

# NORTHERN LINES PLAN EXTENSION OF STATE ROADS

PORTLAND, Oct. 19. — (United Press)—Tentative plans have been laid by the northern transcontinental railroads to extend their lines into three sections of western Oregon.

This was learned from Northern Pacific and Great Northern executives during the recent hearing on the Klamath Falls controversy, which the northern line directors consider the opening skirmish in a struggle to shake Southern Pacific dominance of Oregon traffic.

Ralph Budd, president of the Great Northern, told of the initial step in this program before his departure for the east. He declared that unsuccessful negotiations had been made for extension of the Gales creek and Wilson river railroad to Tillamook, and admitted that he had spent considerable time in western and southern Oregon recently.

When Charles Donnelly, president of the Northern Pacific, conferred with William Sprague, president of the Southern Pacific, in an effort to obtain joint use of the Southern Pacific's Natomah line into Klamath Falls, he also discussed the Gales creek and Wilson river extension," Budd said.

The Southern Pacific not only turned down the plan for a joint extension of Klamath Falls, but frowned on the proposal to jointly extend and jointly use the Gales creek and Wilson river line.

If the Southern Pacific had agreed to either plan of joint operation, it is understood from northern line officials, that they then would have urged joint extension of the Oregon electric into the Santiago forest area and to Coos bay.

The northern lines also would have attempted to make a joint extension over the old route from Klamath Falls to Medford, and then toward the coast, using the Pacific & Eastern uncompleted road.

But when the Southern Pacific refused to consider any kind of joint operation or extension, the northern lines launched their battle against the Southern Pacific, virtually to parallel Southern Pacific lines into Klamath Falls.

If the interstate commerce commission permits this duplication, or insists on the Southern Pacific permitting joint use into Klamath Falls, the northern lines have won their first points and the other developments almost inevitably will follow.

If, on the other hand, the commission decides that a railroad does not have the right to enter into another railroad's territory, and denies the northern lines the right to build south of Bend, the western Oregon lines controlled by the northern group may be abandoned.

# Prohibition May Be Put Up to People

NEW YORK, Oct. 19. — (United News)—Congressional action to put the question of prohibition modification directly before the people will be sought this winter, according to an announcement by Congressman Emanuel Celler of New York.

Celler declares his intention of asking the next congress for a joint resolution, which in effect would provide for a great prohibition plebiscite in November, 1926. At this election the people would decide whether they wanted modification of the Volstead act. Celler would have the president and his cabinet lay down the rules for the referendum.

"Without a clear cut mandate from the people," he declares in a statement, "congress will not change the Volstead act, even if the country earnestly desired the change. The Anti-Saloon league and certain church forces have too many congressmen by the throat. Most of them would vote wet if freed from political duress and coercion. Most of them are leaning towers of Pisa; they have the inclination, but they dare not fall."

# Existence of Moses Declared as Proven

BERLIN, Oct. 19. — (United News)—Through the research efforts of a German Egyptologist it is claimed that the existence of Moses, the great Jewish law giver, has been established and the historic origin of the ten commandments apparently has been determined.

Prof. Grimme, the scientist who brings these claims to bear, announced Monday that he had succeeded in deciphering the Hebrew tablets which were found on Mount Sinai in 1905 by the English archaeologist Flinders Petri. Grimme declares the deciphered tablets convey the thanks of Moses for his rescue from the Nile by the Pharaohs daughter. If this were true, much of the atmosphere of legend which many believed surrounded the story of Moses would be removed.

Numerous German scientists herald Grimme's achievements as of great importance. They point out that if Grimme has discovered the key to the language on the tablets found by Petri and has connected them with Moses, this apparently would dispel the doubts which have surrounded the historic origin of the ten commandments. The characters on the tablets discovered by Petri resembled closely the Hebrew of the bible and would indicate definitely the commandments were the work of Moses.

Scientists agree, however, that the elimination of these doubts necessitates further study of the Sinai tablets. An expedition to Sinai has been proposed as a result of Grimme's announcement. It is not believed the British, who control this biblical territory will object to such an expedition.

# SURVIVORS TELL WILD STORY OF PANIC ON VESSEL

NEW YORK, Oct. 19. — (United News)—Women were dumped into the sea and barely saved, drunken negro seamen stampeded and pushed men and women aside in a frenzied dash for life boats they were supposed to handle and wild disorder reigned amid smoke and flame when the Clyde passenger liner Comanche burned off Mayport, Fla., Saturday night, according to 32 survivors who reached New York Monday night by train.

The passengers fought to tell their stories of an undisciplined crew that did not know how to man life boats and when they were manned didn't know how to operate them. They reiterated the belief that at least five members of the Comanche crew had been drowned despite announcements that all had been saved.

Many of the men and women were dressed in clothing donated by the people of Mayport. All of them had participated in an indignation meeting at which a chairman and secretary were elected, who promised to present a protest to the United States chamber of commerce which they hoped would enlighten the country as to the condition of some coastwise vessels.

The incensed survivors blamed the negroes of the crew, who, they claimed were drunk, but said the officers and other whites on board had done the best they could from the time the Comanche caught fire.

If the Comanche had sailed for New York on time with a full passenger list probably all would have been lost, in the opinion of James A. Moore of St. Petersburg, Ga., who was elected chairman of the indignation meeting. As it was the liner pulled out an hour and 10 minutes behind time and thus was much nearer shore and other vessels which finally succeeded in picking up and taking off the survivors.

Moore also charged that sea plugs in many of the boats were missing that davits did not work and it took an hour and 20 minutes to get the first boat into the water, that the crew did not know how to row the boats, that falls would not go through pulleys and that in some cases the oars could not be pulled off at all, that orders from officers were met by blasphemy by several members of the crew, that "bare were insufficient oars, and that the crew after first giving the alarm had ordered life preservers discarded.

He said that he saw a number of women thrown into the water when a life boat overturned while still ten feet from the surface of the water.

# Airplane Accidents Becoming Frequent

NEW YORK, Oct. 19. — (United News)—The fatal airplane crash near Cape May court house, N. J., which caused the death of three army fliers Monday, raised the rate of aircraft fatalities in the United States to at least one a day for the last fortnight. During that period aeronautics has been on trial before the president's special aircraft board, which last week ended its hearings to study testimony presented before it. All these accidents have occurred with the Shenandoah disaster, and the near loss of the PN-9-1 still fresh in the memory of the country.

In the most recent crashes, three men lost their lives near New Salem, Pa., one flier was killed during the races at Mitchell field, L. I.; an air mail pilot lost his life in an accident in Pennsylvania; three were killed in or near Chicago; and two commercial fliers lost their lives at Long Beach, Calif.

# NEW BOOKS RECEIVED AT KLAMATH LIBRARY

Three new and interesting books have been obtained for the Klamath Falls library that have brought great hearing on the minds of those who are perplexed as to which type of tree shall be planted along their street in the street planting campaign which is now underway to make Klamath Falls the "city beautiful."

Books on the shelves of the city library include "Trees As Good Citizens," by Charles Lathrop Pack, and "School Book of Forestry," by the same author. Another which claims immediate and equal attention is "Tree Habits," the author being Joseph S. Illick, well known authority on trees, and the fundamentals, which make beautiful avenues.

# Legionnaires Urged to Attend Meeting

The regular meeting of the Klamath Post No. 8 will be held Tuesday night, October 20th, in the Legion rooms in the court house basement.

A vote will be taken on a proposed amendment to by-laws, deciding whether or not dues shall be changed from \$3 to \$5 per year. Plans for Armistice Day and laying of corner stone for Legion Memorial building will be taken up and formulated.

# GUIDE BOOKS ARE AVAILABLE

Telephone subscribers who have not received copies of the "Klamath Falls Guide Book" may receive one by calling at the News office. Some subscribers have informed the News that their books had not been delivered.

# WATER TRAFFIC SOON URGENT CRY STATES HOOVER

KANSAS CITY, Mo., Oct. 19. — (United News)—A plea for peace between the ever warring proponents of a waterway development and the "die hard" advocacy of rail transportation was voiced by Secretary of Commerce Hoover in an address before the Missouri river navigation congress here Monday night.

Reviewing the unceasing battle between the two factions Secretary Hoover declared the country now was facing a period when both rail and water borne traffic were needed.

"We have had great battles over joint rates, but if we have a real system of internal waterways, this problem will settle itself, for the day will come when the railways themselves will be seeking them," Hoover predicted.

The great railway gateways and terminals are showing signs of congestion from a traffic that has grown from 114,000,000,000 ton miles in the last 25 years, the secretary said. At one-half this rate of gain in another quarter of a century an expansion of facilities to handle at least 525,000,000,000 miles will be necessary.

"Our present railways will be wholly inadequate to meet that burden. The expansion of railway terminals to accommodate the growth of the next quarter of a century will be accomplished at enormously increased costs due to the

increase of land values in our cities," Hoover went on.

"And the waterways, because they furnish continuous terminals spread along the whole waterfront of our towns, go far to solve the problems of increased terminals and crowded streets."

Hoover visualized the Mississippi system—one of the two major inland waterway systems—as 9,000 miles of connected waterways, a transportation system of which some 2,100 miles would be trunk lines and 6,900 miles of laterals. There would be a main north-south trunk line 1,500 miles in length, reaching from New Orleans to Chicago and there connecting with the great lakes system. Crossing this would be a great east-west trunk line 1,600 miles in length, extending from above Pittsburgh through Cairo, Ill., to Kansas City.

Approximately 1,000 farmers and business men from six middle western states, South Dakota, Kansas, Iowa, Nebraska, Oklahoma and Missouri are attending the conference called with a view of demanding that the government improve the Missouri river to supply a point that it will be navigable.

# ATTORNEYS HAGGLE OVER MURDER JURY

NOBLESVILLE, Ind., Oct. 19. — As the tedious process of obtaining an open minded jury drags on in the murder trial of B. C. Stephenson, former grand dragon of the Indiana Ku Klux Klan, and two of his aides, it becomes increasingly apparent that the defense will be a technical one.

Attorneys for Stephenson, Earl Klenck and Earl Gentry, charged with murdering pretty Madge Oberholzer, after attacking her, are now rapidly exhausting the second venire of 100 prospective jurors.

# Klamath Hunter Lucky After Face Long 70-Mile Hike

Tired, hungry and aching a hard day in Gearhart, Moe of Klamath Falls, mounted a mule or black-tail deer, and gullies, slinging a mule over endless windfalls in search of an easy riding automobile trip home, parted the bushes an appointed rendezvous with companions to find—nothing, least nothing but the tracks of an automobile, and a doleful 70 miles of hiking.

Moe's spirits sank. This situation came about when Moe, Carlisle Yaden and Nealy went hunting in the Gearhart mountains. On the hunt there were two other men. Bill had to return home on reaching his machine, off after leaving a note where he had gone.

Pretty soon along came Yaden read the not saying gone to town and, thinking was with him, he too was merrily on his way to result that Moe faced the come aspect of having to go long, long way back home.

But a rabbit once kicked and kicked so hard its left foot hit him square in the Consequently Bro's Klamath Falls happened Moe was making the air like an aurora borealis with opinion of a bunch that would a guy "like this."

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# CHEMIST SEEKING DEATH CAUSE OF SOCIETY LEADER

LOS ANGELES, Oct. 19. — (United News)—Investigation of the sudden death of Mrs. Craig Biddle, wealthy Philadelphia society leader, was temporarily halted pending completion of the county chemist's analysis of the woman's vital organs.

City police and the district attorney's office announced late Monday that they had accepted the theory that Mrs. Biddle died from natural causes.

Unless the chemist's report shows that death was due to poisoning, the case will not be revived.

"Certain phases of the case that at first seemed suspicious have been cleared up satisfactorily," Deputy District Attorney Harold Davis said. "There is now no cause for belief that a crime was committed."

County Chemist Walker explained that he must complete at least fifty chemical tests before he can submit a report.

Mrs. Biddle's body is being held at an undertaker's parlors until the report is made.

If the report is negative the body will be shipped to Philadelphia for burial. Funeral arrangements have already been provided for at the quaker city, Craif Biddle, the dead matron's husband declared Monday night.

ANOTHER LITTLE CITIZEN HERE  
Another citizen of Klamath county was born in the Klamath Valley hospital yesterday afternoon to Mr. and Mrs. B. A. Avery of 519 Broad street. The young man has not been christened.

# IN OUR OFFICE



# BILLY'S UNCLE

