

Jurors Named for Justice Service

Along with other activities of the new year comes the announcement of the 1927 jury list for the court of Justice W. B. Barnes. According to the list 137 Klamath Falls business men and farmers, residing within the boundaries of Linkville district, will be called upon from time to time to do jury service.

The following were named:
W. W. Abbey, H. M. Ackley, T. E. Abbott, C. M. Adams, J. W. Adkins, R. L. Alexander, P. A. Albertson, Thomas H. Allen, Louis Alt, J. H. Austen, R. B. Amick, Elmer Anderson, Alvin Bainter, Jesse Bailey, Ed Bair, W. W. Baldwin, H. B. Ballard, F. C. Bamber, C. R. Baldwin, R. L. Barkley, H. E. Barry, George R. Baruchart, George M. Barth, J. S. Bateman, Harry G. Baum, Leo J. Bean, W. E. Beck, H. E. Calkins, Roy Call, Claud Colwell, Neil Campbell, Alfred Carlson, Joseph Cass, Melvin Cherry, Charles Chalk, C. R. Clendenning, Fred H. Cofer, C. C. Colvin, Thomas K. Cone, W. W. Conners, Charles N. Coselboom, R. C. Cornish, F. P. Corpening, Jimmy Cousins, Charles Cox, R. E. Crego, Al Crystal, K. C. Cummings, C. S. Carrin, R. C. Dale, Paul Dalton, Barney A. Doy, Benson Dixon, J. W. Dollard, J. W. Dolan, Walter Donat, G. L. Drummond, Ed Dunham, Fred Dunbar, Perry C. Eary, A. C. Edsall, J. S. Elliott, Francis Erell, C. G. Ferris, George B. Fife, Ross Finley, James B. Finnell, Glenn Fouch, C. H. Foster, J. E. Franey, Frank Frankford, Elmer French, H. W. Free, Del Gammon, Charles M. Garcelon, Ed Geary, Pete Gerges, N. D. Glasbach, John M. Glover, Roy E. Glasse, Harry Goeller, A. F. Graham, Marion Green, Floyd Greeley, Carl A. Grubb, Charles T. Grove, E. B. Hall, F. H. Hamblin, E. L. Hamaker, Harry M. Hargrave, Everett Hardenbrook, C. A. Hayden, W. H. Hawkins, Otto Hedrick, Victor Hodge, E. M. E. Henry, Arthur Hilyard, E. M. Igler, Harry A. Jewett, Glenn Jester, C. W. Kaler, John J. Kaler, D. A. Kenyon, Homer Kellet, Rosco Largent, Roy La Prairie, Mike Lavenick, M. G. Leslie, O. R. Lorenz, James Lytle, Fred Noel, H. H. Ogle, F. R. Olds, Harry Pelts, H. W. Poole, L. K. Porter, Ed Probst, O. W. Robertson, Carl Schabert Jr., Earl Sharp, John Siemens Jr., Allen Sloan, Oliver Spiker, Henry Stout, Harry Telford, Byron Teed, Harry Thrasher, Charles Thomas, J. Y. Tipton, John Tutton, George C. Tugnot, Ed Vannice, John Varner, Joel T. Ward, Walter Turner, J. E. Van Camp and George J. Walton.

Drunkeness Was Cause for Arrests

Drunkenness was apparently the prime weakness of Klamath Falls law violators during 1926, as most of the 561 arrests listed on the local police blotter for the year just closed, carry charges for this vice.

In fact, the vast tendencies of law defiers during the year, eliminated any possible spectacular entries that might have found their way to the big register. Vagrancy charges ran drunkenness a close second.

A few dope arrests appear on the year's blotter, as well as a small number of robberies, although the latter were surprisingly few. Of startling criminal offenses, sensational in their severity, the blotter remains bare.

Uniforms Decided Upon for Officers

Latest metropolitan touch to be given this city will come in the form of regulation blue uniforms for local policemen and firemen, according to word from Keith Ambrose, chief of police.

The uniforms, blue with gold buttons for the policemen, and brass for the firemen, have been ordered and should soon be in evidence here. Chief Ambrose stated. Stiff caps with broad visors will complete the official uniform ensemble. Cost of the uniforms will be borne by the individual wearers.

SHERIFF IS ADEPT HANDLING FIGURES

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report also includes second half year taxes of 1925 and delinquent taxes collected for the years 1910 to 1924 inclusive, with the exception of 1911.

The final turnover for the entire past year of delinquent taxes and 1925 taxes, totals \$1,159,275.30, according to the compilation of figures made in the sheriff's office yesterday.

Following are figures for the first six months of 1926: 1910, \$30.05; 1912, \$2.94; 1913, \$2.88; 1914, \$5.93; 1915, \$2.83; 1916, \$152.91; 1917, \$360.55; 1918, \$719.41; 1919, \$2,099.46; 1920, \$1,458.77; 1921, \$9,324.06; 1922, \$8,436.49; 1923, \$12,728.36; 1924, \$12,012.18; 1925, \$504,586.58.

Similar figures follow for the second half of 1926: 1909, \$6.31; 1910, \$10.41; 1912, \$5.40; 1913, \$1.10; 1914, \$1.10; 1915, \$1.10; 1916, \$11.22; 1917, \$847.83; 1918, \$814.94; 1919, \$3,000.80; 1920, \$9,600.16; 1921, \$10,602; 1922, \$13,057.33; 1923, \$10,986.90; 1924, \$21,611.49; 1925, \$493,291.64.

Twice Winner as Prettiest Girl



For the second time within a year, Miss Pearl Cramer of St. Paul, Minn., has been selected as the prettiest girl in the twin cities of St. Paul and Minneapolis. Her last victory was in a bobbed hair contest. She is 18 and a clerk in a department store.

TIMBER CRUISING AWARD PROTESTED

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bid 1927 business to last year's alleged cut and dried policy.

Commissioner Burrell Short, sole remaining member of last year's court was at a disadvantage to defend the actions of the retired body under the weight of greater numbers and fresh arguments. When Kuykendall declared that the court gave J. E. Cullison a contract for 20 cents an acre for cruising county timber when the job was worth not over ten cents an acre. Short countered with the statement that this was the cheapest bid the court could get for a first cruising of the timber.

Jackson Kimball, local representative for Weyerhaeuser, dropped a second bombshell into the fiery session when he declared the expensive cruise to be utterly valueless to either the court or timber buyers, because it was entirely inaccurate.

"Cullison, hearing the old fight, volunteered to cut his contract price to 15 cents per acre," Kimball stated, "and even if those terms had been accepted, it would have been twice too much to pay for relatively common labor."

Inaccuracies in the cruise, according to Kimball, grew out of the statement from the court in which the latter is alleged to have told Cullison that if he was unable to find plenty of timber on the areas contracted for, there would be no new cruising contracts awarded.

It was admitted that the retired court told the cruiser that if the timber was too light, there would be no more new contracts, but Short denied that Cullison had instructions to over-estimate the timber stand. "Cullison is under two-year bond on the cruising. If wrong, he must make it good," he said.

Kimball, backed by Richard Hovey, San Francisco, holder of large timber acreages in the eastern part of the county, suggested that the county court employ a deputy assessor who is a skilled timber cruiser, to go over the work. "We want to see a reliable man employed on a yearly basis," he said, "and we must proceed on an accurate cruise."

Hovey, taking the floor after Kimball, declared that 15 cents an acre for timber cruising is outrageous. "A cruiser could make big money at eight cents," he stated. Pointing to the inaccuracy of the costly county cruise, Hovey stated that had he used the county cruise as a basis for a recent sale of timber in the eastern part of the county, he could have made \$15,000 extra on the sale.

Short stated that bids from Portland cruisers for the job were all in excess of 20 cents and that many were as high as 25 cents an acre.

County Assessor W. T. Lee, declaring that this will not go on the county tax rolls as long as he remains assessor, produced figures on the first 1925 cruise of the 100,000 acres, showing that the entire cost of the work then, allowing the cruisers good wages, was \$5,554.12. This, he compared with the \$200,000 cost of cruising the same acreage at 20 cents an acre. "I refuse to accept this cruise on the grounds that the taxpayers of the county were robbed through the perpetra-

DETAILS JOINT USE TRACKS EXPLAINED

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tries now located between Paunina and the north switch at Klamath Falls, on the added condition, however, that the Oregon Trunk should have no direct access from the National line to any industries south of the south switch in the Klamath yards.

Payment annually by the Oregon Trunk of one half of the taxes on the National line. Payment of use in proportion of maintenance and other operating expenses.

The Oregon Trunk rejected these terms as unreasonable, and proposed the following terms, rejected in turn by the Southern Pacific:

The Oregon Trunk to pay its share of five per cent per annum on cost in proportion to its use of the property jointly used, but with a minimum of one fourth of five per cent on cost (such one fourth to apply although the estimated use by the Oregon Trunk would be one fifth).

To pay the taxes and operating expenses including maintenance in proportion to use.

The Oregon Trunk to purchase and own one half interest in the Strahorn line at cost to Southern Pacific, with the understanding that extensions hereafter to be constructed by the Strahorn line would be joint (excepting where either party declined participation in an extension).

The Southern Pacific, rejecting this counter proposal, according to the report, declared that even if a rental of the National line could be agreed upon, the sale or use of the Strahorn line would not be conceded.

In view of the expense of building its own line from Chilgoquin to Sprague landing to avail itself of the use of the Southern Pacific line upon any terms without use of the Strahorn line, the Oregon Trunk maintains that it would be more economical to build its own line from Paunina to Klamath Falls, a distance of 110 miles.

"All of this mileage would, in any event," said the report, "be constructed sooner or later for proper development of the country, with the possible exception of parts of the 27 miles immediately south of Paunina. The construction of this stretch is justified to give south-eastern Oregon more direct connection with Portland."

The report states further that a joint use of the National line, without also having joint use of the Strahorn line, or other access to timber would not let the Oregon Trunk into the Klamath basin, upon conditions that would enable it to do business with reasonable prospect of a sufficient return to justify its extension to Klamath Falls.

The Oregon Trunk offers, in its report, to take over by purchase upon fair terms, the whole or half interest in the Strahorn line and to give joint and equal use of all trackage thereon, including extensions, or to construct independently upon its own survey from Paunina to Klamath Falls.

Praying the commission for an opinion of an unwarranted contract, Lee declared.

The matter will come up for further consideration at a later hearing.

Railway Men View Klamath Activity

Klamath Falls for a few hours yesterday afternoon was under inspection by eight prominent officials of the Southern Pacific railroad from Vancouver, B. C., Seattle and other cities, who were enroute to a big conclave of traffic men in San Francisco.

As several of the officials were here for the first time, predictions for the possibilities of this city to become an important railway center in the future, were plentiful and lavish. In the party were J. M. Scott, assistant passenger traffic manager; J. H. Mulchay, assistant freight traffic manager; L. A. Brockwell, general freight and passenger agent, all from Portland; L. I. Graham, district freight and passenger agent, Eugene; A. A. Mickle, agent at Salem; W. F. Miller, general freight agent, Portland; Carl Taylor, general agent, Seattle; and E. J. Hendry, general agent at Vancouver, B. C.

The officials, who traveled in the first pullman to be routed over the new Cascade line via Klamath Falls, from Portland straight through to San Francisco, declared that slides along the new line have been of no consequence and have not interfered with traffic at any time.

Mulchay, here for the first time, struck the keynote of the optimism with which the officials viewed future prospects of this city when he stated: "Klamath Falls is most admirably located as a potential railroad center and distributing point for this whole southern Oregon basin. Its future is extremely bright, and the city is bound to grow, and will probably do so rapidly."

J. J. Miller, district freight and passenger agent for the company here, joined the party and left with them for San Francisco. At the southern meeting, all traffic representatives from the entire western system will be in conference for two days, discussing mutual problems and laying plans for the coming year's service.

Scott stated yesterday that the date for inauguration of through passenger service over the Cascade line, may be set at the meeting.

Albert B. Fall Suffers Relapse

EL PASO, Tex., Jan. 5, (U.N.)—Albert Fall, former secretary of the interior, convalescing from an attack of pneumonia, suffered a relapse here today.

Dr. H. T. Stafford, personal physician of Fall, made a hurried trip to the former cabinet official's bedside and later issued a bulletin telling of the relapse, but indicating Fall was in no immediate danger.

order for "present and future public convenience and necessity," authorizing it to build its own line from Bend to Klamath Falls, the Oregon Trunk report urges:

"That in the public interest, to minimize the outlay of railroad capital and to afford adequate service, as well as to enable applicant to earn sufficient return to justify its expenditures, it should be allowed to enter Klamath basin as a co-equal with any and all competing carriers, and in such manner as will give the applicant freedom to go where traffic exists and the acquisition by the Southern Pacific of the Strahorn line in anticipation of the applicants' extension should be approved only to the extent that it will not give the Southern Pacific priority or practical control of the timber area northeast of Klamath Falls."

The report of the Southern Pacific company in connection with the negotiations had not been released today.

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MENACING ATTITUDE CHINESE ALARMING

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cadets and students have paraded the streets and there have been cries of "kill the foreigners."

A further demonstration by the crowds against the customs house occurred after this and Chinese officials had agreed that British naval forces would withdraw from the customs building, the city hall and the bank on condition that Chinese soldiers would guarantee protection to foreign residents.

SHANGHAI, Jan. 5, (U.N.)—While all available foreign naval vessels were speeded up the Yangtze river to Hankow today, Cantonese and northern militarists were maneuvering for what was expected to become a bitter struggle for this rich port. With Marshal Sun Chuan-fang, of Shanghai, representative of the northern war lords, massing his men along the railway south of Shanghai, and other northern generals rushing re-enforcements for defense of the city, Cantonese are invading Chekiang province from both Kiangsi and Fukien.

LONDON, Jan. 5, (U.N.)—The eighth destroyer flotilla, consisting of a flotilla leader and two divisions of four destroyers each, has brought its full strength in readiness for service in the far east if it is needed.

An admiralty spokesman said that the flotilla now is in reserve in European waters, but that no definite date had been set for its departure.

It was stated authoritatively that the British intend to keep their residents in the concession at Hankow despite continued anti-British outbreaks. Officials have been induced to do their utmost to protect British interests, always keeping within limits of safety.

LONDON, Jan. 5, (U.N.)—The Shanghai correspondent of the Daily Express says that all women and children in Hankow have been instructed by consuls to leave the city, following reports of looting by north China troops.

It is believed that some of the foreign residents of Wusu on the Yangtze river, will leave the city and go to Shanghai.



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