

# THE KLAMATH DAILY NEWS

United News and United Press Telegraph Service

79, (Every Morning Except Monday)

KLAMATH FALLS, ORE., FRIDAY, OCTOBER 9, 1925

Price Five Cents

## 30 HURT IN GAS BUILDING

### Office Is of Havoc

### WIND BODIES

### Employe Hurlled Through Glass Window

Oct. 8.—(United News)—

Men digging in the  
of the Laclede Gas  
office have found  
victims of the ex-  
ploded the office

known to have been  
at the time of the  
unaccounted for.

and women were in-  
the blast which resulted  
bursting of an ammonia

Paying bills  
customers were in the  
the time of the ex-  
their monthly gas  
were injured by

demonstrator who  
one of the front win-  
the building, was hurled  
the plate glass window,  
the street. She was re-  
and cut and taken to

Thursday the firemen had  
of the flames.

Backs District  
explosion in the  
on Olive street.

town district and  
windows in near-  
All available fire

status in the city was  
the scene as the fire  
blast, which de-  
elaborate show room of  
a hole in an ad-  
ding.

the afternoon, it was  
that 50 persons, mostly  
workers, were guid-  
building by firemen.

of the explosion had  
to the floors in the  
of the building and  
were taken to hospi-  
from cuts and bruise-

the effects of gas,  
found was that of a  
to be a demonstrator  
and light appliances.

Additional bodies were  
basement of the build-  
continued search-

littered basement in  
bodies of others trap-  
could be found.

## ERRED MAIL ED STOLEN

LES, Oct. 8.—Reg-  
reported to be worth  
stolen here Thurs-  
one of the most sen-  
truck robberies ever  
Los Angeles.

Johnson, driver of the  
A. Burke, guard and  
lock, whose name was  
were knocked un-  
by four bandits armed  
black jacks and saved

They then drove the  
big postal truck into  
alley and rifled the

They were witnessed by  
filled with passen-  
than 600 policemen  
to track down the  
so escaped in a large

OTHER CLOUDY

TON, Oct. 8.—(United  
and slightly cooler  
the prospect for the first  
game in the capital  
according to the weather  
forecast Thursday night.

per menu for Saturday is  
ble, with a promise of  
weather.

## Committee To Discuss Budget On October 22d

### Members To Decide Whether Election Is Necessary To Raise Funds

On October 22, it was decided at a meeting of the Klamath county school board yesterday afternoon, there will be held a meeting of the budget committee, at which time it will be determined whether or not a special election should be held to raise money in excess of the six per cent tax limitation law. Due to a greatly increased enrollment, it is believed that considerable more money will be needed for the schools next year than was necessary this year.

Due to the fact that the Libby school has been so crowded this year, it was decided by the school board to move the Dodd's Hollow schoolhouse to Libby. The two schools will be combined and there will be eight grades.

The budget committee it was explained, will be composed of ten persons. Five of them will be from the school board, and the directors will choose five other men from each of the five units in the county.

Considerable routine business was transacted at yesterday's meeting, and many bills were ordered paid. Those in attendance were Francis J. Bosne, chairman; Charles Mack, Ray Loosely and Roy Nelson.

## LEGION ELECTION ON COMMANDER A WARM CONTEST

### Pershing And Mitchell Both Being Backed By Strong Soldier Factions

OMAHA, Oct. 8.—(United News)—With Col. Billy Mitchell and Gen. John J. Pershing both supported by active groups for the post of national commander of the American Legion, interest at the legion convention centers on Friday's elections, when the office will be filled.

The Pershing boom was launched Thursday by the Missouri Legion, which cabled the officer, now in South America, inviting him to accept.

Ed E. Spafford of New York, and J. R. McQuigg of Cleveland, are both making strong bids for the office.

Meanwhile the controversy over the legion's stand on air force readjustment, reached its climax, with the adoption of a resolution to the effect that the legion was impressed with the proposal to equalize the air services with the army and navy.

The name of Col. Mitchell, sponsor of the plan, was omitted from the resolution and while the Mitchell supporters were not enthusiastic, the anti-Mitchell faction cheered loudly.

The resolution, drafted by Reed Landis, a Mitchell supporter, was a compromise between the pro-Mitchell

## Sixteen Planes Fail to Find Lost Pilot

PITTSBURGH, Oct. 8.—(United News)—The long search for Chas. Ames, crack pilot of the air mail service, who has been missing for a week, has produced no clues which may lead to his discovery.

Reports coming from Sharon, Pa., that Ames' body was found at Harrisville, were denied late today by J. H. Morrison, Jr., mayor of the latter town.

Sixteen airplanes, engaged in the search, turned back tonight, thus closing the seventh day's unsuccessful search.

VIOLATION DIFFICULT  
BERKELEY, Calif., Oct. 8.—Violation of prohibition laws is a difficult procedure for but 12 per cent of the 800 University of California students who answered a questionnaire on the subject.

## PIRATE SUPPORT GIVEN ALDRIDGE TAKES 2D GAME

### Washington Defense Ragged in Pinch

### BUCS SWING TACTICS

### Covie's Sore Back Leads To Bunting Assault But Homers Win Game

FORBES FIELD, PITTSBURGH, Oct. 8.—The Pirates dispelled the antique baseball adage that pitching is half of any ball game, as they evened the world series by beating the Senators, 3 to 2, Thursday. Fielding support given Vic Aldridge, and lack of support given Stanley Coveleskie, was the difference.

True, Aldridge displayed the stout heart in the pinches, but the support he received on such occasions and throughout the game was marvelous. These Buccaneers twice faced a situation with the bases filled and no outs. Each time they defended the home plate, with witty, brilliant fielding.

True, "Kiki" Cuyler's homer gave the Pirates their margin in the 8th inning, but Eddie Moore, who scored the winning run ahead of him, was placed on first through an error by Roger Peckinpaugh.

On three occasions, George Grantham, who is playing the game of his life on first base, for the Pirates, turned in great steps of bad throws. In the fourth inning Glenn Wright raced far into left field to rob Goose Goslin of a single, and as J. Harris followed with a long single, it meant something in the story of the game. In the same inning Barnhart took Blugoe's looping drive over his left shoulder, while on a dead run.

This game had one unfortunate incident, which may injure Washington's chance in the remaining games. Osie Blugoe, brilliant third baseman, was beamed on the top of the head by Aldridge on a high inside pitch.

He will be back in tomorrow's game at Washington, the attending

(Continued on Page Seven)

## TWO DEATHS MAR AIRPLANE RACES

### Pilot Is Killed As Machine Crashes While Visitor Dies Of Apoplexy

MITCHELL FIELD, L. I., Oct. 8.—(United News)—Another life was given for speed in the air Thursday, and a seriously injured air pilot may increase the toll by one more, owing to a crash which marred the first event of the national air races. Another death was indirectly charged to the races when Joseph Wulfers, a spectator, succumbed to apoplexy induced by excitement, at the aerial capers of the fliers.

A gay holiday crowd—foreign diplomats and military representatives in their brilliant uniforms, high government officials, and army and navy heads, society resplendent in its colorful fall plumage—was on the field as the crash came.

It was during the first lap of the first race that a home made plane fell, killing the passenger, Harry Burnell of Hartford, Conn., and injuring the pilot, Clarence D. Chamberlain of Hasbrouch Heights, N. J. Shortly afterwards the pall of tragedy which hung over the stands was deepened by the report later found to be untrue, that a plane had fallen in flames some distance from the field.

But soon comedy followed tragedy and the great crowd was laughing at trick planes crazily camouflaged in the air.  
Capt. Henri Lemaire, one of the two French pilots in the main event for the Liberty motor builders' trophy, showed his heels to his com-

## Robert E. Strahorn's Own Story As Told Commission At Portland Rail Hearing

### President Of Oregon, California And Eastern Tells Story Of Exhaustive Battle To Overcome Financial Difficulties Of Road

PORTLAND, Oct. 8.—(Special)—Paralloing of existing and projected Oregon, California & Eastern lines for 77 miles, as proposed by the Oregon Trunk railway, is unnecessary, and will surely work the ruin of the O. C. & E. without compensating advantages to the district. This was the testimony of Robert E. Strahorn, president of the O. C. & E., before Director of Finance Chas. D. Mahaffie, to the I. C. C. here today.

The O. C. & E. can serve the Sycan, Williamson and Sprague river district better than could the proposed Oregon Trunk line, for the reason that the products will unquestionably find their logical markets in California and the south, and to the middlewest and east, rather than to the north, Mr. Strahorn pointed out.

"However, as a Portland connection," said the witness, "we can serve all the country better via the Southern Pacific short Natron cut-off line than it can be served by the roundabout Oregon Trunk branch."

In this connection, he said, "a comparison of distances shows that the Oregon Trunk proposed route will be approximately 75 miles longer from Sprague river to Portland than the Oregon California & Eastern via Klamath Falls and the Southern Pacific Natron cut-off. Likewise this short high class Natron line, being approximately 113 miles shorter from Klamath Falls to Portland than the Oregon Trunk survey via Bend, would seem to render the Oregon Trunk useless and unnecessary as a through Portland line. Its justification for duplicating my lines must then rest upon its expected eastern business. It is estimated that not over 100,000,000 feet of lumber goes east in our best years from the whole Klamath country. Grant that even with its far inferior marketing territory, and much smaller distributing system than the Southern Pacific and connections it could secure half of this, this is less than it hauls out of Bend, which falls to make its Bend line profitable. Then, while hauling 150 miles to Bend for nothing, if not on through business in any direction, I appeal where is the justification for this murderous paralloing of my proposed lines, and crucifying my existing mileage merely as a local logging road? Even this function would not justify, for it is performed for many miles south of Bend now by other logging roads, and for many miles north and northeast of the Natron line by still other logging roads to within a dozen miles of the territory in dispute along our Williamson river line. We agree that there is no material agricultural tonnage on their proposed line, and the established fact that the market for Klamath basin products of this kind is south and east, forecloses any encouragement for the slightest justification in traffic of this kind."

Strahorn further pointed out that "the Oregon, California & Eastern project was first on the ground. "We are there at Sprague river, in the heart of the disputed territory, and with the projected lines under the present application, answering every present and future need, and giving all the service that pays. With our would-be competitors 140 miles from Sprague river, we can in far shorter time, and at only a fraction of their proposed outlay, serve the country far better than their plan suggests.

"Silver lake, in northern Lake county, whose county seat is Lakeview, is the real entrepot of central Oregon, and our Silver lake line, with its Williamson river branch, needs access to both Lakeview and Klamath Falls, because the market for at least 75 per cent of its products, being lumber, cattle, sheep and wool, is to the south and east. It is designed to take place of our originally planned Silver lake-Lakeview line through Summer lake valley, on which the limited farming business was the only substantial resource to offset the much more important timber traffic on the more westerly line, and with much less construction make one line answer for both Klamath and Lakeview connections, instead of the two originally planned. The Lakeview line, running through the Sprague river valley, can only hope to pay if allowed all the business of that valley, and whatever timber traffic may center into, from the forests bordering on the north and south. And if it is fed by the Silver lake line from the north at Lakeview, it will connect with the Nevada, California, Oregon, affording a short route for all of southeastern Oregon and northern California via

Klamath Falls to Portland and the Puget Sound cities, and serve the southern portion of Summer lake valley and Paisley, only forty-two miles to the north. The northern portion of the Summer lake valley can be served from Silver lake, only 18 miles to the south."

Mr. Strahorn reviewed at length the history of the building of his line, based principally upon invitations and offers of support from communities interested in the possible connection of the Oregon Trunk and Deschutes Railway company at Bend, the Southern Pacific line at Klamath Falls, and the Oregon Short line branch at Crane. Mass meetings were held at Bend, Lakeview, Silver lake and Burns, and later at Portland, Mr. Strahorn finally placing engineering forces in the field, and the O. C. & E. being organized in 1915. In the promotional work that followed, said Mr. Strahorn, "I have kept in close touch with the Hill and Harriman interests, and was proceeding with their cordial assent, but with no promise of assistance from either. Our surveys were adjusted to best serve the most productive zones, especially the timber, but with special regard for through line features, for at that time we did not take seriously the quietest Natron line, which later upset all our through line theories."

Original plans, the witness said, "contemplated construction of an initial seventy-five mile unit from Bend south, to tap the billion or more feet of timber just east and south of the Paulina mountains, serve Port Rock and Silver Lake valleys, and from Silver lake open up the great forest areas immediately south and west of that point, but late in November, 1915, while I was attending a large railroad meeting at Bend, sponsored by the Central Oregon Development league, a delegation was sent from Klamath Falls to persuade me to go there. From the moment it was demonstrated that the project might become a success, lumbermen at Bend began to oppose it. This opposition grew so pronounced and so stimulated the persistent appeals from Klamath Falls for me to transfer my activities to that point, that on August 18, 1916, at a meeting of 400 leading people there, I answered their insistent request as to what the community must do to assure construction from that end as far as Sprague river, 40 miles north. Thus developed the \$399,000 contribution by that city, as authorized by a vote of approximately 1200 to 100, and the guarantee of this 40 miles of right of way from Upper Klamath lake through the city to Sprague river, and terminals in the city in such location and area as I should specify; also a definite understanding that the city would give such franchises as would be required. Only about one-half of this right of way was furnished. The terminal fund likewise fell short in the same proportion, compelling me to make up both of these deficits, and some of the franchises are still lacking. The terminals, reaching to within one block of the business center, are from 1500 to 300 feet wide, and approximately 2500 feet long."

The European war brought difficulties, and Mr. Strahorn said: "Close analysis of the whole situation convinced me that with the entire weight of the enterprise now resting upon Klamath Falls and myself, quicker and greater results could be realized from the lessened support available, by building northward from there. Moreover, it was then apparent, as now, that California and the central west were the markets for central Oregon products. Thus a line of any length, built northward from a Southern Pacific connection, moving lumber and agricultural products southward, was the logical line to build."

## Medford Water Bond Issue Is Carried 3 to 1

### City Hall Project Also Goes Over The Top On Ballot Changing County Seat

MEDFORD, Oct. 8.—By a vote of nearly 3 to 1 here yesterday, Medford carried its \$975,000 water bond issue, the affirmative vote totalling 1144 for, as against 456 negative.

The city hall-county court house project carried by a vote of 1270 to 345, or almost 4 to 1.

As to the 13 issues brought up in the election everything carried.

Medford in carrying out its water project will bring its supply a distance of 31 miles from the Big Butte Springs. An analysis of this water tested recently showed that it is given a higher rating than the Bull Run water which supplies the city of Portland.

In the matter of erection of the Medford city hall in which the city stipulates with the county that it will turn the building over to the latter authorities, provided the county seat is transferred from Jacksonville to Medford, the issue carried, backed by all civic organizations. Ashland also agrees to the transfer of the county seat.

The carrying of the city hall project practically means that the county will call an election next May in order that the voice of the people may be heard on the proposition to change the county government seat.

## S. P. AWARDS NEW CUTOFF CONTRACT ON BLACK BUTTE

### Work Costing \$4,000,000 To Be Finished With That Of Natron Line

PORTLAND, Oct. 8.—The interstate commerce commission today authorized the Southern Pacific company to construct the Black Butte cut-off, which will materially improve the grade of the southern end of the Natron cut-off. This was brought out in the testimony of George W. Boschke, chief engineer of the Southern Pacific company, in the southern Oregon railroad case hearing here today.

Mr. Boschke said the contract was let today and that the work, involving an expenditure of \$4,000,000, and would be completed by June 30, 1926, at the same time that the rest of the Natron cut-off work will be finished.

The testimony of the chief engineer developed the fact that distance between Klamath Falls and Portland over the Southern Pacific Natron cut-off is 118.6 miles shorter than the proposed Oregon Trunk via Bend, and that the rise of the Natron cut-off from Klamath Falls to Portland is 800 feet, as compared to 1503 feet of the Oregon Trunk, indicating the first class character of the road the Southern Pacific proposes to build. The chief engineer estimated the cost per mile between Cornell and Alturas at \$79,000.

The Oregon Trunk engineer at the

(Continued on Page Five)

## MURDERER PAYS FOR CRIME ON GALLOWS

FOLSOM PENITENTIARY, FOLSOM, CALIF., Oct. 8.—(United News)—Alfred Bollinger, convicted of slaying Alex Summers, with an axe near Marysville, early last year will die on the gallows here Friday.

Bollinger killed Summers while the latter slept, burying the axe in his skull. Jealousy over Mrs. Eva Bollinger is said to have prompted the act.

The slayer was arrested two months afterward, when the wife, unable to carry her secret longer, confessed her knowledge of the crime. She later told newspapermen that Bollinger was her fourth husband and that each of her former mates had been a murderer.

(Continued on Page Two)

## O. C. E. TO BUILD WITHIN 3 YEARS IF S. P. IS UPHELD

### Strahorn Continues Rail History

### FEARS PARALLEL LINE

### Nevada Commissioner Supports North-South Road Through K. F.

By J. W. McDONALD  
(Staff Correspondent of The  
Klamath News)

PORTLAND, Ore., Oct. 8.—If the southern railroads win their case in the fight over the Klamath basin, the O. C. E. railroad will build 159 miles of road within three years, expending \$4,500,000, stated Robert Strahorn, president of the O. C. E., at the hearing before Charles Mahaffie of the interstate commerce commission.

Tracks of the Oregon Trunk, if that line was permitted to build, would parallel the O. C. E. for 40 miles, never more than six miles away he declared.

"Do you think the Weyerhaeuser mill, proposed if the Oregon Trunk builds should be sacrificed in the interests of your program?" asked Charles Hart, attorney for the northern roads.

"A large mill development at Klamath Falls, would be distinctly injurious," replied Strahorn. He maintained that development would take place too rapidly, to the injury of established businesses.

Southern Pacific interests opened their determined drive today to retain exclusive control of south and central Oregon, when their chief ally, Robert E. Strahorn, president and organizer of the O. C. E. railway line appeared before Charles

(Continued On Page Two)

## ALTURAS IS LINK OF NEW RAILWAY JOINING COASTS

### Road of Paramount Importance

### CHAIRMAN TESTIFIES

### S. P. Program Insures North And South Line East Of Mountain Range

PORTLAND, Oct. 8.—(Special)—A new transcontinental railroad from Portland and the northwest to the east through Nevada would be made available by construction of the Southern Pacific's proposed line between Klamath Falls and Alturas and the broadgaugeing of the N. C. O., according to testimony of J. F. Shaughnessy, chairman of the Public Service commission of Nevada at the I. C. C. railroad hearing here today.

Shaughnessy said this would be of paramount importance as it would also give Nevada direct access over the Southern Pacific's new Natron cut-off via Eugene to the growing industries of Portland and Puget Sound.

Shaughnessy said "the granting of the Central Pacific-Southern Pacific applications will also insure the early completion of a north and south line on the eastern slope of the Cascade and Sierra Nevada ranges from Los Angeles north to Portland, which will be of greater importance as a strategic line in case of war."

He added, "in addition to shortening the route between Nevada and Portland, and in fact, ultimately by the broadgaugeing line changing and shortening of the narrow gauge gap between Mina and Owenyo at a future date, the former mates had been a murderer.

(Continued on Page Two)