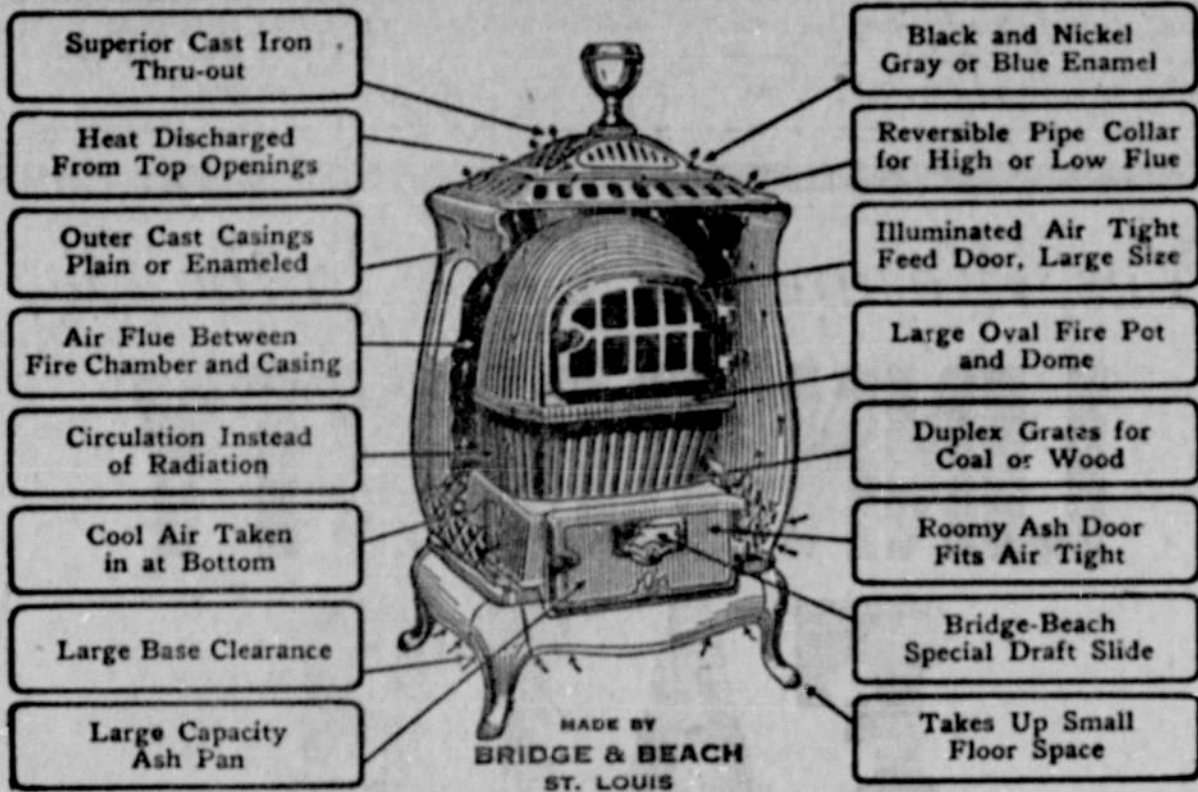


SUPERIOR CIRCULATOR

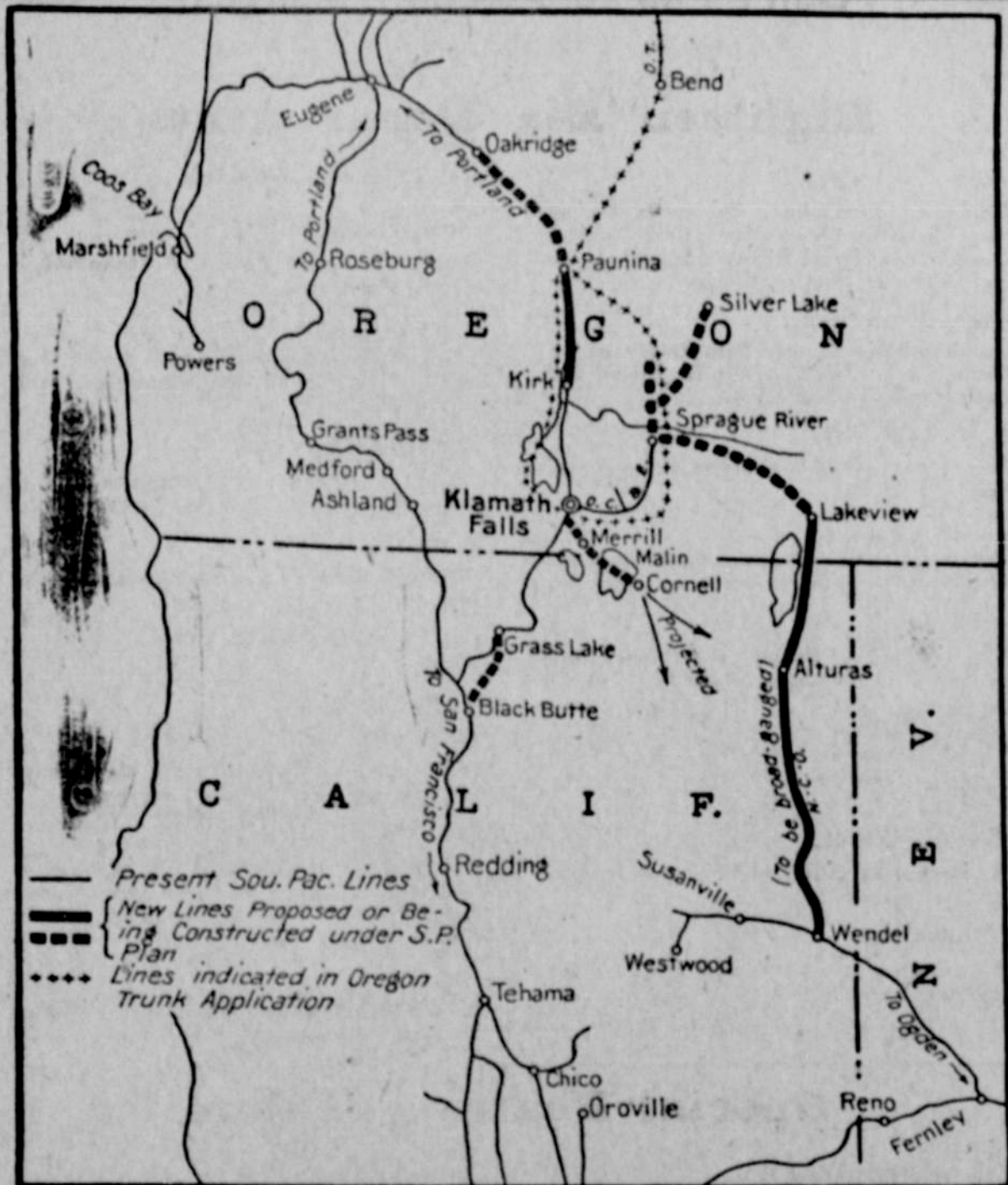
Distributes a Comfortable Warmth Thruout Several Connecting Rooms



Ideal for Use in Houses Having no Basement for a Furnace
 Price \$87.50 For Sale by **R. M. CAIN**

Also Agency for Heatrolas, the Parlor Furnace, and Lang and Universal Ranges

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 Ogden. 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 Ogden 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 Ogden, 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 a 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 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.

For Sale—Cheet Seed, 32 pounds for 50c. See A. L. Arnold, route 1, Scio, Oregon. 4tf

University of Oregon

The UNIVERSITY of OREGON contains:
 The College of Literature, Science and the Arts with 22 departments.
 The professional schools of Architecture and Allied Arts—Business Administration—Education—Graduate Study—Journalism—Law—Medicine—Music—Physical Education—Sociology—Extension.

For a catalogue or any information write The Registrar, University of Oregon, Eugene, Oregon.

The 50th Year Opens September 24, 1925

This ad is addressed TO

You

If you are on the farm, we have the

Lumber

you need to repair your barn and sheds.

If you are in town, we can supply you with what you need.

We Deliver.

J. W. Copeland Yards

QUALITY : SERVICE

Second and Calapooia
 Phone 275 ALBANY, ORE.