

Albany Directory

This is good advice: "If you live in Albany, trade in Albany; if you live in some other town, trade in that town." But in these automobile days many residing elsewhere find it advisable to do at least part of their buying in the larger town. Those who go to Albany to transact business will find the firms named below ready to fill their requirements with courtesy and fairness.

A. J. LINDAHL, hardware, Dinnerware
Tin shop in connection
350 W. First St. Albany, Oregon

Albany Floral Co. Cut flowers and plants. Floral art for every and all occasions.
Flower phone 458-J.

CENTRAL TIRE SHOP
Tire Vulcanizing - Battery recharging. 221 W. Second.
Ed Falk, Prop.

Eastburn Bros.—Two big grocery stores, 212 W. First and 225 South Main. Good merchandise at the right prices.

Elite Cafeteria and confectionery
Home cooking. Pleasant surroundings. Courteous, efficient service. We make our own candies.
W. S. DUNCAN.

FORD SALES AND SERVICE
Tires and accessories
Repairs
KIRK-POLLAK MOTOR CO.

Fortmiller Furniture Co., furniture, rugs, linoleum, stove ranges. Funeral directors. 427-433 west First street, Albany, Oregon.

FULLER GROCERY, 285 Lyon (Successor to Stenberg Bros.) Groceries Fruits Produce Phone 263R.

HOLMAN & JACKSON
Grocery—Bakery
Everything is the line of exits
Opposite Postoffice

IMPERIAL CAFE, 209 W. First
Harold G. Murphy Prop.
Phone 665
WE NEVER CLOSE

KODAK FINISHING
For expert work send your films to Haskin's film shop, 309 Lyon street, Albany, Oregon.

MAGNETO ELECTRIC CO.
Official Stromberg carburetor service station. Conservative prices. All work guaranteed. 119-121 W. Second

Men and money are best when busy. Make your dollars work in our savings department. **ALBANY STATE BANK**. Under government supervision.

MARINELLO PARLORS
(A beauty aid for every need)
St. Francis Hotel
Prop. Winifred Reser

ROSCOE AMES HARDWARE
The Winchester Store

Second hand Pianos from \$185 up. If you want a bargain in a piano now is your chance. They're in A1 condition. **Davenport Music House**, 409 W. First

Staple and Fancy Groceries
Crockery and Glassware
Mrs. M. G. Stetter
Phone 139J 206 W. Second st.

STIMSON THE SHOE DOCTOR
Second street, opposite Hamilton's store.
"Sudden Service."

Waldo Anderson & Son, distributors and dealers for Maxwell, Chalmers, Essex, Hudson & Humбольt cars. Accessories, 20 prices. 1st & Broadalbin

YE SPECIALTY SHOPPE
hemstitching and stamped goods.
318 W. Second st. Albany, Oregon
Owner, Mrs. Irene Davis.

If you enjoy a good meal, and know a good meal when you get it. You'll be back, for you'll not forget it. Our aim is to please you.

PARAGON CAFE
ALBANY
GEO. M. GILCHRIST

FARM LOANS
Write for booklet describing our 20 year Rural Credit Amortized Loan. The loan pays out in 20 payments, retiring the principal. Cheap rates. No delay.
BEAM LAND CO.,
133 Lyon street, Albany, Ore.

FARM LOANS
at lowest rate of interest.

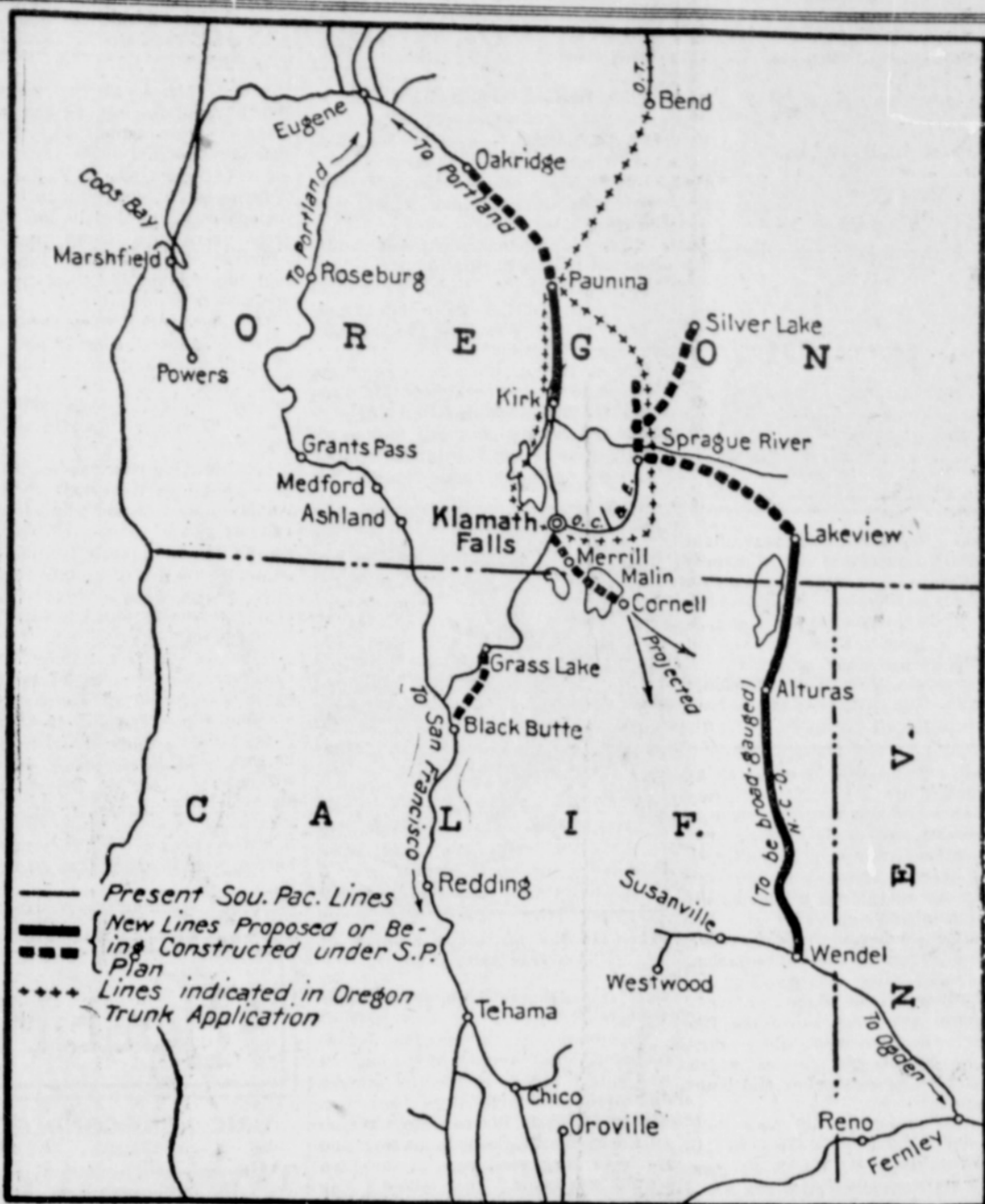
Real Estate Insurance
Prompt service. Courteous treatment
WM. BAIN, Room 5, First Savings Bank building, Albany

Prepare an exhibit for the **COUNTY FAIR**

Amor A. Tussing
LAWYER AND NOTARY
HALSEY, OREGON

Mrs. W. W. Stuart and two children of Albany visited at the A. C. Armstrong home Wednesday. Mrs. Stuart is Mrs. Armstrong's sister.

Map Showing Southern Pacific's Program for Railroad Development in Southern Oregon and Northern California



S. P. Plans for R. R. Development In Oregon and No. Calif.

New Lines Mean Expenditure of \$38,000,000; Protection of Investment Necessary

Southern Pacific Company's plans for railroad development in southern Oregon and northern California and its views with respect to the proposed entry of the Oregon Trunk Railway into this territory, as developed from authoritative Southern Pacific sources, were printed at Klamath Falls, Oregon, September 2. The News article in part is as follows:

The Southern Pacific has announced a very definite program for construction centering in Klamath Falls. The new lines proposed under these plans give a direct route for through traffic from southern Oregon, northern California, western Oregon and the North Pacific Coast generally via Klamath Falls to the east through Ogdén. They give the timber districts tributary to Klamath Falls railroads that will bring logs and lumber of southern Oregon and northern California to this city. Likewise, these lines will develop the agricultural regions of this same section. Briefly then, a comprehensive plan has been adopted that gives all the necessary local service for the development of northern California and southern Oregon and ties in therewith a direct railway service to all the markets of the United States that may be made tributary to the Klamath Falls section, and in this construction of new lines Klamath Falls is the center.

Steps Taken by S. P.
To this end the Southern Pacific has taken the following steps:
First, finishing construction of the Natron cutoff, as a through line which will be done by midsummer of next year at an expense of approximately \$23,000,000, in addition to money already invested in the Klamath Falls-Eugene-Oakridge branches.

Second, the acquisition, subject to the approval of the interstate commerce commission, of all the common stock and the bonds of the Nevada-California-Oregon Railway, extending from Wendel, California, near Susanville, 156 miles northward to Lakeview, Oregon.
Third, acquisition of an interest in the Oregon, California and Eastern Railway (the Strahorn line), subject to the approval of the interstate commerce commission, which assures the necessary financial support to extend these lines eastward to the Lakeview district and northeast into Silver Lake district, with a branch up the Williamson river. Mr. Strahorn already having made applications to cover these extensions.

Fourth, construction of a line through the Tule Lake basin 40 miles from Klamath Falls to Cornell, serving the agricultural development in that section.

Fifth, such further construction as will be necessary in connection with one of the previously named projects to give a direct route from Klamath Falls east, and by "direct" is meant a line at least 200 miles shorter than the present line through the Sacramento valley in California.

Sixth, centering of these lines in Klamath Falls and establishment of a district terminal here with estimated payroll well in excess of \$1,000,000 a year, which will grow as traffic grows. In addition to the \$23,000,000 expended upon the Natron cutoff, \$15,000,000 more will be required to carry out the Southern Pacific plans as announced. This means that it must develop sufficiently new earnings in connection with operating savings that it may make because of a shorter route east from the northwest, to justify the new investment of some \$38,000,000.

System Comprehensive
The Southern Pacific states that its system is comprehensive and designed to meet every development need in this section. It opposes the entry of the Oregon Trunk Line into this territory because it does not believe sufficient traffic can be developed to support the parallel and competing investments that would result through construction of the Oregon Trunk. Neither railroad can carry out any of its plan in part or whole except with the permission of the interstate commerce commission. The commission is holding a hearing in Portland October 5 upon these various applications.

The Southern Pacific's plans for this section between 1912 and 1922 were suspended through no fault of its own. During this entire period an attack was made through the courts upon its holdings of the Central Pacific and effort made to make it sell its interests in the Central Pacific. As the line to Ogdén and the lines to northern California were largely of Central Pacific ownership, obviously nothing could be done until that question was disposed of. As soon as the interstate commerce commission did finally dispose of it by sustaining the claim of the Southern Pacific to its ownership, work was actively begun upon the Natron cutoff, to put the Klamath Falls section on the through trunk line between the North Pacific Coast and California, and more recently it was announced that the Southern Pacific's further plans, made many years ago, for serving this territory, including a direct line to the east, would be carried out promptly.

During all of this time, from 1914 on, the Oregon Trunk, terminating at Bend, 148 miles north of Klamath Falls, unhampered by any legal difficulties, did not see its way clear to make any extension southward into this territory. No action was taken until the Southern Pacific had invested a sum running into many millions in furtherance of its plans and had announced the main features of its proposed construction.
The Southern Pacific points out that there is no more reason for the Oregon Trunk coming southward into this

territory than there is for the Southern Pacific to build into Bend, the timber products being of the same nature, while the agricultural products of southern Oregon and northern California in much the larger part find their markets on Southern Pacific lines. To extend the Southern Pacific lines to Bend or the Oregon Trunk into Klamath territory simply means hauling timber products for a longer distance than is necessary, bringing both the rail lines and the mills into an undesirable and not a constructive competition.
As to distance to eastern markets, the Southern Pacific points out that its line, as projected from Klamath Falls via Ogdén, will be shorter than the Oregon Trunk in connection with its parent companies to all eastern territories south of and including parts of South Dakota, Minnesota and the major part of Wisconsin, nearly all of the United States east of the Rockies.

Would Jeopardize Investment
The Southern Pacific opposes the common user theory, which has been to some extent publicly promoted as a means of giving the Oregon Trunk access to Klamath Falls over the Natron line of the Southern Pacific, on the ground that no railroad should be permitted to jeopardize the investments of another by use of latter's invested capital in facilities and thus enable it to come in without capital investment and share the business of the pioneer line, putting itself in position of picking or choosing what part of the line or what part of the facilities of its neighbor it may desire.

The Southern Pacific points out that the Oregon Trunk has proposed two lines, one closely paralleling its Natron cutoff or involving the common use of the Natron cutoff, which from newspaper reports, but not from any authoritative statements, it is proper to say has been apparently abandoned; the other the line coming down from Bend almost to Natron cutoff, but not so far but what it would deprive that line of a great deal of traffic, and then at its southern end paralleling the existing, as well as some of the projected, lines of the Strahorn system, to the very great detriment of the latter.

Should Be Protected
The Southern Pacific feels that it must point out, as a business institution, it is obliged to look forward to a fair return within a reasonable time upon the money it invests and it may be obliged to modify its plans very radically if it fails to secure approval of them as a whole by the interstate commerce commission, since each line therein is to such a great extent interdependent upon the others; or if the Oregon Trunk is permitted to compete with its proposed lines to such an extent as would make doubtful the prospect for fair return upon money to be invested. At the best, with all the traffic that can be developed in this section, the Southern Pacific can only conclude that it will be some years, even with the most vigorous co-operation by the railroad and this section, before it can expect a reasonable return on its new investment of \$38,000,000, as pointed out by the chairman of its board, Mr. Henry W. de Forest.

back east

Summer Excursion Fares
Sept. 15th
last day of sale
Start now; save money by taking advantage of these reductions.
And go via
CALIFORNIA
Four popular trains daily via scenic Shasta route. Thence three routes east.

For fares, reservations and full information, ask agent
Southern Pacific Lines
C. P. Moody, agt. Phone 226.

ARROW GARAGE, Gansle Bros.
AUTHORIZED LIGHT-TESTING STATION
Reflectors and lenses for nearly all makes of cars.
Have your lights tested as soon as possible
Don't wait till the last minute.
New law goes into effect Sept. 1.

BRIEF GENERAL NEWS

Frank Bressler, 64, vice president of the Bank of Genesee, Genesee, Idaho, died in Portland, following an extended illness.

John B. Inman of Springfield, Ill., past department commander of Illinois, was chosen commander-in-chief of the G. A. R.

Postal receipts at 50 leading cities of the United States were 11.26 per cent higher in August, 1925, than in August, 1924, the postoffice department announced.

Dr. A. H. Upham, president of the University of Idaho, has declined an offer of the presidency of a university in the middle west, at a considerable increase in salary over that he receives at Idaho.

The Rev. Father Thomas J. Purcell, 65, one of the most widely known Catholic priests of the northwest, died at Wallace, Idaho, of heart trouble induced by diabetes. His most notable work was among the missions of northern Idaho, where he built many churches.

Heavy Storm Hits Central Oregon.
Bend, Or.—All towns in central Oregon except Bend were in darkness Sunday as the result of an electrical storm which swept over the Deschutes country. The Cline Falls power plant, four miles west of Redmond, was destroyed by fire caused by a bolt of lightning which hit the power line at some point between Redmond and the power plant at the cove. Damage to the Cline Falls auxiliary plant was estimated at \$5000.

You get
The GIRL
We have
The DIAMOND
FRENCH & SON
Jewelers, Opticians, Albany

IF YOU break your glasses don't worry. Pick up the pieces. We can match them and give you the same prescription that the original pair was made from. Our manufacturing plant is complete and our work will bear the closest inspection.

E. C. Meade, Optometrist
H. Albro, Manufacturing Optician
ALBANY OREGON.

Edith Smith, formerly of Halsey, now living at Bandon, visited at the Wahl home last week. She left for home Thursday.

Mr. and Mrs. Harry Commons were in Albany Friday.

Prepare an exhibit for the **COUNTY FAIR**

Hall's Catarrh Medicine will do what we claim for it—rid your system of Catarrh or Deafness caused by Catarrh.
Sold by druggists for over 40 years
F. J. CHENEY & CO., Toledo, Ohio

F. M. GRAY, DRAYMAN
All work done promptly and reasonably. Phone 269

IN THE CIRCUIT COURT of the State of Oregon for the County of Linn, Department Number Two
George W. Laubner, Plaintiff,

vs.
The unknown heirs of Lawrence Higgins, deceased, and also all other persons or parties unknown claiming any right, title, estate, lien or interest in the real estate described in the complaint herein, Defendants

To the above-named defendants:
In the name of the state of Oregon; You and each of you are hereby required to appear and answer the complaint of plaintiff filed against you in the above entitled court and cause on or before the 14th day of October, 1925, the same being the date specified in the order of publication of this summons, and if you fail to so appear and answer said complaint the plaintiff will take a decree against you in accordance with the prayer of plaintiff's complaint in this cause, to wit: That you, and each of you be required to set forth the nature and extent of the interest or estate claimed in and to said premises described in plaintiff's complaint and that plaintiff's title to said premises be decreed to be valid and forever quieted and that you, and each of you, be forever barred from claiming any right, title, estate or interest in said premises, or any part thereof, which premises are described as follows:
Beginning at an iron pipe, which is east 60 feet distant from the southwest corner of block No. 5 in Shedd, Oregon, which is recorded in volume 1, page 13, of plat records in Linn county, Oregon; thence north 462 feet to an iron pipe; thence east 120 feet to the west line of right of way of Southern Pacific Railroad company; thence south along the west line of said right of way 462 feet to an iron pipe; thence west 120 feet to the place of beginning, containing 1.27 acres, more or less, all lying in Linn county, state of Oregon.

This summons is served on you by publication authorized and ordered by order of Hon. Percy B. Kelly, judge of the above entitled court, made and entered at chambers at Albany, Oregon, on the 19th day of August, 1925.
The date of the first publication of this summons is the 26th day of August, 1925.
L. G. Lewelling,
Attorney for Plaintiff,
Box 325, Albany, Oregon.