

People Approve Strahorn Plan For Building Proposed Railroad

Builder States What He Expects From This City

475 CITIZENS ATTEND RAILROAD MEETING

Strahorn Asks Right of Way From Sprague River to Upper Klamath Lake Through This City, Terminal and Depot Site and Subscription of \$300,000 to Be Given As Capital Stock

The representative and substantial people of Klamath Falls are solidly in favor of accepting the proposition of Robert E. Strahorn for a railroad from Klamath Falls to Bend. This fact was made clear beyond a doubt last night, when about 475 men and women of Klamath Falls listened to Mr. Strahorn explain the proposed road and state what he asks of this community and what he is willing to do to build the road.

A resolution passed without dissenting vote, and speeches by E. H. Reames, president of the First National bank, J. Frank Adams, one of the most prominent stockmen and heaviest land owners; Mayor C. B. Crisler, Father Hugh J. Marshall of the local Catholic church; W. E. Coan, president of the Northwest Electric company of Portland; E. B. Hall, manager of the White Pelican, and J. W. Siemens, president of the First State and Savings bank and Klamath Commercial Club.

Not only was it made plain last night that the people of Klamath county want the railroad, and are willing to pay the price, but they have confidence in Robert E. Strahorn as the man at the head of the proposed road.

Mr. Strahorn was the principal speaker of the evening, and outlined in clear terms why he came to this county and why he thought a railroad should be built through Central Oregon to Klamath Falls. He stated that only such a line as he proposes will ever be built into Central Oregon because at present this vast Central Ore-

gon plateau is tapped by five other lines, each of which is drawing on much territory. He said the Southern Pacific taps the Klamath Valley through its line from Weed to Klamath Falls, the Oregon-California-Nevada line reaches the Warner Valley and Lakeview section at Lakeview, the Oregon Short Line taps Harney Valley, the Oregon Trunk and the Oregon-Washington Railroad and Navigation line reaches the fertile Bend section at Bend. Neither of the last two lines can extend further without building parallel roads through the identical country, neither of which would in that case pay, and yet one would lose its present investment if it allowed the other road to build.

In explaining why he came into this Central Oregon territory, Mr. Strahorn said it was on the solicitation of Klamath county, acting through the Portland Chamber of Commerce. He declared that Klamath wanted a railroad, sought him out as its builder, and insisted that construction begin from Klamath Falls.

"I am comfortably fixed financially, I have a splendid home and a wife whom I love to be with, and could be many places other than Klamath where I might enjoy many of the fine things of life," said Mr. Strahorn. "I am here at your call, and willing to go ahead with the work because I love it; I have done it all my life."

In the following language Mr. Strahorn stated why he contemplates a system of 450 miles of railroad, from Bend to Klamath Falls, to Lakeview, and to Harney Valley, instead of the one unit from Klamath Falls to Bend, and why he has recently decided to begin construction from Klamath Falls:

"Now, as I have stated, I have always maintained that at a more suitable time and under proper conditions it would be easier to finance the entire system, notwithstanding the much larger amount involved than in units such as the line from Klamath Falls to Bend. Also, our plan from the first has been to begin at Bend. However, for some months, and especially since my arrival here this time there has been a very general and insistent de-

Hughes is Welcomed by California Republicans

San Francisco, Aug. 18.—California today welcomed Charles E. Hughes, republican presidential candidate, with a brand of hospitality which rivaled that of any state in which he has visited in his long "swing 'round the circle."

Soon after he had crossed the California line, his special train was met in Northern California by a committee of prominent republicans appointed to escort him down the Sacramento Valley and into the bay region. En route here he delivered a number of addresses from the rear platform of his private car, in the cities where the train stopped for a few moments. Republicans greeted him enthusiastically.

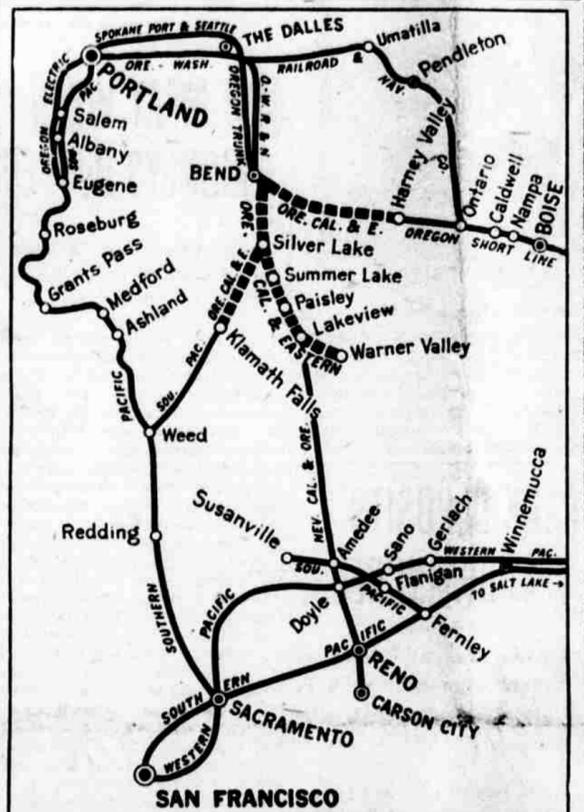
A large crowd met the candidate's special when it pulled into Oakland mole shortly after noon today and accompanied the party across the bay, where another crowd waited at the Ferry building. Hughes and his party were at once taken in autos to the

Palace hotel, where Hughes was given a chance to rest. At 2:45 Hughes was the guest of honor at a reception at the Union League Club, and this over, he was hustled back to the palace, where he addressed the women of the city at a meeting organized by the women's auxiliary of the republican state central committee. This meeting was expected to extend to late in the afternoon.

From the time this meeting closes until 8 o'clock the candidate will have an opportunity to rest and prepare for the night meeting, the biggest political event of his San Francisco visit. Here he is expected to give voice to some new political ideas in his address, and to continue his denunciation of the whole political and administrative program of the whole democratic administration.

Tomorrow Hughes is scheduled to deliver one short address in San Francisco, but the big speech of the day will be delivered in the afternoon in Oakland.

"The People's Road" of Central Oregon



Oregon, California and Eastern Railway. Designed to connect the five existing railroads now halting at the edge of Oregon's great land of opportunity

Resolution Accepting Robert E. Strahorn's Proposition for a Central Oregon Railroad.

Resolved, by the citizens of Klamath Falls and tributary country in mass meeting assembled this 17th day of August, 1916, that the proposition presented tonight by Robert E. Strahorn for the beginning of construction of the Central Oregon Railway system, commencing at Klamath Falls, be accepted.

Be it further resolved, that the appointment of the executive committee by the Klamath Commercial Club, consisting of J. W. Siemens, E. H. Reames and C. B. Crisler, is hereby approved, and that said committee be empowered and directed to appoint such other committees and take any other necessary steps to insure the prompt and vigorous prosecution of the work involved in securing the construction of the above mentioned railroad from Klamath Falls to Bend, at the earliest possible date.

mand here for a reversal of this program, and a prompt beginning here, regardless of immediate financing and consecutive building of the entire system. This has led me to more thoroughly investigate your tributary resources now developed and possible to develop in the near future, and the construction and operating costs, traffic and other related problems of a line from here to Bend than heretofore.

"With our surveys now completed and these matters digested, I have finally concluded that we would be justified in starting immediately on this line and at this end. That is, if Klamath Falls, the one great beneficiary of such a program, will pay the price, and if other assistance tentatively proffered materializes. I have, therefore, consented to now state the conditions upon which I would be willing to thus go ahead from here as follows:

"First, right of way to be furnished free from the lower end of Upper Klamath Lake through the city of Klamath Falls, via Olene and Yonna Valley to Sprague River Valley, a distance of about forty miles.

"Second, sufficient suitable ground in and near this city for passenger and freight terminals, shops, roundhouse, stockyards and other necessary railway facilities, free.

"Third, a cash subscription of \$300,000, in exchange for capital stock, or some other such equivalent interest in the company as can legally be given. This subscription to be payable one-sixth when the line is graded to Olene; one-sixth when it is completed to Olene; one-sixth upon completion of the grade to Dairy; one-sixth upon completion to Dairy; one-sixth when grading is finished to Sprague River Valley, and the final one-sixth when the line is in operation to that point.

"Upon my part I will agree that immediately upon compliance with the foregoing and the other assistance before referred to, we will commence construction on this portion of the line and carry it on as continuously and expeditiously as weather conditions will permit. I would expect to have the line in operation to Olene in three months, to Dairy within six months, and to Sprague River Valley within one year. This necessarily depending upon our being placed in possession of the right of way and terminals fairly early in the working season and have prompt compliance with the other conditions. At the same time, I would expect to have the right of way, financing and other details of construction of the entire line between here and Bend perfected, so that no delay would occur in pushing that to rapid completion."

Mr. Strahorn stated that the cost of the road from Bend to Klamath Falls would be about \$3,250,000, and that Klamath, by subscribing \$300,000, would be helping to the extent of about 10 per cent.

He pointed out that the road to Olene would later serve as part of branch lines to the Merrill and Malin sections, and that the portion of the road to Dairy when finished would already be a link in a later line be-

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RUSSIANS ARE AT GATEWAY TO THE PLAINS HUNGARY

ADVANCING THROUGH JABLONITZA PASS TODAY

French Capture Fleury After Fierce Attack—Vienna Declares Austrians Are Continuing Advance into Bukovina, and Have Recaptured Positions Northwest of Stanislaw—Turks in Today's Battles.

United Press Service PETROGRAD, Aug. 18.—The Russians are advancing through Jablonitza pass, approaching Koromez, at the southern end of the pass. This pass is the gateway to the Hungarian plains, and threatens an invasion of Hungary.

Two villages southwest of Stanislaw on the Sere heights, were captured this morning.

The Germans have resumed the offensive southeast of Lemberg.

A Turkish attack on west Lake Van has been repulsed.

United Press Service PARIS, Aug. 18.—After a powerful attack northeast of Verdun, the French have recaptured Fleury and have advanced west between Thiaumont and Fleury.

The capture of Fleury on the 17th day of the Verdun battle followed a heavy bombardment. Violent fighting took place in the streets.

German counters along the Somme have been repulsed.

United Press Service LONDON, Aug. 18.—The British have extended their gains northwest of Bazantene-Le Petit, taking many trenches.

German counter attacks on Martinpuch have been repulsed.

United Press Service BERLIN, Aug. 18.—A delayed Vienna announcement says the Austrians are continuing their advance into southwestern Bukovina.

Repulsing six massed attacks, the Austrians recaptured positions south of Trator, which is northeast of Stanislaw.

The British have repulsed the German first line on a narrow front southwest of Martinpuch.

Bitter fighting around Hardecourt brings no change in the tide of battle. Elsewhere the British have been repulsed.

Fighting around Thiaumont, Fleury and Chapire continues.

Turkish troops, reinforcing the Teutonic soldiers, have repulsed the Russians in Galicia.

The Germans have advanced further near Starsobayna.

WILSON VETOES THE ARMY BILL

HOLDS THAT PROVISIONS EXEMPTING RETIRED ARMY OFFICERS FROM EMERGENCY SERVICE IS MISTAKE

WASHINGTON, D. C., Aug. 18.—In a message to congress accompanying his veto of the army bill this afternoon, President Wilson expressed "keen reluctance at returning a bill so wisely and generously providing for the national defense."

The president's veto of the army bill is on account of the provision exempting retired army officers from service under articles of war. This provision in the bill was made as a result of refusal of several retired officers to respond when ordered to serve at recruiting and mustering stations at the outbreak of the Mexican trouble.

President Wilson holds that retired officers should not be relieved from emergency service while they continue their official status.

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CONGRESS MAY TAKE HAND IN R. R. STRIKE

CITY BEAUTIFUL CONTEST TO END SEPTEMBER FIRST

NINE PRIZES ARE TO BE AWARDED FOR BEST HOMES

H. R. Glatyer, Mrs. Frank Ward, Mrs. C. V. Fisher Will Judge What Homes of Fifty-Four Entered in Contest Have Shown Most Improvement in Attractiveness Since Last Spring. Entertainment September 8th.

September 1st has been set as the date for closing the Klamath Falls City Beautiful contest. On that day the fifty-four homes entered in the contest will be viewed by the judges and the winners decided upon.

H. R. Glatyer, county agriculturist, Mrs. Frank Ward and Mrs. C. V. Fisher are judges of the contest, which is being conducted jointly by the Klamath Commercial Club and the Women's Library Club.

An entertainment at which slides of the winning homes will be shown is to be held on September 8th. Besides pictures of the homes which have shown the most improvement since last spring in general attractiveness, a motion picture, probably "The Fortune Hunter," will be shown. Admission to this entertainment will be 25 cents, and the money will go toward meeting expenses of conducting the contest.

The first prize in the city beautiful contest will be \$10, the second prize \$5, third \$3, fourth \$2, and five honorable mentions \$1 each. Most of the money for the prizes have been subscribed by the Klamath Falls Business Men's Association.

Militiamen Are Unfit

EL PASO, Tex., Aug. 18.—Fifty officers, who have been studying the militia, today declared that the militia is yet unfit to defend the country. They say six months will be required to prepare the militiamen physically and to discipline them sufficiently for service against Mexico in the event of war.

Walker Gets Deer.

A fine buck was received yesterday at the Mecca pool room from Howard Walker, who is hunting near Rocky Point with Lester Helm. Walker got the deer.

Negro Interrupts Poker Game and Gets Booty

Brandishing a long barreled revolver in his hand, William Gildon, negro bootblack at Swanson's barbershop, walked into a gambling joint on Main street last night about 11 o'clock, made the several men sitting around the poker table raise their hands, took three watches and about \$80 and walked out.

The holdup took place in Nick's "cleaning and pressing parlors," two doors east of the old Midway stables. Nick, Cooky, the negro porter at the White Pelican, and several Greeks were engaged in the game when Gildon opened the door and demanded that all hands be raised.

Gildon ordered Cooky to go through the pockets of all the men present while Gildon held the gun. Cooky did as directed, but left much money, taking only about \$80 for Gildon.

Gildon then turned and walked out the door. One of the Greeks had a gun, and fired nine shots. Although the entire front of the joint is glass, not a pane was broken, the bullets going into the walls and ceiling. For several days Gildon has been intending to leave town. He wanted to take a stock train, but was unable to get passage on one. It is declared on good authority that Gildon is a big loser, because of his frequent visits to Nick's place, despite the fact that he obtained \$80 and the watches last night. It is estimated that he lost about \$1,500 in poker games there since he has been in town. Shortly after the holdup took place Deputy Sheriff Lloyd Low was notified. He immediately sent telegrams to all towns surrounding Klamath Falls, but has not received any notice of Gildon being arrested. It is believed that he took an automobile to get out of town, although Deputy Low can find no one who hired their car to him.

RAILROAD PRESIDENTS ANSWER WILSON'S CALL

Are Behind Managers in Opposition to Eight Hour Day—Brotherhoods Ask Chief Executive to Modify His Proposal of Settlement—Wilson is Preparing a Statement, Which is to Be Published Soon.

WASHINGTON, D. C., Aug. 18.—Very late this afternoon it was learned on good authority that if the railroad presidents and managers persisted in their refusal to meet President Wilson's plan of settlement, he will call in the boards of directors of several of the big railroads.

United Press Service

WASHINGTON, D. C., Aug. 18.—Following the refusal of the presidents of the railroads to accept President Wilson's proposal, the four brotherhoods announced that they had voted to accept it.

President Wilson meets the railroad presidents and managers tomorrow in a final session.

The attitude of the presidents on leaving the White House was unyielding. It is believed that they will stand firm for arbitration of all issues. They complain that President Wilson is trying to force the eight hour day on the employers without thorough investigation. They presented to Wilson letters and telegrams from manufacturers urging them not to yield in their right to demand arbitration.

United Press Service

WASHINGTON, D. C., Aug. 18.—Congress is considering compulsory arbitration to avert the threatened nation wide railroad strike, if efforts of President Wilson fail to effect a settlement.

Practically all presidents of the railroads of the country are in Washington or on their way here. They are inclined to support the railroad managers, who three times have rejected the eight hour day as a basis of settlement. President Holden of the Burlington lines has been formally chosen spokesman for the presidents.

The railroad brotherhoods, through Federal Mediator Chambers, have asked President Wilson to modify his proposal of settlement, submitted to the district chairmen of the brotherhoods a few days ago. It is understood that the trainmen have suggested

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