

KLAMATH FOLKS LIKE STRAHORN

MUCH IMPRESSED BY HIS PLAN

Chief of Trip Through Central Oregon Comes at Largest Banquet Ever Held There—Railroad Builders' Speech Reported in Full.

The climax of Mr. Strahorn's recent trip through Central Oregon came at Klamath Falls where he was entertained at the largest banquet ever held in Klamath county. All present, according to reports, were greatly impressed with Mr. Strahorn's plan, and also with Mr. Strahorn himself as an "amateur, street-smart" rather than a "professional."

Mr. Strahorn's speech at the banquet, as reported in the Klamath Falls Evening Herald, was as follows:

"I am sorry at this time to say that as yet I have no definite message for Klamath Falls," began Strahorn. "In some other sections, where arrangements were completed, I was able to make something definite. In Klamath I am only able to say that I am sure that Klamath Falls might be able to save time, and get ready to help when help may be asked."

"So far as the trip to the green mountains, it is up to all of us to tell you. The great trip through it is to do also your business and raise an equity which will not only be a judge of confidence in the proposition, but also a permanent investment. Then I might be able to do well and get the other 50 or 75 per cent of the money needed from Eastern sources."

"Strahorn stated that he has frequently in convincing people that he is not concerned with any railroad. He was contacted with any one line instead of being independently operating. He stated that appropriate lines would immediately start another railroad war, paralyzing each other as they did in the Northwest region, and extravagantly wasting millions of dollars they cannot afford to spend. For this reason, he said, all the big boys feel friendly to the project, realizing that all will have an equal share in the traffic carried over the new line."

"Let's not entangle till we get something to entangle over," he suggested. Let us put in serious work first, and afterwards something to do we should. I don't expect it is a project in which I put my time and money without serious thought. I would not do this with other people's money, and we therefore must be serious in this war undertaking. Whether this succeeds depends upon us. If we don't put up our money and time, it is a failure. It's a question of how serious we are."

"Strahorn also made a plea for more consideration of the outside capital that would be located in the state, waste it out for underling legislation. He also asked the people to give the line, should it be built, a chance to make a reasonable revenue, and not begin at once suits for lower rates."

"From what estimates have been made, I feel confident that the line can be built and equipped for \$15,000,000. This is less than a third of the cost of projected lines already surveyed, and means we will have to pay outside the interest paid on other lines in Oregon, if we develop a smaller scale in our pioneering."

"A transcontinental line could not be built on such a cheap scale, and this would not be considered if it did. If you owned a part of the road, however, you would be content. I know from actual experience that we can operate an independent line for less, perhaps half, than we can transcontinental lines."

"All people being part owners would be content with reasonable high rates, as in this case, it would be taking money from one pocket and putting it in the other. Even if you made nothing from your investment in this railroad, its opening this territory would make your other investments infinitely more valuable to you and offset the investment."

"The construction of this line is as important to Klamath Falls as the building of a transcontinental line. In fact, it means connection with the transcontinental lines, and at Bend there would be connection with both Hill and Hartman lines, connecting with the Northwest, with Canada via the Canadian Pacific, and the Middle West and East by the Chicago, Milwaukee and St. Paul. Besides these is the Union Pacific, coming west from Ontario, and this would give another connection through Klamath Falls and Lakeview."

"Strahorn then spoke of the possibility of a direct line from Klamath Falls to Lakeview, stating that in nearly every program of railroading it was found necessary to make some additional connections because the territory really deserved it. This, he said, would make Klamath Falls of as great importance as a trade center



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Our first objective must be to make the line from Klamath Falls, of which he could not speak fully at this time. "What are you doing? Keep in mind that the main is convenient, and put your feet and forward. Get out your pocketbook and get behind them. This will cost you nothing to help them along. It would be easy to make the money for building fifty or seventy-five miles of the road, but I wouldn't do it. This is to be put together as a railroad proposition, plain and simple. No stock, no personal considerations for what serves the best interests of all Central Oregon, and to develop any one person's place or interests."

"Don't feel that you've got the line anyway. You'll get it only after a hard pull. I'll not pass the hat around you'll do that. I'm too busy with the other details. I'm selling you what ought to be done, and then if it is not done, I greatly misjudge the sagacity of the men and women of Central Oregon."

"When it's time for terminals, we'll want them here. We'll want them properly located and sufficiently large for stops, etc., that are a part of an important railway point. I shall not come back and ask for them. You must build them to me as a planter."

A BIT OF ADVICE.—Don't experiment. If you suffer from backache, headaches or dizzy spells, if you feel poorly and are languid in the morning, if the kidney secretions are irregular and abnormal in appearance, do not delay. In such cases the kidneys often need help. Doan's Kidney Pills are especially prepared for kidney troubles—they are recommended by thousands. Can residents desire more convincing proof than the statement of a citizen of this locality? J. F. Montgomery, W. Oregon City, Ore., says: "I was troubled by kidney and bladder complaint. I had a dull pain in my back across my kidneys. While I have used only one box of Doan's Kidney Pills, I appreciate their worth. After I took them, the pain left me and my kidneys and bladder were in much better shape." Price 50 cents at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that Mr. Montgomery had. Foster-Williams Co., Prosser, Buffalo, N. Y.—Ad.

OLD COIN VALUES.
Only Very Rare Specimens Can Command a High Price.

"The 1864 dollar," said a coin expert, "is believed by thousands of persons to command an enormous premium. There never was an 1864 dollar made in that year," he continued. "The 1864 dollar was made some time between 1820 and 1840. The country is flooded with counterfeit copies of this coin, many of which have been made from 1841 dollars. A large number of them have fine milling on the edge, which could have been made only by a machine which the government did not begin to use until 1850."

"The Queen Anne farthing is another coin which has gained a high value in the public mind, because a collector once paid a high price for several that had never been in circulation. The gold coins often as high as \$10, but they are often offered to dealers at ten times that price. The Jewish shekel, worth to dealers about \$1, is often held for as much as \$250 by enthusiastic amateurs who are misled by dates and the strange characters stamped on the coin."

"In the public mind a coin more than fifty years old is hoary with age and so rare as to be almost priceless, but a silver dollar of 1793 is actually worth no more than \$2 to dealers, and then only if it is in an excellent state of preservation, for a great many of them were melted. A half dollar of 1803 is worth as much as 15 cents more than its face value, but collectors and dealers find that there are so many of them in circulation that there is no profit in buying and selling them. In fact, a person might have a hundred United States coins of different denominations and dates, no two alike, but all more than 100 years old, which would be worth to a dealer not over \$10 above their face value."—New York Times.

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KEEPING TIRES UP-TO-DATE.
It is easy to understand how automobiles are kept up-to-date but as for tires few stop to consider that their wear constantly changes, too," says the manager of the Diamond Tires. "The important difference, however, is that while in three weeks service, more service and still more service. And the place where service is put into tires is not primarily in the factory but, strange as it may seem, on the road. That is the worst of last resort for the tire maker, and every automobile owner who returns a worn casing to the factory has thereby become a judge of the value of present methods of tire manufacture." And the place where these judgments are collected from far and wide is the Adjusting Department of the Diamond factory.

"Go into the office of the head of the Adjusting Department and you will find tires in all conditions of wear and abuse. These are the pick of the lot, the choicest specimens of ruin, for they have told the adjuster that perhaps the Manufacturing Department may be able to forestall the injuries which which these tires have met."

"So the factory manager is invited to a conference and together they

go over the evidence that each selected tire presents. Slight changes in structure sometimes result with the object of making Diamond tires even more wear-proof and foot-proof than they have been before. Actual road wear on the tires in this way comes right back to the factory, and goes out again in the form of an improved product.

"Thus the original Garden Hose tire became the Chamber with an inner tube, and the smooth tread gave way to the heavily built up Anti-Skid Squeezee that makes possible the luxurious modern car. Other improvements have shown themselves in thinner walls, tougher fabric, and rubber, tougher by many

times what was thought possible in the earlier days of the industry. But most important of all to the consumer, the price of tires has been cut in fractions. A tire that used to cost \$40 now costs \$20 and the remarkable thing about this is that the \$20 tire gives more mileage than the old \$40 tire."

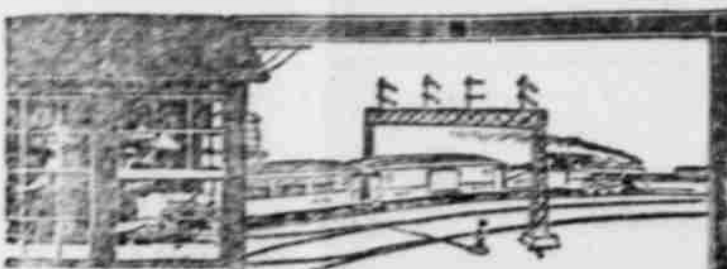
"Whether or not future developments in tire building will be as extensive as in the past remains to be seen, but whatever improvements there are will be made through the judgment of the consumer as presented at that frequent, quiet conference between the factory manager and the head of the Adjusting Department."—Ad.

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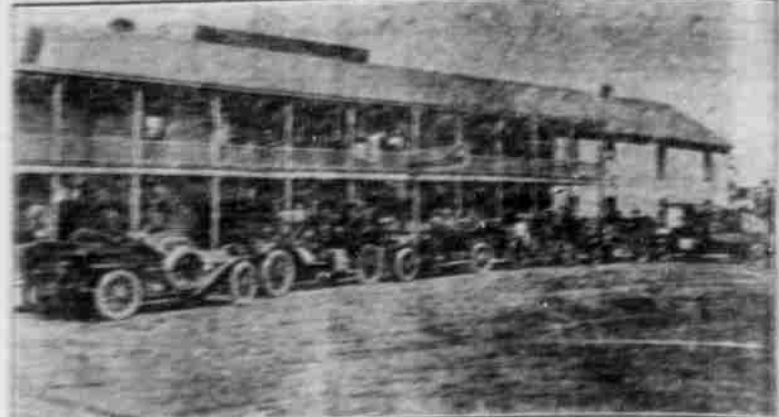
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