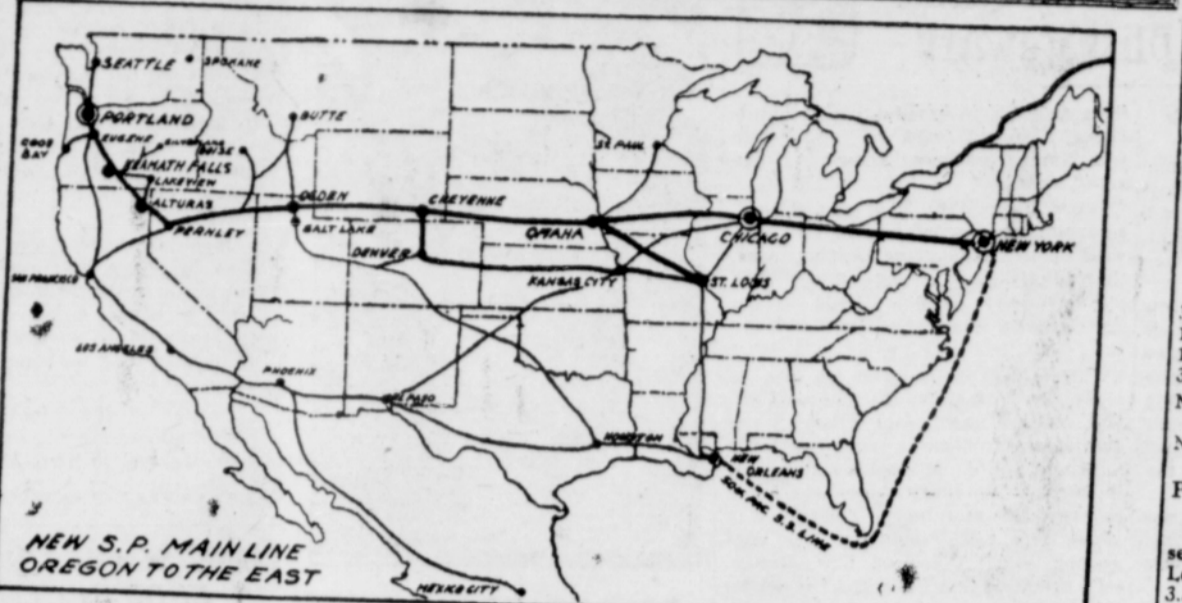


**MILTON SILLS**  
in  
**The Knockout**  
**FIGHT! FIGHT! FIGHT!**  
a thrilling drama of two-fisted  
action staged in the wilds  
of Canada  
— Now playing in Portland —  
COMING  
Next Sun.—Mon.—Tues.  
Oct 25—26—27  
**GLOBE ALBANY**



**CAPTAIN INMAN**  
Capt. J. B. Inman of Springfield, Ill., who was elected commander-in-chief of the Grand Army of the Republic at the national encampment in Grand Rapids, Mich.

**Southern Pacific's Railroad Construction Plans Will Provide New Direct Transcontinental Line To East**



Sketched in this map is the new direct transcontinental route from Oregon and the North Coast to the East via Klamath Falls, Ore.; Alturas, Cal.; Fernley, Nev., and Ogden, Utah, planned by the Southern Pacific Company.

**Halsey Happenings**

(Continued from page 1)  
Mrs. Mildred McMahan has been wrestling with the flu.

Mrs. Jess Cross goes to her music classes in other towns in a new Ford coupe.

A. A. Tassing was at the grand lodge, K. of P., at Eugene a week ago tonight.

The bridges between here and Lake creek have been overhauled for the winter's exigencies.

James Rector has had Harold Stewart as a guest from Portland attracted here by the pheasants.

C. P. Moody's home, has been full of guests this week, some of them drawn here by the pheasant lure.

Mrs. M. M. Ward's daughter, Mrs. Froman of Albany, visited her and Mrs. Albert Miller early this week.

R. J. Miller and wife had Mrs. Miller's brother, Floyd Sperlin of Corvallis, and wife as Sunday visitors.

Cecil Dawson is boarding at the county jail instead of paying \$29.50 fine and costs for hunting without a license.

Frank Gansle is drummer in the Pine Grove orchestra and he and Mrs. Gansle and Leila were out there a week ago tonight.

Albert Jenkins, Clarence Gundersen and John H. Duncan, a high school student, pleaded guilty yesterday to having liquor in Lebanon and Frank Parrish, arrested with them, gave bail for appearance for trial.

Albany and Brownsville residence property has been invaded this week by pheasants seeking refuge from the out-of-town fusillade. It is against the law to fire guns in the cities. Halsey saw no change in it feathered population.

Fred Rogga died at Lebanon Saturday, aged 68.

R. R. Robnett of Holley was a Halsey visitor Monday.

Glenn Chance was over from Corvallis Monday.

The Albany pickle plant is being enlarged because more people are raising cucumbers.

Frank Venner, aged Brownsville civil war veteran and once a druggist at Halsey, is seriously ill.

J. Harvey and family have succeeded S. C. Wright in charge of Frank H. Porter's farm.

Joe Kirk and wife were weekend guests at W. R. Kirk's, while Joe put in some time after pheasants.

Mr. and Mrs. E. I. Pitts, Earl Odell and Rynell Cottage of Albany were Sunday guests at W. A. Muller's.

Mrs. Belvary Logan has gone for an extended visit with her daughter, Mrs. James Newman, at Corvallis.

Thad Young and Ed Skoll of Portland were guests at the Muller home Thursday and succeeded in bagging the pheasant limit.

J. Wigle, about 80, father of Ed and Oscar Wigle, is reported to have been killed by a bull on Ed's farm, near Brownsville Saturday.

The Baptist state chapel car is coming to Brownsville for a few months and the pulpit there will thus be filled for the next few months.

Mr. and Mrs. W. R. Kirk had as their guests at the opening of the hunting season the latter's brother, Dr. C. R. Templeton of Portland, and his friend, Dr. White, of the same city.

Al Savage was married to Miss Nellie Butler of Marshfield October 22. They are living on the place formerly owned by L. E. Walton, east of Halsey. Monday evening the young people were serenaded by the members of the Christian Endeavor.

**BRIEF GENERAL NEWS**

General Isaac R. Sherwood, 90, retired member of congress and civil war veteran, died in his home in Toledo, O.

Samuel Moffett Ralston, junior United States senator from Indiana, who died in Indianapolis was buried at Lebanon, Ind., Saturday.

Assurance that American bankers will not lend money to foreign governments against the administration's wishes has been given President Coolidge.

Industrial employment, regarded as a barometer of general business conditions, is increasing all over the country, the department of labor has announced.

Commander J. C. Hunsaker, assistant naval attaché at London, told the president's air board at its concluding session that the United States ranks third in air power among the nations of the world.

Shanghai, gateway port of China, fell into the hands of the new military ruler, General Sun Chuan-Fang, Chekiang commander. Without firing a shot 10,000 of his troops took possession of the city while 15,000 troops of General Tso-Lin, who have held the city for months, withdrew toward central China.

The Klamath and Lakeview basins will be made fully accessible and timber that nature has made tributary to those basins will find its proper outlet. The new lines will give the farming and live stock interests of both basins access to markets east and west, north and south, by the shortest lines possible and double tracked for the most part.

Mr. Sproule's testimony with respect to the new main line east from Oregon was based on applications of his company for authority from the Interstate Commerce Commission to construct a line of railroad from Klamath Falls on the new Natron cutoff line, southeasterly through the Tule Lake country, to the broad-gauged Nevada-California-Oregon at Alturas, thence via Ogden to the east.

The Southern Pacific line from Klamath Falls via Natron to Portland, the witness pointed out, is 117 miles less than to Portland via Bend over the proposed Oregon Trunk line. Mr. Sproule also cited the following comparisons of distances from Klamath Falls via Bend and Alturas:

"To Chicago, the line via Bend will be 551 miles longer by Great Northern and 277 miles longer by Northern Pacific."

"To St. Louis, the line via Bend will be 46 miles longer than the Great Northern and 19 miles shorter than the Northern Pacific."

"To St. Paul, the Alturas line will be 330 miles shorter than the Northern Pacific via Billings."

"To Kansas City, the Alturas line will be 368 miles shorter than the Northern Pacific via Billings." The witness said:

"Southern Pacific plans provide facilities for all traffic of the Klamath territory superior to those proposed by the Oregon Trunk and without duplication. We oppose entry into this

territory by that line as not in the public interest, but as representing a real detriment to the public through dividing between two lines a business which is not more than enough for the support of one. It is against the public interest to construct more railroads than are needed. Excess construction only results in a lame return upon the money put into the lines, with an inferior service by each of them and a burden upon the public."

Regarding the Klamath-Tule Lake-Oregon Trunk line, Mr. Sproule said: "If the application of O. C. & E. has the approval of the commission there is no question that the Strahorn line, in which the Southern Pacific will have a joint interest, will care properly for all traffic needs in the timber and valley country lying to the northeast and east of Klamath Falls and the Natron cutoff will care for the remainder, excepting only that which is adjacent to the Oregon Trunk rather than to the Klamath Falls."

"The Strahorn application includes the construction of a line to Lakeview and in his answers to interrogatories Mr. Strahorn mentions an understanding with the Southern Pacific for the use of this line as a through route for traffic between Oregon and Nevada. Speaking for the Southern Pacific, we would prefer that the commission pass upon the application for this particular construction without reference to the use of the line for the purpose stated. It is true that the Southern Pacific has at different times considered the possibility of this line as part of a through route, but it has also had under consideration other routes from Klamath Falls to reach its Central Pacific main line, but not passing through Lakeview. In fact, we have reached a decision and have publicly announced what we want to do in this respect. We have applied for permission to construct a line from Klamath Falls to Cornell and have concluded that the most suitable through route for a connection with our Central Pacific main line will be to continue the proposed Klamath Falls line across Tule Lake to a connection with N. C. O., as planned in 1908, but not having determined upon the place at which it would connect, we originally applied to the commission for permission to build to Cornell. Since this hearing has been called our engineers have made further reports which point to the general direct and serviceable route, and we have, on October 2, filed with the commission in Washington formal application for authority to construct accordingly."

Open Up Farming District  
"Construction of a line from Klamath Falls to Cornell will open up to rail transportation some 150,000 acres of farming or pasture land. It is not expected that the local traffic will itself prove sufficiently remunerative for a long time, but we ask the commission to consider in connection with our present application that this is part of a through line from Oregon to Nevada, Utah and east via Nevada-California-Oregon Railway, with Central-Pacific through Ogden."

As to construction expenditures, Mr. Sproule said: "Expenditures of over thirty-six and

"Southern Pacific plans will give Portland and Oregon a new direct transcontinental line to the East, so located on the one hand to serve the greatest agricultural and timber sections of Oregon, and on the other hand, provide a mid-continental route giving these sections direct service to the major part of the United States." This was the central point made in the testimony of William Sproule, president of the Southern Pacific Company, before the Interstate Commerce Commission at the Oregon Railway hearing before Director of Finance Charles D. Mahaffie at Portland, October 9.

"Locally, Southern Pacific proposals," said Mr. Sproule, "first promote the natural development of territory in Oregon on the Nevada-California-Oregon Railway, including the timbered areas in the Lakeview Basin; second, through our taking an interest in the Oregon, California & Eastern road, those lines will be extended to make available the timber resources tributary to the Sprague River and the Williamson and Sycan rivers; third, through the Natron cutoff we will serve the Cascade and Klamath region.

"The Klamath and Lakeview basins will be made fully accessible and timber that nature has made tributary to those basins will find its proper outlet. The new lines will give the farming and live stock interests of both basins access to markets east and west, north and south, by the shortest lines possible and double tracked for the most part."

Mr. Sproule's testimony with respect to the new main line east from Oregon was based on applications of his company for authority from the Interstate Commerce Commission to construct a line of railroad from Klamath Falls on the new Natron cutoff line, southeasterly through the Tule Lake country, to the broad-gauged Nevada-California-Oregon at Alturas, thence via Ogden to the east.

The Southern Pacific line from Klamath Falls via Natron to Portland, the witness pointed out, is 117 miles less than to Portland via Bend over the proposed Oregon Trunk line. Mr. Sproule also cited the following comparisons of distances from Klamath Falls via Bend and Alturas:

"To Chicago, the line via Bend will be 551 miles longer by Great Northern and 277 miles longer by Northern Pacific."

"To St. Louis, the line via Bend will be 46 miles longer than the Great Northern and 19 miles shorter than the Northern Pacific."

"To St. Paul, the Alturas line will be 330 miles shorter than the Northern Pacific via Billings."

"To Kansas City, the Alturas line will be 368 miles shorter than the Northern Pacific via Billings." The witness said:

"Southern Pacific plans provide facilities for all traffic of the Klamath territory superior to those proposed by the Oregon Trunk and without duplication. We oppose entry into this

territory by that line as not in the public interest, but as representing a real detriment to the public through dividing between two lines a business which is not more than enough for the support of one. It is against the public interest to construct more railroads than are needed. Excess construction only results in a lame return upon the money put into the lines, with an inferior service by each of them and a burden upon the public."

Regarding the Klamath-Tule Lake-Oregon Trunk line, Mr. Sproule said: "If the application of O. C. & E. has the approval of the commission there is no question that the Strahorn line, in which the Southern Pacific will have a joint interest, will care properly for all traffic needs in the timber and valley country lying to the northeast and east of Klamath Falls and the Natron cutoff will care for the remainder, excepting only that which is adjacent to the Oregon Trunk rather than to the Klamath Falls."

"The Strahorn application includes the construction of a line to Lakeview and in his answers to interrogatories Mr. Strahorn mentions an understanding with the Southern Pacific for the use of this line as a through route for traffic between Oregon and Nevada. Speaking for the Southern Pacific, we would prefer that the commission pass upon the application for this particular construction without reference to the use of the line for the purpose stated. It is true that the Southern Pacific has at different times considered the possibility of this line as part of a through route, but it has also had under consideration other routes from Klamath Falls to reach its Central Pacific main line, but not passing through Lakeview. In fact, we have reached a decision and have publicly announced what we want to do in this respect. We have applied for permission to construct a line from Klamath Falls to Cornell and have concluded that the most suitable through route for a connection with our Central Pacific main line will be to continue the proposed Klamath Falls line across Tule Lake to a connection with N. C. O., as planned in 1908, but not having determined upon the place at which it would connect, we originally applied to the commission for permission to build to Cornell. Since this hearing has been called our engineers have made further reports which point to the general direct and serviceable route, and we have, on October 2, filed with the commission in Washington formal application for authority to construct accordingly."

Open Up Farming District  
"Construction of a line from Klamath Falls to Cornell will open up to rail transportation some 150,000 acres of farming or pasture land. It is not expected that the local traffic will itself prove sufficiently remunerative for a long time, but we ask the commission to consider in connection with our present application that this is part of a through line from Oregon to Nevada, Utah and east via Nevada-California-Oregon Railway, with Central-Pacific through Ogden."

As to construction expenditures, Mr. Sproule said: "Expenditures of over thirty-six and

Mrs. Hannah Cummings and J. A. Stevenson and wife were visited Sunday by Mrs. G. G. Stevenson, daughter of the former and daughter-in-law of the latter.

At Wednesday night's meeting of the Rebekahs Mrs. Addie Moody was elected noble grand to fill the vacancy caused by the removal of Mrs. Robnett to Corvallis. Little Vivian Frum played 5 piano solo and there was a grand feast of good things. Mrs. A. Tussing, Curtis and Enid Veatch, George Hockensmiah, Thomas Jackson, Mrs. Pauline Kline, Mr. and Mrs. E. L. Strange and Mrs. Al Stevenson of Corvallis, and from Albany Mesdames Hallie Ingle, Ruth Dowling, C. H. Kirk, Dora Bowers and A. J. Hodge were guests.

Mites and lice seem to enjoy hot weather, for this is the season when they thrive best and multiply most rapidly.

Sweet clover is perhaps a more rapid soil builder than alfalfa but the former, in addition to improving the soil, makes the best hay crop that can be grown.

Alfalfa plantings in western New York last spring show that stands without a nurse crop sowed in June after the soil had been well cultivated are now the best.

**TORRANCE**  
**Reconditioning Shop**  
Raybestos Hi-speed Brake Service Station  
212 East First st., Albany, near the skating rink  
Phone 379

**Halsey Railroad Time**

North	South
32, 3:24 a. m. flag	17, 12:09 p. m.
16, 5:15 a. m.	15, 12:45 p. m.
18, 8:16 a. m. flag	33, 8:12 p. m. flag
34, 4:08 p. m.	31, 1:34 p. m. flag

Nos. 14 and 16 stop to let off passengers from south of Eugene.  
No. 31, direct connection for Marshfield points.  
Passengers for south of Eugene should take train No. 17.  
Halsey-Brownsville stage leaves Halsey at 7 a. m. and 12:15 and 8:18 p. m. Leaves Brownsville at 7:40 a. m. and 3:35 and 8:45 p. m.

**Outgoing Mail**  
At the Halsey postoffice mails close going north at 11:50 a. m. and 5:20 p. m.  
Going south, 11:10 a. m. and 5:20 p. m.  
To Brownsville, 6:20 a. m. and 12 m. Morning stage to Brownsville goes on to Crawfordsville, Holley and Sweet Home.

**Paid-for Paragraphs**  
(5c a line)  
The advertising sale of the Harrisburg Bargain store will be open only until Saturday night next, but there will always be good bargains in house furnishings at this store.  
For sale—Brood Sow, bred, Inquire Paul N. Bierly, Harrisburg.  
The Harrisburg Bargain Store's advertising sale closes Saturday evening. Halsey people please remember.

During the balance of September and the month of October yearly subscriptions for the Oregonian will be taken at \$5 for the daily and \$7 for daily and Sunday and I will discount 25c on every subscription received.  
J. W. Redor.

House furnishings at the Harrisburg Bargain Store always at attractive prices, but for the rest of this week, including Saturday evening, during the advertising sale, there will be special inducements in prices.  
Old papers for sale at 5c a bundle at the Enterprise office.

If you need anything in the house furnishing line you cannot do better than visit the Harrisburg Bargain House during the advertising sale, which continues only the rest of this week.  
Fred Burke, Brownsville blacksmith, took yesterday morning's stage for Brownsville. He was on his way home from a California trip and says Greeks and Japanese are conspicuous in California's population. He had difficulty in finding restaurants conducted by white people, which he prefers, in Sacramento and Stockton. In the latter city a labor union man directed him to "the only white restaurant in town" and complained bitterly of fellow union members who patronize foreign restaurants while white caterers starved.

RURAL ENTERPRISE  
contains more good reading each week than any other Linn county weekly. See partial list of contents at top of page 1.

**\$1.50 a year**  
or if you act quickly you can join the  
**Lucky Dollar Class**  
which is still open. Paper starts when paid for; stops on expiration in this class.  
**One Year for One Dollar**  
Can you get more for the money?  
Something now for farmers in every issue.

**A. F. L. RE-ELECTS GREEN**

Convention Votes Against Formation of New Party.  
Atlantic City, N. J.—William Green of Coshocton, O., was unanimously re-elected president of the American Federation of Labor.

All other officers also were re-elected by acclamation.  
Detroit, Mich., was selected as the 1928 convention city of the federation.

The federation voted, after an animated debate, against the formation of an independent labor party.

Abolition of the railway labor board because of its "futility and absolute uselessness in dealing with controversies arising between the men and management in transportation affairs," was urged in a resolution passed by the convention.

**Windigo?**

Did you ever see a  
Did you ever hear one?  
Brent Steele catches one in a fatal trap in George Marsh's story, "The Valley of Voices," soon to appear as a serial in

RURAL ENTERPRISE