

BIG FIRES NOW NEAR ESTACADA

Fate of City Hangs in Balance; Change in Wind Is Hoped for

(Continued from Page 1.)

crew of 80 men could stop it, the fire roaring like a blasting furnace, swept to the north, cutting Camp No. 1 of the La De Logging company and holding a crew of 35 men, three women and two children at Camp No. 2, and then headed toward the Deith creek fish hatchery.

The fighters managed to check it there, but not until the flames had burned to within 15 feet of the hatchery buildings. From the Deith creek area the blaze shifted and invaded the Griffield community, where it destroyed three homes and the Garfield school building.

Night Boxing is Not Success in Mexican Section

DALLAS, (AP)—The hour of 8 p. m. always has been regarded as a prime time to start a boxing program, but it won't do in the land of the succulent hot tamale.

This was discovered by Texas promoters who planned a Fourth of July program at Reynosa, Mexico, just across the border. An anti-fight statute prevents boxing within Texas.

The little border city was brimming with celebrants, most of whom intended to witness the fist-clout display. By 8 p. m., however,

POSSIBILITIES OF VALLEY STRESSED

(Continued from Page 1.)

has 5,000,000 acres of possible producing land, said Mr. Dodson, of which 1,000,000 need tiling and 750,000 acres need surface draining.

The contour map of the valley was once shown to Mr. Ford, said the speaker, "and he characterized it as an ideal place for manufacturing and agricultural development. He remarked on the water power opportunities, the favorable climatic conditions and the natural fertility of the soil."

PEOPLE VOTE ON FRANCHISE

Thompson is Only Member of Council Opposing Bus Referendum

(Continued from Page 1.)

the direction of T. A. Billingsley, manager of the company, as he said this.

All Other Bus Firms Will Be Kept Out

The ordinance states, with respect to the exclusive feature, that the council agrees not to license, franchise or permit any competitive service, so long as the grantee fully meets its obligations, but that this is not meant to forbid the operation of taxicabs not run on definite routes, local buses or interurban buses.

COUNCIL TRIES TO GET BRIDGE

Instructions Given Rogers in Hope of Getting Action Upon Project

(Continued from Page 1.)

against high taxes, said Alderman Wilkinson. Mr. O'Hara's column is here this year to manage the horse show at the state fair. Mr. Fleming said the Salem show could be placed this year among the best on the coast. A special train has been chartered to run from Pomona, Calif., to Salem and in it will be 125 choice horses to be shown throughout the week here. Mr. Fleming said his ambition was to crowd the horse show pavilion sufficiently to make it necessary to build more seats on the east side next year to accommodate the crowd.

MUSIC IS CHANGED TO BEAM OF LIGHT

(Continued from Page 1.)

ed in studying details of their own technique. For example, the pianist has learned by these sound wave photographs that he can produce a single note with at least 18 different gradations, each individual in tone, color and loudness.

"We were able to show another musician that his fingers made little clicks when he struck the keys in a certain way, and that this certainly had an effect, however minute, on his playing."

SHORTER ROUTE TO BEACHES IS ASKED

(Continued from Page 1.)

from the state highway commission.

Boyer declares that the objection of the commission that expenditure on the road constitutes adding a new project is unfounded. He says that the highway commission, more than two years ago, made oral promises to complete the road if the super-road district expended its \$125,000.

LOS ANGELES

Convenience Comfort Hospitality

You will appreciate the excellent service and moderate rates. The city is most centrally located. One block from Pacific Square—convenient to all leading shops, theatres, financial institutions and electric depots for all routes.

Hotel Savoy
Sixth & Grand

PEOPLE VOTE ON FRANCHISE

Thompson is Only Member of Council Opposing Bus Referendum

(Continued from Page 1.)

The ordinance states, with respect to the exclusive feature, that the council agrees not to license, franchise or permit any competitive service, so long as the grantee fully meets its obligations, but that this is not meant to forbid the operation of taxicabs not run on definite routes, local buses or interurban buses.

COUNCIL TRIES TO GET BRIDGE

Instructions Given Rogers in Hope of Getting Action Upon Project

(Continued from Page 1.)

against high taxes, said Alderman Wilkinson. Mr. O'Hara's column is here this year to manage the horse show at the state fair. Mr. Fleming said the Salem show could be placed this year among the best on the coast.

COMPLETION FOUND BIG STEP FORWARD

(Continued from Page 1.)

and freight train schedule that the consummation made possible, commencing the next day, Sunday, September 16th, 1929. The sequel will show that this is an important date in a new epoch of transportation and trade and commerce for an empire in extent and resources.

Water Spar Varnish

Refinish the dining room table in the morning and serve luncheon on it at noon. Water-Spar Lacquer "dries in no time." Sold by—

WELLES HARDWARE AND PAINT STORE
428 Court St. Telephone 589

Announcement

We have several Essex Demonstrators and Courtesy Cars that we will sell at a substantial Discount. All are 1930 models and carry our regular new car guarantee. Some of these cars have only run a few hundred miles and can not be told from new.

STATE MOTORS, Inc.
High and Chemeketa
Hudson and Essex Distributors
Marion and Polk Counties
Open Nights and Sundays Phone 1000

sumation came after many delays. It was a costly undertaking.

From Eugene to Klamath Falls the line extends 194 miles and a traction. The new line that was dedicated Saturday, from Klamath Falls to Alturas, Cal., is 95 miles long—as "straight as a string" in a southeasterly direction nearly all the way—as a he line to within a few miles of Alturas, and making almost straight courses for the few remaining miles. That gives the distance from Salem to Alturas, by this ribbon of Southern Pacific rails, at 342 miles.

The track rises to 4640 feet at the summit of the Cascades. It is 4120 feet at Klamath Falls, and about the same at Alturas. The eastern rim of Crater Lake can be seen on a clear day from a point on the line north of Klamath Falls.

This gives Willamette valley points a direct passenger route to Ogden and eastern points 211 miles shorter than was had before, by way of Roseville, a few miles east of Sacramento. And, by the same sign, a freight route that is much shorter—and that is the most important thing in this whole new development. It means virtually the cutting off of two mountain ranges. It means the saving of two days on freight shipments east and west. It is cheaper of operation than any other route covering the territory involved; an empire in extent. The lumbermen of the Klamath basin will save \$250,000 a year on what they now saw of pine lumber, by the reduction of freight costs. A similar saving will follow on a long line of products east and west.

And that is only a new mile post in the unfolding of the Harriman dream that came to him in its initial foreshadowing on the shores of Klamath lake in 1909.

Here is another hint—new, the writer believes, to most readers. The Southern Pacific main east side line from Portland and Salem to Eugene is building new switches all the time. They are being made 6000 feet long. And they are all being built on the same side of the track. What for? They are part of the double track road that, ere long, will extend up the Willamette valley. From Eugene south and southeast, extending over to the double track of the old Central Pacific line, there are now two well built single track lines, that, being operated by the same company, amount in some of their advantages to a double track line.

The dream is unfolding. The operation of a double track line has many advantages in forwarding fast freights. One train can follow another, without long waits on switches. They can keep right on moving, making for speed, efficiency and economy.

This all means that Mr. Harriman saw, and those who are working on his dream see, that Oregon has a great future, which means a constantly increasing tonnage in heavy freights, to say nothing of passenger and other traffic.

The competition of the new construction of 95 miles from Klamath Falls to Alturas is not all that has been done along this program recently. That work was done quickly. It started in March. But the roadbed is well built. The rails are heavy. The line is meant for big tonnage and high speed traffic. The men who worked on the new 95 mile stretch are proud of the work. But the Southern Pa-

cific company had come into possession of the narrow gauge lines radiating from Alturas—the N-C-O, meaning the Nevada-California-Oregon system. The tracks of this system have been standard gauge, with heavy construction. They provide the connecting link on the Perzley, east of Reno, and thus link up the Southern Pacific system with the line on to Ogden, and from there to Chicago, St. Louis, Kansas City, and further east and north and south.

Alturas is the county seat of Modoc county. That is the last frontier of California, joining Oregon on the north and Nevada on the east. Modoc county has only about 6000 people, but it is rich in timber and land and other resources. It will now be developed. Alturas has doubled its population in a year, from 1800 to 3600 to 7200 in 1928, and is due to double again soon. A lumbering operation is being built there that will have a sawing capacity of 250,000 feet a day. That alone will justify a town bigger than Alturas is now. Modoc county has the lava beds. It possesses many attractions. Along with Lassen county, its neighbor on the south, it forms the largest accredited state and federal tuberculosis area in the United States. It is a great dairying country. With irrigation, millions of productive new acres will come under the plow down there in northeastern California and southeastern Oregon.

For the length of two generations, the representatives in the Oregon legislature from southeastern Oregon have been saying they found they belonged to Oregon only when they came to attend the legislative sessions at Salem, or sent some one to the penitentiary or the asylum. This is being changed now. The unfolding of the Harriman vision is helping. So are the highway programs of the states of Oregon and California. The Oregon official family is getting together under one roof. The same thing applies to southeastern Oregon, over in Coos and Curry counties.

Not so long ago, a man wanting to make a quick trip from Klamath or Lake county to Salem or Portland went to the railroad somewhere between Reno, Nevada and Sacramento, California, and proceeding to San Francisco took a steamer to Portland. Those old days are passing. And what the unfolding streams of the Harrimans and their kind have joined together no man will put asunder. The Southern Pacific is a great property. It is said to be the third largest financial concern in the world. And it is one of the most nearly people owned corporate

properties of vast size in existence. So wide is its distribution of common stock—voting stock—that only one time in recent years was there anything approaching control by a single group. That was the Harriman group, which never at any time possessed more than 50 per cent of the common stock. That control is a thing of the past. The organization is so big now that it is too vast for any one group to ever get control; at least that is the fair prospect of the present.

Each great advance accentuates and fortifies this people's supremacy. The expenditures in behalf of the development that was celebrated last Saturday have amounted to over \$39,000,000, commencing with the first work on the Natrona cut-off undertaking. And they are going on. New stock shipping corridors with up to the minute facilities are being built.

The feeder lines are being improved and extended, logging roads built, etc., etc.

The Southern Pacific looks out for 20,000 miles of transportation throughout its great system; requires the services of an army of 95,000 employees. Quite a good sized family.

In Oregon alone, its payrolls foot up \$9,116,981, and its purchase of supplies \$3,419,667, and its taxes \$1,567,166. That was for last year. All three items will grow fast.


High officials of the Southern Pacific lines were at the celebration of Saturday, and public officials and representatives of commercial bodies, and newspaper men from Utah, Nevada, California and Oregon. They came in long special trains from south, north, east and west. It looked like all of Klamath and Lake and Modoc counties were there, coming in various ways. Some one estimated that the crowd that gathered there numbered 5000. The Southern Pacific people had set a pine-clad side hill tract of several acres with tables and plates and knives and forks and spoons, and a little past the noon

hour Saturday between 2000 and 4000 people were dinner guests of the great company, with food in plenty for all, and cups of ice cream brought in a refrigerator car and served cold on the tables—a service much appreciated, for the weather was warm, and the pretty pine trees on the slope did not furnish an abundance of shade. It was a good natured crowd.

Among the prominent Salem men attending the railroad celebration at Alturas were Frank Miller, Chief Justice O. P. Coshov, W. H. Dancy and A. A. Mickel.

Hollywood Theatre

Home of 25c Talks
Last Times Tonight



Coming Tomorrow
Peter B. Kyne's
"Tide of Empire"

100 million people travel by MOTOR COACH

THESE figures reflect the amazing popularity of the motor coach as a wonderful way to travel. They show the public's enthusiastic approval of the luxurious travel, convenient schedules and low fares motor coach travel brings them.

The year next trip by motor coach. The vast network of lines opened by Pacific and Yellowway from Canada to Mexico—and from the Atlantic to Pacific, assure you a pleasant journey to wherever you may want to go.

San Francisco \$12.50
Los Angeles \$19.00
Denver \$41.95
New York \$93.45

PICKWICK TERMINAL
Hotel Senator - - Phone 698

YELLOWAY TERMINAL
Hotel Bligh - - - Phone 748



Valiant

ALL TALKING COMEDY
"The Flying Fool"
He-man star with "Woman Appeal" in a sensational story of daredevil aviation.

Vitaphone Acts
Movie-toneacts

BENEFIT SHOW For
Capital Post Drum Corps U. S. Government
World War Movies

with
Corp. R. H. Ingelston
Official Signal Corps
photographer in person
ADULTS 50c
CHILDREN 10c

YOUR INVESTMENTS cause you more or less worry, trouble, and occasionally some loss. By a Living Trust they may be placed in our care thus shifting to our shoulders, the burden of keeping your surplus profitably employed.

We have the experience, enabling us to handle your investments to your advantage. You will enjoy the freedom from care and worry. The fee is very small.

Ladd & Bush Trust Company

Pacific lines were at the celebration of Saturday, and public officials and representatives of commercial bodies, and newspaper men from Utah, Nevada, California and Oregon. They came in long special trains from south, north, east and west. It looked like all of Klamath and Lake and Modoc counties were there, coming in various ways. Some one estimated that the crowd that gathered there numbered 5000. The Southern Pacific people had set a pine-clad side hill tract of several acres with tables and plates and knives and forks and spoons, and a little past the noon

hour Saturday between 2000 and 4000 people were dinner guests of the great company, with food in plenty for all, and cups of ice cream brought in a refrigerator car and served cold on the tables—a service much appreciated, for the weather was warm, and the pretty pine trees on the slope did not furnish an abundance of shade. It was a good natured crowd.

Among the prominent Salem men attending the railroad celebration at Alturas were Frank Miller, Chief Justice O. P. Coshov, W. H. Dancy and A. A. Mickel.


ELGINORE

Salem's Greatest Entertainment

Now Playing Until Wed. Night
CHARLES RUGGLES
WALTER HUSTON and CLAUDETTE COLBERT

in
THE LADY LIES

An All-Talkie Triumph!



A PARAMOUNT PICTURE


Heigh! Hi! Ho!
Comes Sat.—2 Days

Another Big All Star Show
Fanchon & Marco's
"WATERMELON BLUES IDEA"
with the
16 Southern Steppers 16

Oregon State Fair

SALEM

SEPT. 23 to 28



HORSE Show each night—Featuring fine horses from all over the country competing for the largest stakes in the history of the fair. Reduced Fares on All Railroads.

Dairy Cows

at
PUBLIC AUCTION

FRIDAY, SEPTEMBER 20
Sale Starts at 1 p.m. Sharp

For the convenience of those who are wanting good cows I have moved these cows to the S. P. Stock Yards, Salem Ore., where they will be sold on the above date without reserve.

This dairy herd consists of heavy springers and fresh. These cows will carry a full bill of health. T. B. tested and Blood tested.

28 Head to choose from consisting of
GUERNSEYS' JERSEYS AND HOLSTEINS

G. W. CLARK, OWNER,
J. K. GREER and F. N. WOODRY,
AUCTIONEERS

Terms Cash

Too Late To Classify

DAIRY COWS AT PUBLIC AUCTION, FRIDAY, SEPTEMBER 20.

Sale Starts at 1 p. m. Sharp. FOR the convenience of those who are wanting good cows, I have moved these cows to the S. P. stock yards, Salem, Ore., where they will be sold on the above date without reserve.

This dairy herd consists of heavy springers and fresh. These cows will carry a full bill of health. T. B. tested and Blood tested.

28 head to choose from, consisting of GUERNSEYS' JERSEYS AND HOLSTEINS

G. W. CLARK, OWNER,
J. K. GREER and F. N. WOODRY,
AUCTIONEERS

Terms Cash