

BUILDING PERMIT
VAL SOARS AT
WEDNESDAY SESSION

The regular meeting of the board of city commissioners Monday night a building permit for Klamath Falls' new school building boosted the month's total up \$125,000. It probably is the means of permits for May hitting a new record in the N. W. Strauss record in the exception of two dwellings. D. M. Clemens at \$6,000 and the permits granted were low. Following permits were: George Proctor, \$200; Jas. Blair, \$75; A. J. Lybe, \$1,100; C. A. Ziegler, \$1,200; school building, \$125; H. Hanson, \$1,000; J. S. Cardozo, \$500; J. S. Sweeney, \$350; W. E. Rogers, \$50; H. R. Harrison, \$200; H. R. Harrison, \$2; H. R. Crane, \$150; H. L. Engle, \$500; D. Covatt, \$200; dwellings, D. N. Clemens, \$1,800; M. W. Cherry, \$1,800; W. J. Bellenger, \$100; F. H. Covert, \$500.

Case Nears End

Kas., May 19.—The case against the former Governor Jonathan Hutchinson on charges of soliciting a pardon for Walter Hutchinson was virtually completed. The court reconvenes Wednesday to hear a few straggling details. Closing arguments of both sides will follow. The former governor's fate will reach the jury Wednesday.

MAHORN TELLS
E. PROBLEMS

Continued From Page One) insured, a safety and value which never have been effected in any other way. In September, 1924, having received the promise of additional capital construction and development of better service within the district, the railway requested the right to extend its lines to provide station, trackage, and in accordance with original plans, as shown by all city maps for years past, further asked permission to extend its lines to Klamath lake, to reach and serve the developments in the Rogue River region, and those now additional promised construction necessitated provision for freight and passenger service. There was nothing new in this extension, but in affecting the entrance of other railway, willing to pay for the privilege, except that new financing had now found its way possible. It served no purpose to repeat details of the discouraging results which these plans received, unless this home opposition, instigated by outside influence, for common user of our terminals, served to discourage those who had agreed to finance us, and a ruinous situation ensued. Instead of our entrance of any other railway we were being blocked. These restrictive tactics and the difficulty of financing under such conditions, led to the welcome arrangement which I have made for an alliance with the one great sympathetic interest which could, and would, assist in securing all necessary capital to carry out my long cherished plans. I am therefore most happy to announce the very important announcement being made tonight by President Mahorn, of the victorious end of my troubles, and the great step for Klamath Falls, effected through reciprocal arrangements now made with the Southern Pacific

company. These among other things provide for a new transcontinental route to the east in connection with the Natron line from Portland and western Oregon, generally via Klamath Falls, the Oregon, California & Eastern and the Nevada, California & Oregon railroad. As heretofore announced, our line is to be extended to a connection with the N. C. O., and the latter is to be re-constructed and broad-gauged as quickly as permission can be obtained from the Interstate commerce commission.

"The new Southern Pacific main line from Portland to Klamath Falls is 315 miles. The Oregon, California & Eastern from here to the Nevada, California, Oregon connection, 195 miles, and via the latter and the Susanville line to Fernley on the Southern Pacific main line, 236 miles, making a total of 646 miles. This shortens the distance from Portland to the east as compared with the present line 413 miles, with much easier grades and curvature than on the existing route and furnishing rail facilities to many thousand square miles of new territory. Also doing away with the lift over the Shasta and Sierra Madre ranges for a vast amount of tonnage originating in this region.

"While the announcement of tonight is only specific as to the extension to the Nevada, California, Oregon connection, construction of the line to Silver Lake and Williamson river valleys only awaits permission and other necessary details. The new alliance is gratifying to both parties. Our ally is one of the largest and strongest railway systems in the world. Its policies are always progressive and constructive. It has above all other instrumentalities developed this country. Vast tangible evidence of its progressive policy is now being best demonstrated in this district by an expenditure of nearly \$20,000,000 to put Klamath Falls on its main line, and its promised supply of millions more for extension of the Oregon, California & Eastern, all calculated to develop the Klamath country, and center business at Klamath Falls. To answer the oft repeated question I will say that the Oregon, California & Eastern remains an independent line, and I retain my holdings in it, and it is to continue under my management as heretofore, all of which I hope to enjoy better henceforth.

"I am here tempted to indulge in some observations on our local situation. Any community desirous of becoming helpful in the solution of transportation problems must look further than mere desire, and must know and weigh those basic facts of traffic possibilities, earning power and statutory provisions that control railway activity. It must be shown that interest will be earned on new construction and that the earning power of existing roads will not be impaired. Emergencies arise when there must be discrimination between merit and real intention on the one hand, and false hopes on the other. For these economic and other reasons, in my opinion, there is no basis for hope of spectacular railway development in the Klamath district. But it is certain that the railways already serving the district will extend such service when business justifies, in accordance with surveys and plans made, and frequently discussed in past years. Suggestion that other railways may come into a district may always be depended upon to create a species of civic ecstasy, during which period thoughtful citizens have difficulty in keeping the community craft on an even keel. It frequently becomes necessary to distinguish between those who perform, and those who would like to, but are not willing to pay the price.

"The railways serving this district, like all other worthy institutions, deserve the cordial support of the community. They have paid the penalty of struggle and sacrifice that is the lot of pioneers. They have the strength to accomplish any proper development. Before pursuing the phantoms, the community should quickly grasp, and by every means promote the development within reach, lest by indifference and obstruction delays are caused until overlooked for financial or other complications may defeat all construction."

Chief Figures in News Spotlight



Below: JOHN D. ROCKEFELLER, SR. & JOHN D. ROCKEFELLER, JR.
Below: HERBERT HOOVER & JOSEPH CAILLAUX.

John D. Rockefeller, Sr., world's richest man, never spoke a harsh word to one of his children, his son, John D. Rockefeller, Jr., told a gathering at Tarrytown, N. Y. He guided them, the younger Rockefeller said, solely through good example. Secretary of Commerce Herbert Hoover has decided that the pressure of radio problems will necessitate the calling of another national radio conference about the end of September. The fierce attacks made on Joseph Caillaux, France's new Minister of Finance, who was charged with treason during the world war, reacted on his assailants in the Chamber of Deputies, Paris reports, and added to the vote of confidence given Premier Paul Painleve and his Cabinet.

KLAMATH SPORTSMEN ARE OUT FOR BLOOD IN BIG MEMBERSHIP DRIVE

Did anyone ask you for a dollar yet? Well, don't be discouraged—they will. Some members of the Klamath Sportsmen's association membership drive teams are already getting active, and the balance are busy oiling up their guns in anticipation of strenuous work. The association needs money for several purposes, and have to hustle to get it. One of the needs is to finance a delegate to the water users meeting at Bly, to be held the latter part of June. At this meeting the long-disputed and hotly-contested water rights in that neighborhood will be adjudicated, and it is the purpose of the association to have a representative there to endeavor to impress upon the ranchers that irrigation ditches must be screened, and parties taking water from the streams in this state are responsible for the screening of the ditches. Delegates are also to be sent to the big meeting of the sportsmen's associations of western Oregon, where an earnest endeavor will be made to secure more attention to "conditions" in western Oregon. This meeting is considered one of the most important of its kind held in western Oregon since the formation of the state game commission, and Klamath county is deserving of and anxious to have a good representation.

Colonel Is Ill



COL. JOHN COOLIDGE

Colonel John Coolidge, father of President Coolidge, is going to the Massachusetts General Hospital at Boston from his home in Plymouth, Vt., to undergo medical observation for an ailment believed to be kidney trouble. Colonel Coolidge is eighty years old. Asked if he was to undergo an operation, he answered, "That's for the doctors to decide."

There is no way to secure proper service in this respect save through the various sportsmen's associations throughout the state, and while it is for the benefit of all, the members of the association are willing to do the work. All you have to do is to come across with a dollar, a smile, and God bless you. That's easy.

2 State Witnesses Disappear In Trial Of William Shepherd

CHICAGO, May 19.—The disappearance of two of the state's most important witnesses, and indications that William D. Shepherd would seek to prove that he was the victim of a plot to deprive him of the \$1,000,000 fortune willed him by Billy McClintock, marked the second day of the trial of the Kenilworth attorney for the murder of his wealthy ward.

One of the state's witnesses is pretty Miss Estelle Gehling, with whom Shepherd is said to have had an affair. The other is Robert White, the only man prepared to testify that Shepherd studied germs at a medical school. White left Chicago under mysterious circumstances, and is reported to have said that he had received \$4,000 before his departure.

STRIBLING WINS DECISION FROM HUGHIE WALKER

KANSAS CITY, Kan., May 19.—W. L. "Young" Stribling, the flashy Georgia light-heavyweight was awarded the newspaper decision over Hughie Walker, Kansas City "Iron Man" at the end of ten rounds of slow milling here Tuesday night. Stribling, who beat Walker twice before when they met in Georgia, was the aggressor throughout but had little opportunity to display his wares against the veteran Walker who held on from the first going. Stribling weighed in Tuesday afternoon at 179 pounds. Walker tipped the beam at 173.

KIDNAPER FREE AFTER 3 WEEKS CONFINEMENT

MIDDLEBURY, Vt., May 19.—Earl Woodward, an ex-convict, formally charged with kidnaping 11-year-old Lucille Chatterton, of Granville, was at liberty Tuesday night for the first time since his capture with the girl in an old barn on Brookfield mountains nearly three weeks ago. The case against the man who took the little mountain girl into the woods "to save her from her parents" was dismissed by Judge

Figures in News Spotlight



Below: WINSTON CHURCHILL & PRINCESS HERMINE.
Below: FRANK O. LOWDEN & CHAUNCEY M. DEPEW.

Winston Spencer Churchill, Chancellor of the British Exchequer, may tax American whiskey drinkers by placing a heavy export duty on Great Britain's liquor supply. Princess Hermine, wife of the German ex-Kaiser, has been named as a participant in a monarchist plot, in a British book. Frank O. Lowden, former Governor of Illinois, told the American publishers at a dinner in New York, that agriculture should be as well organized as industry. Chauncey M. Depew, former Senator, financier, railroad man and noted New York wit, an optimist at 82, declared the world is growing better.

Albert W. Dickens in municipal kidnaping, but a case of a little court late Tuesday on the ground kidnaping, but a case of a little that the state had presented insufficient evidence to support its kidnaping charge. assisted by a kindly, even if unwise adult," said Judge Dickens.

The Club Sedan
58 Miles per Hour
Finer Results, Easier Riding, Greater Strength, Lower Costs
One of the first considerations of the designers and builders of the new good Maxwell was to make sure of ample strength. Transmission and rear axle are strong enough for the most powerful lugging through deep sand and mud. In every particular the car is built to do the job—whatever the job may be—and do it unflinchingly. The new good Maxwell is in truth a car of exceptional quality. The motor is designed not only to deliver 58 miles an hour and accelerate from 5 to 25 in 8 seconds. It also combines such structural features as force-feed lubrication to main bearings. Facts like these account for the car's dependable service and low maintenance costs. We would like an opportunity to tell you the complete Maxwell story. But most of all we are eager to demonstrate the car's finer results and riding qualities. The New Good MAXWELL HOWIE MOTOR CO.

BRINGING UP BILL THE SAME ALL ROUND - by JACK FARR
WILLIE!
I'M ASHAMED OF YOUR REPORT CARD YOUNG MAN THIS MONTH -
YOUR TEACHER TELLS ME YOU'RE AT THE BOTTOM OF YOUR CLASS - HOW ARE YOU EVER GOING TO LEARN ANYTHING - ?
OH THAT'S ALL RIGHT POP - THEY TEACH THE SAME AT THE BOTTOM AS THEY DO AT THE TOP -