval of the interstate com-
merce commission and, if ap-
proved, will give the Southern Pacific
a substantial stock interest in the
Oregon, California and Eastern
railway, which now extends 40
miles from point of connection
with Southern Pacific at Klamath
Falls easterly to Sprague
River, Oregon.

"The completion of the Oregon
California and Eastern, which is
a standard gauge line, will pro-
vide a new artery through south-
ern and central Oregon for
through traffic between Oregon
and the eastern states.

"Application will be made in
due course for permission and
authority to put these plans into
effect.

"These transactions are in ac-
cord with the general policy of
the Southern Pacific company,
which looks to the development of
the territory it serves, as already
shown by the transportation fa-
cilities it has provided in Ore-
gon and those now under con-
struction, to which these new ad-
ditions come in natural sequence."

G. COZAD RECOVERS A STOLEN CAR IN KIRK

Constable Gerry Cozad recovered
a stolen Maxwell sedan at Kirk
yesterday which had passed through
the hands of several local innocent
purchasers. The car originally
came from the Medford country
where the Crater Lake Automotive
company obtained it through a
trade. The car was purchased from
the Crater Lake Co. by E. Zeimer,
of Kirk. Zeimer will probably be
able to recover from the firm from
whom he bought the car and they
in turn will hold the party who
made the original trade in Med-
ford.

Battle Of Giant Railroads Breaks With Hotbed Here

Klamath May Be on Main Line of Trunk
Road Running East and West, Through
Short Cut of 413 Miles on S. P. Line To
the East; N. C. O. To Be Broad-Gauged;
City's Investment "Is Good As Gold,"
Through New Status.

Sporadic rumblings of a gigantic railroad war, with
something far more significant than possession of southern
and eastern Oregon, but with Klamath Falls as the hot-bed
of contention, broke into the roar of an impending battle of
giants when Robert E. Strahorn announced to the world before
a special meeting of the chamber of commerce board of di-
rectors last night that the Southern Pacific had taken under
its wing two infant railroads—the Oregon, California and
Eastern, and the Nevada, California and Oregon, two small
but powerful factors in the railroad possession situation.

N. C. O. TO BE STANDARDIZED

Mr. Strahorn read before the chamber directors a tele-
gram received yesterday morning from President Sproule of
the Southern Pacific. A substantial interest, which means
control, has been acquired in the N. C. O., which runs from
Lakeview to Wendel, Calif. The line is at present a narrow
gauge road, but will be standardized at once by the Southern
Pacific. The arrangement with the Strahorn line is somewhat
of a big brother agreement, whereby the Southern Pacific will
advance funds to Mr. Strahorn so that he may carry on the
plans of extension for his road the O. C. & E. But the
Southern Pacific will, in reality, control the O. C. & E.

The O. C. & E. will be extended to a connection with the
N. C. O., perhaps at Lakeview along the surveys Strahorn
has already practically completed.

SHORT CUT FOR S. P. TRUNK LINE

This arrangement will bring the Southern Pacific to Lake-
view from Klamath Falls, but it will do more than that. It
will provide, as soon as the line south from Lakeview is broad-
gauge, a new Southern Pacific route to the east, 413 miles
shorter than by present trackage, with easier grades and
curves, and eliminates two mountain ranges, the Siskiyou and
Sierra Nevada, from the path of Southern Pacific trains.

The salient feature of the Southern Pacific's action as
announced last night, insofar as Klamath Falls is directly
concerned is, that instead of having a battle with the Strahorn
lines for a right-of-way, the Northern Pacific and Great Nor-
thern, joint owners of the Oregon Trunk, will now find the
Southern Pacific system standing beside the Strahorn road,
plans of extension for his road (the O. C. & E.) But the
assisting them in their railroad extension.

"The action of the Southern Pacific in financially back-
ing the O. C. & E. should dispel any existing doubt as to the
precarious condition of the railroad's bonds, invested by the
city of Klamath Falls to the extent of \$300,000," Strahorn
declared last night. "They are as good as gold."

Northern Line Buys Big Bus Equipment

PORTLAND, May 19.—Purchase
of the equipment and 15 stages of
the Columbia Stages Inc., operated
over the Columbia river highway
between Astoria, Seaside and way
points was announced Tuesday af-
ternoon by W. F. Turner, president
of the Spokane, Portland and Seat-
tle railroad.

Though the definite price was not
fixed by President Turner, it is
said to be about \$120,000.

WOMAN KILLED

KENDALLVILLE, Ind., May 19—
Mrs. Benjamin Jones, 65, reported
to be from Los Angeles, was killed
Tuesday afternoon when the auto-
mobile in which she was riding
with her husband, turned over near
here. Jones escaped with slight
injuries. The couple were return-
ing home from an eastern trip.

Insane Jail Breaker At Bend Leads Cops No Life Of Reilly

BEND, May 19.—Ray David, in-
sane, one of the three escapes from
the Deschutes county jail Mon-
day night led Bend police a merry
chase this morning, essaying to op-
erate a locomotive and locking him-
self in a mail car from which he
was dislodged.

Davis with W. J. Nehring and
Paddy Ryan, serving terms on crim-
inal charges, escaped after saw-
ing through cell bars and through
bars of an outer window. The ap-
ertures made were so small that the
men are believed to have found it
necessary to disrobe in order to
reach freedom. Two other prison-
ers remained in jail.

SHOWERS CHECK FIRE

THOMPSON FALLS, Mont., May
19.—Showers aided a crew of 50
men to extinguish a fire in the cab-
inet national forest first fire of the
season in this district.