

THE KLAMATH DAILY NEWS

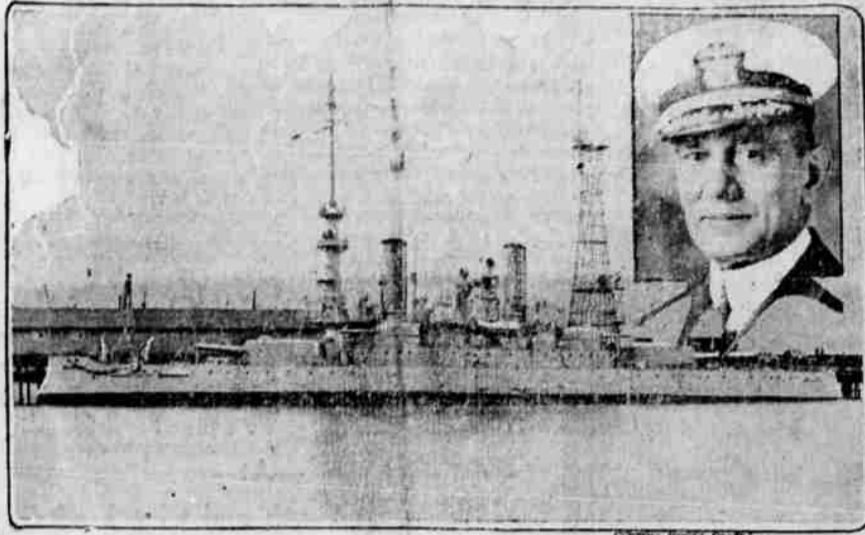
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Thrilling History of Famous Old U. S. S. Oregon Is Recalled As Battleship Makes It Last Sea Voyage



U. S. S. Oregon, One Time Pride Of The Navy Is Making Last Voyage Down The Coast To Anchor In Portland As A Time Honored Famous Relic

PORTLAND, June 9.—Somewhere on the Pacific the obsolete, but famous battleship Oregon is proudly making its farewell voyage to its berth in the Willamette river, to be honored for ages to come—like that of the old revolutionary war hulk, the Constitution, which has been one of the historic points of interest at the Boston navy yard for years.

The Oregon cleared from the Bremerton navy yard this morning, lashed fast to a powerful tug. The grizzled old sea veteran had begun her last voyage.

It will be a short voyage, and the Oregon, for the first time in her history, will traverse outside waters without steam in her boilers. However, a regular navy crew is aboard, commanded by Capt. Robert T. Mendenhall.

The old Oregon's journey will take her from Bremerton, down through Puget Sound and out through the Straits of Juan de Fuca, down the coast to the Columbia river, up that stream to the mouth of the Willamette river, thence on the Willamette to Portland, where she will be turned over to the state of Oregon.

The one-time pride of the navy will then be decommissioned for the last time and pass from ownership of the government, a gift to the state which is so proud of the vessel's record that it won't permit her to go the way of other navy ships

which have outlived their usefulness—to the scrap-heap or to the bottom of the sea with bombs in her vitals.

The history of the Oregon is filled with thrills. That part of it which was made in the Spanish-American war forms an important page in American history. On the night that the Maine was blown up in Havana harbor, the Oregon was in drydock at the navy yard here. The next morning orders came for the vessel to steam as soon as possible for the east coast with a cargo of ammunition. On March 9 the Oregon left Puget Sound and two days later, record time in those days, was at San Francisco. At no time on the voyage was the Oregon's speed less than sixteen knots.

Ten days later the Oregon, under command of Capt. Charles E. Clark, sailed on her famous trip around the horn. On April 16 the vessel encountered a fierce storm in the Straits of Magellan, but the next day, victor over the elements, anchor was dropped off Sandy Point while a brief survey of the storm damage was made. Upon arrival at Rio de Janeiro on April 30 the news was received that war against Spain had been declared. The Oregon reached Florida on May 26, after having outmaneuvered some of Spain's best fighting ships on the run up the east coast.

Then came the war itself. The Oregon's destruction of two enemy

ships, the Vizcaya and the Christobal Colon, is in every child's history. The Oregon's active service in the twenty years following is not so well known, but the vessel remained on duty throughout the World war, thus rounding out a life of active service much longer than that usually allotted to navy ships.

A Permanent Relic
The ship was launched October 26, 1893, but the Oregon was not accepted by the navy until June 26, 1896, when she was turned over completely equipped, the most modern fighting ship in the world at that time.

The Oregon's arrival in Portland and her acceptance by the city and state will be a part of Portland's annual rose festival. As the Oregon goes to Portland she will be as nearly as possible as she was when in full commission, except that her boilers and engines have been placed permanently out of use. It is the plan of the state of Oregon to maintain the vessel at Portland as the state's greatest historical relic. To that end a permanent maintenance fund has been established by the state.

A coincidence in connection with the sailing of the Oregon today is that her commander, Captain Mendenhall, when a midshipman out of the naval academy, sailed from China for Brooklyn, New York, on the Oregon, June 9, 1900, which was 25 years ago today.

IND-GRAVEL TO BE BUILT IN KLAMATH SOON

Acres High Sand and Gravel Even Higher Than Sand Discovered

For the first time in history the white man will see and learn of the mysterious Modoc Indian cave on the old immigrant road between Bloody Point and Clear Lake. Anderson Faithful and Jeff Riddle, Modoc Indians, have at last consented to reveal the whereabouts and permit exploration of this historical cave in which the Modocs, in the history-making pioneer days, hid themselves, and, at the crucial moment, when immigrant trains were passing near the secret lair, would swoop down on a surprise attack against the whites.

Following these depredations the Indians retreated to this secret cave which was a safe hiding place from troops who were sure to follow a massacre of whites.

The trip will be made the latter part of this week by Captain Applegate and Professor, head of the department of history at Oregon Agricultural college. Definite instructions as to the day and hour of setting forth on the expedition will be given out by Captain Applegate and the noted Oregon historian at the chamber forum today.

Historic Points
Owing to the fact that the cave has never been visited, souvenir hunters are expected in great numbers to collect arrow heads and other Indian relics that are likely to be discovered. Whether anyone but the captain and professor are permitted to enter this sentimental old Indian lair, however, depends upon how the Modocs feel about it.

The guides will lead the caravan off the main Malin Bieber highway just below Bloody Point where an entire train of immigrants with the exception of one man was massacred by the Indians in 1853. Turning northwesterly the route will lead along the time-dimmed immigrant trail which originally led to old Fort Hall, on the Snake river in Idaho, via Fort Bidwell and the Pandango Pass. However, the distance from the main highway is not great, the hidden cave being in the vicinity of Clear Lake securely hidden among broken lava ridges and dense brush.

ORE. SCHOOL HEAD DISAPPEARS
HILLSBORO, June 9.—Harry Johnson, who has been conducting the Oregon military school at Oreno, disappeared more than a week ago, leaving his pupils without care and a trail of bad checks and tradesmen's bills behind him. Johnson has been conducting the school on land belonging to members of his family and had 40 pupils from various parts of the northwest. He is said to have owed more than \$2,000 to a Bethany merchant, and other accounts in Portland, and various towns in Washington county. His wife and small son went with him, it is believed, to Vancouver, B. C.

OPPORTUNITY FOR TEN KLAMATH YOUTHS TO GET SOLDIER TRAINING ON PAY
Opportunity is afforded 10 youths, between the ages of 15 and 25 to learn to fire U. S. rifles and rifles, and, if they pass the Citizen's Military Camp for four successive weeks, will be given a commission as private in the regular army. The youths will receive regular army pay while in the camp and will be equipped free of charge. The last few days of training will be devoted to target practice at which each boy will be permitted to fire between 100 and 200 rounds of ammunition in the big mortars and on the rifle range.

Those wishing to avail themselves of this splendid opportunity will be roundout their manhood as well as be patriotic report at once to Dr. Newsom, at the county health unit, in the court house or to F. R. Olds, Entrants must be in the Washington camp by June 20.

Indians Reveal Mysterious Cave For First Time

Old Modoc Guides Consent To Reveal Lair Between Bloody Point And Clear Lake To Historian

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U. S. MARINES ARE LANDED IN CHINA

LONDON, June 9.—(United News)—American marines have landed at Honan island to protect Christian college and the foreign residents, according to a dispatch to the Daily Express from Hong Kong.

Serious fighting for Canton has begun between the Cantonese and Yunnanese forces, the dispatch adds. Two hundred casualties are reported. The Yunnanese have appealed to the foreign consuls to send warships to end the fight.

The Yunnanese accomplished the sinking of a Cantonese gunboat by bribing the crew of another gunboat in the enemy navy to fire at its companion vessel.

Honan island is in the Pearl river, across from the city of Canton. Christian college, an American missionary institution, is on the island. The four Americans shot by Chinese earlier in the day were attempting to cross from the island to Canton.

DRY AGENTS GO TO SCHOOL

CHICAGO, June 9.—A school for dry agents has been opened here in the offices of Albert H. Lloyd, acting prohibition director. The students meet weekly and are taught how to raid a blind pig, jump bars and all the other tricks of the profession.

Merrill May Form A Community Club Tomorrow Evening

Beside the important railroad situation discussion which is coming up before a mass meeting of Merrill citizens tomorrow night at the Merrill community hall, another question will be taken up, Rev. C. C. Hulet, of Merrill, announced last night. That question will be the formation of a community club there.

The community hall, which seats between 600 and 700 people has been completed for over a month, but no community club has been formed.

"Merrill wants to take an active part in Klamath county affairs," said Rev. Hulet last night. "Of course we are represented on the Klamath County Federated Clubs board, but we cannot take a real active part, and strive to accomplish what the people of Merrill want nearly so successfully without a community club."

Formation of the community club organization at Merrill comes at a time when Beatty, Kirk, Bly and other Klamath county towns are seriously discussing similar organizations.

TEACHERS VISIT

Miss Winnie Grizzle and Miss Hazel Shaver of Modoc Point are visiting in the city for some time, arriving late yesterday afternoon. Miss Grizzle and Miss Shaver are teachers of the Modoc Point school during the winter season.

S. P. Starts Survey Modoc Northern Main Route Today

New Location To Travel Down Through Heart of Tule Country Leaving No Agricultural Land More Than Six Miles From Railway; Malin Survey Completed

Another important development in the railway situation in Klamath takes place this morning when a party of Southern Pacific engineers, who have been locating the new line from Merrill to Malin, will start on re-location of the Modoc Northern main line on the short route leading from Merrill, diagonally across the old bed of Tule lake.

The Malin-Merrill survey was completed yesterday, according to Engineer Clark, in charge of the surveys. The new line will be surveyed by the same crew which has been working on the Malin route.

Quick Action Spoils Fire Bug's Attempt To Arson Ice House

Efforts of a Klamath "fire bug" to send the old Cantrell ice house located in the margin of the lake near Shippington, up in flames last night failed when the Klamath Falls fire department, after a fast run to the scene, tipped the fire in the bud. According to Chief Ambrose, a pile of waste and brush was found in a heap of ruins about the center of where the fire had begun to make headway.

The alarm was turned in at 10 p. m. The firemen waded out through a foot of mud and water and succeeded in stopping the blaze with buckets, little damage resulting to the old building. Besides the regular Klamath Falls firemen a good turnout of volunteers were on hand. The local fire boys reported the only inconvenience of the call was wet feet and a severe bumping over the rough Shippington road.

Rail Committee Is Named By Chamber To Probe Problems

At the directors' meeting of the chamber of commerce yesterday noon the following railway committee was appointed to study Klamath's railroad problems for the coming year: W. O. Smith, chairman, W. E. Lamm, Dr. George Merryman, W. C. Dalton, and C. J. Martin.

Dr. G. A. Massey reported on the work of the program committee which is outlining the work to be sponsored by the chamber and stated that his committee would complete its work this week. It was recommended that the matter of garbage disposal in the city be taken up and if it appears practical to assist in the installation of an incinerator.

WON'T BUY HER TEETH

YONKERS, N. Y., June 9.—This plaintiff has no teeth and this defendant won't buy her any," explained the attorney for Mrs. Margaret L. Ball, in outlining to the court the cause of her divorce suit against Harry Ball, her husband.

NOTED OREGON HISTORIAN TO TALK ON OREGON AND KLAMATH HISTORY

Oregon people do not know their history as they should, in the opinion of Dr. J. B. Horner, professor of history at the Oregon Agricultural college at Corvallis, who will speak at the chamber of commerce forum this noon. Professor Horner's subject will be "History of Oregon." Perhaps no man in the state is better informed and can relate with such accuracy and more vividly the important historical events of Oregon, which make this state one of the most important historically of any in the west.

"The Klamath country abounds in a wealth of Indian and pioneer tales, which every Klamath citizen should know," said Prof. Horner yesterday. He will dwell upon Klamath history in his talk. "You have in the Indian maiden, Winema, one of the most beautiful characters in Indian history—even more so than the famous Pocahontas," said Prof. Horner.

Asked for some details Engineer Clark said as he understood, this was to take the place of about 30 miles of the old main line, which made a big detour around what was the northern and eastern lake shore when it was originally surveyed. This new line, he said, would run straight through the center of the now dried up lake bed from the northwest to southeast, so that no part of that great recently reclaimed tract of about 100,000 acres of rich land would be more than six miles from the track. "This would also serve to shorten the line some six or seven miles and save the expense of the heavy construction around the original rocky points of the lake shore, as the entire lake bed is level as a floor and excavation all light earth work.

There being no Southern Pacific authorities available, Robert E. Strahorn was asked by The News whether this new move was in any way connected with the Malin line survey which he announced last week, or was significant of probably early construction of the Modoc Northern. He replied that this was all a natural sequence of Southern Pacific's frequently announced policy of taking up all deserving projects in their territory in their regular order, or as developments warranted. He pointed out that this reviving of the Modoc Northern necessarily follows the great new cross state line to be created by completion of the Southern Pacific Natron line, the extension of the Oregon, California & Eastern to Lakeview and broad-gauging of the Nevada California Oregon. Also that it was somewhat affected by the extension arranged for, of the O. C. & E. to Silver Lake. The great outstanding feature of the creation of the new short transcontinental route between Portland, Klamath Falls and the east he said, is the vast broadening of markets for local products which necessarily encourage consideration of railway projects of merit which have been held in abeyance as not heretofore warranted, or for some other good reason could not be reached.

"Portland and the Puget Sound cities will soon be able to take products of such regions as Tule lake in largely increasing quantities on account of reduced cost of transportation by the new short route and eastern markets not heretofore available at all will do likewise," Mr. Strahorn continued. "In a short time this means that Modoc Northern territory generally can now make a better bid for Southern Pacific interest than ever before, and that is why it is getting it," concluded Mr. Strahorn.