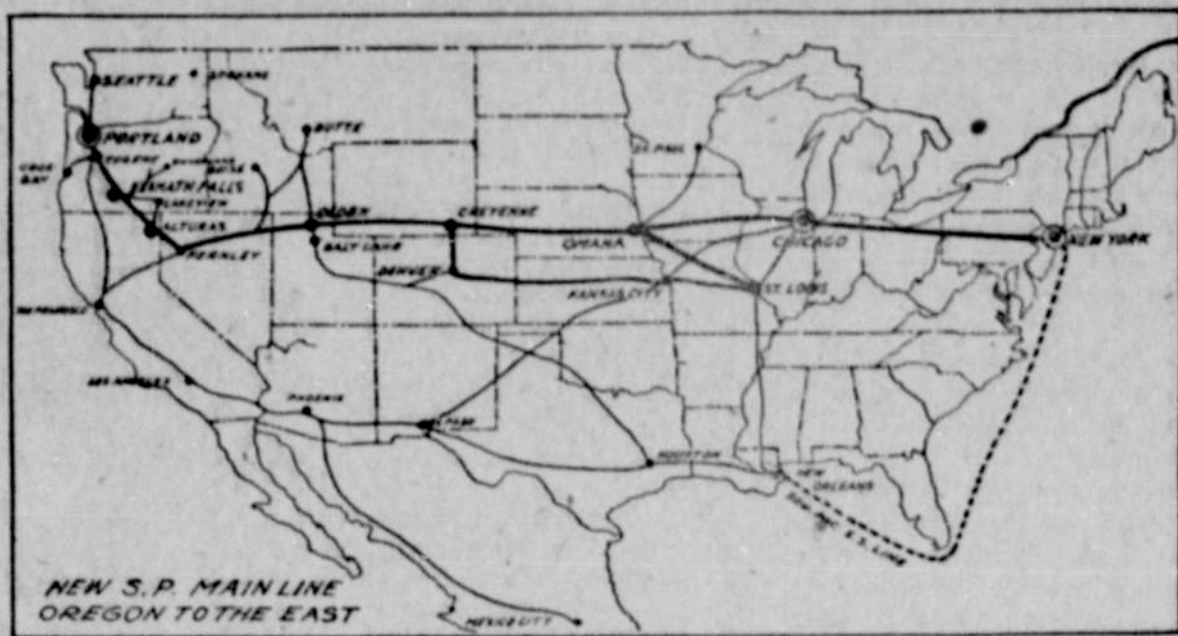


Southern Pacific's Railroad Construction Plans Will Provide New Direct Transcontinental Line To East



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

"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 Shortest Line

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 208 miles longer by Great Northern and 277 miles longer by Northern Pacific.

"To St. Louis, the line via Bend will be 581 miles longer by Great Northern and 435 miles longer by Northern Pacific.

"To St. Paul, the Alturas line will be 46 miles longer than the Great Northern and 19 miles shorter than the Northern Pacific.

"To Omaha, 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-Alturas line, Mr. Sproule said: "If the Oregon Trunk Line is not built and 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 1903, 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 direction of Alturas as the more 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

one-half millions of dollars for the Natron line passing through Klamath Falls have an intimate bearing upon these applications, one of which, to wit, that of the Oregon Trunk, would imperil this large investment, while the other will safeguard it. Further and proposed investments of \$15,029,000 are those with which this hearing directly deals, these consist of our interest in the O. C. & E. Railway and its proposed extensions, proposed investment in Nevada-California-Oregon Railway and the standard gauging of that road, the proposed construction by Southern Pacific from Klamath Falls to Cornell and its extension from Cornell to Alturas. On the Natron line, now nearing completion, we will have spent \$36,565,000, which, with the \$15,029,000 covered by our present applications, will make our total investment from Black Butte summit via Grass Lake to Klamath Falls, Natron and Springfield on the one hand, and from Klamath Falls to Fernley and Lakeview on the other hand, total \$51,594,000.

"We wish to supplement and strengthen the greater investment by improving the service and giving it greater dispatch." After noting that Southern Pacific development plans in South Central Oregon were tied up for years by the Central Pacific litigation, Mr. Sproule said:

Why Did They Wait?

"It may be pointed out that the Oregon Trunk interests were unhampered by government intervention and litigation such as we experienced and were free and able to undertake construction at any time since they reached Bend in 1911. So why did they wait fourteen years until the Southern Pacific had received permission to complete its Natron line and had made very heavy expenditures in consequence? Why did they wait until Mr. Strahorn had perfected his plans and built forty miles of his railroad and made application for extensions? Application by us for permission to build a line to Bend to participate in the lumber traffic there would be quite as much in order, and as little serve public convenience or necessity.

"Finally, as to the Oregon Trunk: Why have they been silent and made no move during the long years of our pioneering, in which we have been in good faith making such large investments in the Klamath region, which has become productive through the enterprise of its citizens conjointly with ourselves? The obvious reason is that they have been waiting for us to put our money into this region for its development and, after we have done so, then come in at small expense to themselves to take from us the just rewards of our enterprise. We have invested all the money and taken all the chances. Had our enterprise failed it would have been our misfortune to have borne the loss. Yet now we are threatened with the misfortune of being unable to carry our plans to their natural conclusion, because the proposed extension from Bend would divert to Trunk lines to the north, which have contributed nothing to the development of this region, that business which the Southern Pacific as the parent line may fairly claim to have earned by construction and service."

Valuable "Don'ts"

The users of electricity can help hold the number of avoidable accidents to the minimum is suggested by the Oregon Public Utility Information Bureau, when lists the following "Don'ts" as worth putting into practice:

Don't fool with bare wires, even at home. Results are likely to be

shocking, if not fatal.

Don't leave the cord attached to the electric iron when not in use. If you want to see a house burn, go to the movies.

Don't use the electric vibrator in the bath tub, even though it probably would make future bathing unnecessary.

Don't hang lamp cords on nails. The nail will get the "juice" and

your insurance may have lapsed.

Don't turn on an electric light when standing in a bath tub, if you wish to turn on another anywhere.

Don't hang light bulbs against wood or cover them with paper or other inflammables. Confining them produces heat and heat produces fire.

Subscribe now—\$1.75 the year

Notice of School Meeting

NOTICE IS HEREBY GIVEN to the legal voters of School District No. 95, of Linn County, State of Oregon, that a SCHOOL MEETING of said district will be held at the City Hall in Scio, Oregon, on the 13th day of November, 1925, at 2:00 o'clock in the afternoon, for the purpose of discussing the budget hereinafter set out with the levying board, and to vote on the proposition of levying a special district tax.

The total amount of money needed by the said school district during the fiscal year beginning on June 30, 1925, and ending June 30, 1926, is estimated in the following budget and includes the amounts to be received from the county school fund, state school fund, elementary school fund, special district tax, and all other moneys of the district:

BUDGET

ESTIMATED EXPENDITURES			
Personal Service:	No.	Salary per Year	
Principals	1	\$1800 00	\$1800 00
Teachers	2	1125 00	2250 00
Teachers	3	1035 00	3105 00
Janitor	1	450 00	450 00
Clerk	1	75 00	75 00
Total			\$7680 00
Material and Supplies:			
Supplies (chalk, erasers, etc)			\$ 50 00
Domestic Science Supplies			75 00
Janitor's supplies			50 00
Fuel			225 00
Light			50 00
Water			60 00
Postage, stationery and printing			50 00
Total			\$ 560 00
Maintenance and Repairs:			
Building and grounds		\$ 125 00	\$ 125 00
Indebtedness:			
Warrant, and interest thereon		\$ 500 00	\$ 500 00
Transportation of pupils			
Insurance			\$1000 00
Emergency			\$ 50 00
Emergency			\$ 500 00
Total estimated amount of money for all purposes during the year			\$10415 00

ESTIMATED RECEIPTS

From county school fund during the coming school year	\$1200 00
From state school fund during the coming school year	220 00
From elementary school fund during the coming school year	1000 00
Estimated amount to be received from all other sources during the coming school year	3500 00
Total estimated receipts, not including proposed tax	\$ 5920 00
RECAPITULATION	
Total estimated expenses for the year	\$10415 00
Total estimated receipts, not including proposed tax	5920 00
Balance, amount to be raised by district tax	\$ 4495 00

The indebtedness of District No. 95 is as follows:

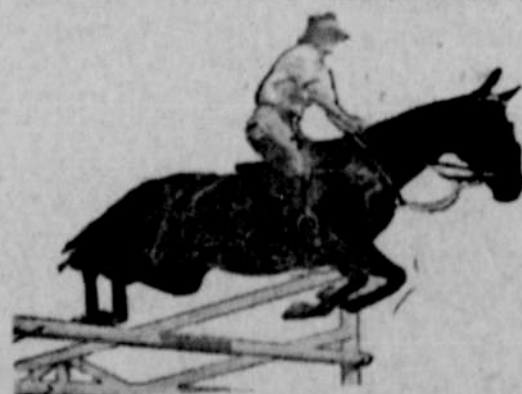
Total warrant indebtedness	\$2466 33
Total amount of all indebtedness	2466 33

Dated this 22d day of October, 1925,

MRS. LILLIAN SIMS, Chairman Board of Directors

Attest: CORA CALAVAN, District Clerk.

America's Greatest Horse Show



MRS. ROGER PEIRCE OF HOLLYWOOD, CALIFORNIA, ONE OF THE COUNTRY'S MOST NOTED RIDERS, AND HER HUNTER, "JOHN PEEL."

The Pacific International Horse Show, Portland, Oct. 31st to Nov. 7th, again takes the front of the stage in 1925 with the largest offering of premium money in America.

\$28,000 for the 85 classes to be shown of which \$19,000 is in stakes—seven of \$2,000 and five of \$1,000—make this a phenomenal prize list. The stake events are: Olympic Hotel, Seattle, \$2,000, for five-gaited horses; Seattle Horse Show Association, \$2,000, to be shown in two divisions as follows: \$1,000, five-gaited mares and \$1,000, five-gaited stallions and geldings; Northwestern National Bank, \$2,000, for roadsters; Portland Chamber of Commerce, \$2,000, for heavy harness ponies; Sovereign Hotel, \$2,000, hunters and jumpers; Portland Hotel, \$2,000, heavy harness horses; Multnomah Hotel, \$2,000, three-gaited horses; W. F. Turner, \$1,000, junior five-gaited horses; Henry Thiele, \$1,000, Shetland ponies; Olds, Wortman & King, \$1,000, polo mounts; Benson

Hotel, \$1,000, fine harness horses; and Imperial Hotel, \$1,000, six-in-hand driving.

The greatest series of horse shows ever known is being held now in California at Stockton, Sacramento, Ventura and Pomona, all former shows being augmented by a flood of newly purchased show horses. According to General Manager O. M. Plummer of the Exposition and Horse Show Manager, A. P. Fleming, a train load of livestock, of which 14 carloads are horses, will come from the east to Portland this fall, as will all the horses now showing in California.

The result of these additions will unquestionably enable the Pacific International to break the size and quality records now being made in the south.

The growth of the horse show feature of the Pacific International is one of the most significant facts of the comeback of the horse.

Tell the Advertiser you saw his ad in The Scio Tribune; he'll appreciate it.