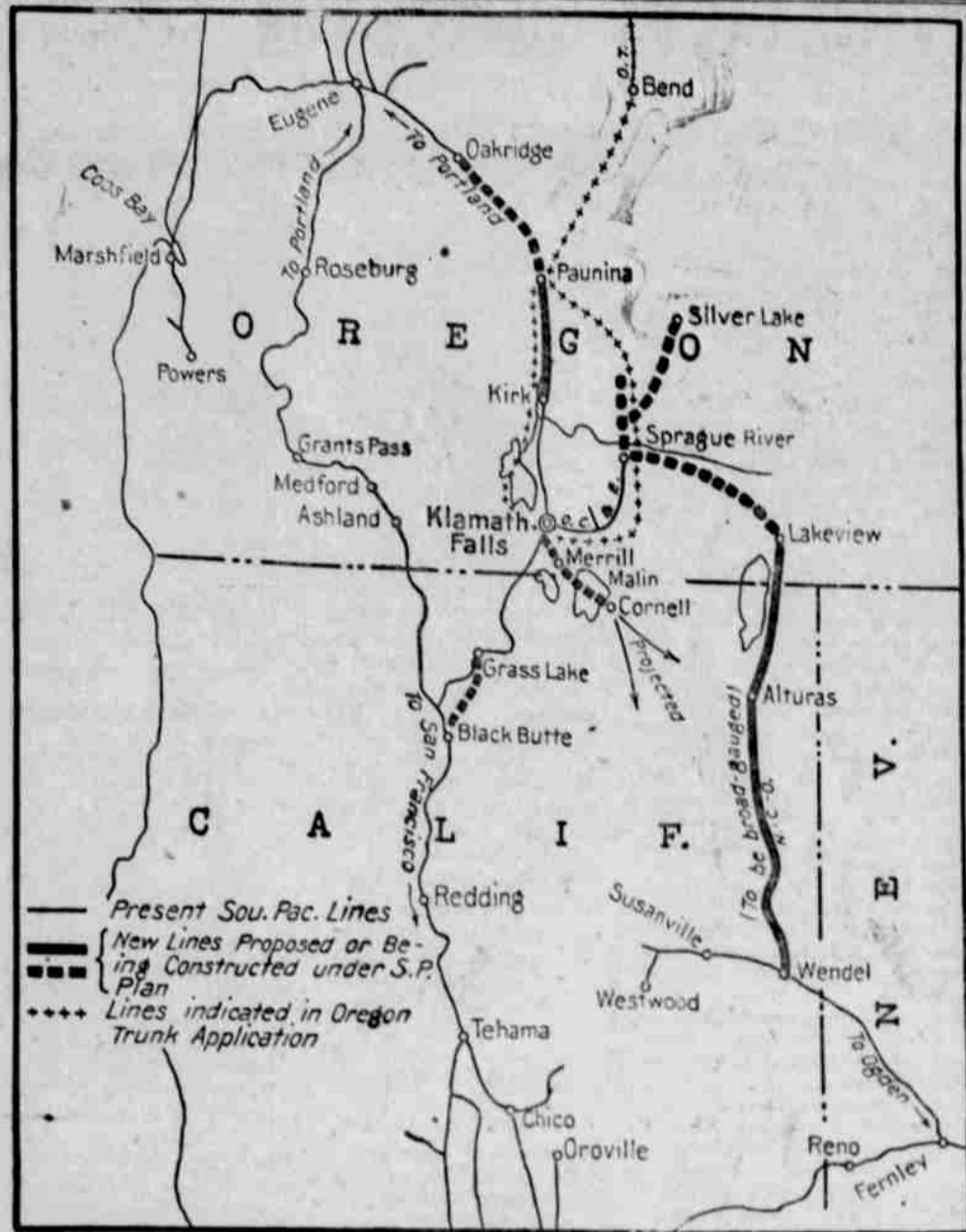


Map Showing Southern Pacific's Program for Railroad Development in Southern Oregon and Northern California



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 Willamson 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.

With 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 1923 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 efforts 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 given 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 the 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 indication, 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 other, 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 B. Hoopes.

The Best Plan
"Don't worry about anonymous letters. The best thing is not to open them at all!"—From Buen Humor, Madrid.

Catarrrhal Deafness
Is often caused by an inflamed condition of the mucous lining of the Eustachian tube. When this tube is inflamed you have a rumbling sound or imperfect hearing. Unless the inflammation can be reduced, your hearing may be destroyed forever.

HALL'S CATARRH MEDICINE will do what we claim for it—rid your system of Catarrh or Deafness caused by Catarrh.
Sold by all druggists for over 40 years. F. J. Cheney & Co., Toledo, Ohio.

LEXINGTON ECHOES

Jack Little of Portland, a recent visitor with Mr. and Mrs. W. G. Hill, came down from the mountains bringing his deer.

Lloyd and Willie Wright are now in charge of Fredricksson's carriage.

The family of Ernest Christensen is now in Lexington for the school year. They are living in Alec Hunt's house across Willow creek.

Daisy Wagner who lives near Pilot Rock, is in Lexington to at high school. She is at the home of her aunt, Mrs. W. G. Scott.

P. W. Allison and daughter Marie were in Lexington from Hood River on Friday and Sat. At that time Mrs. Allison who is in Hood River Hospital, was slightly improved in health. Since Mr. Allison's return to Hood River, relatives here have word that Mrs. Allison's condition was very serious.

Mr. and Mrs. Ray White, who left Lexington by auto some days ago, have located in San Francisco where Mr. White will become a student in a school of chiropractic. The many Lexington friends of Mr. and Mrs. White wish him success in his new line of work.

Mr. and Mrs. Lawrence Palmer will leave soon to reside in Forest Grove where Elmer and Kenneth will enter the public schools and Misses Alice and Marlan will become students at Pacific University.

Vernon Lorenzen who is employed at the Vedders Garage, made a trip to Bend Saturday to visit relatives.

Ernest Christensen and Cliff Fridley have gone to Canada where they expect to remain during the harvest season.

Glenn Shears will leave soon for Corvallis where he will enter

Mrs. Loui D. Durman of Portland who spent a week with her friend, Mrs. Florence Beach, left on Wednesday of last week to visit her son, Barton Peck, near Heppner.

Miss Gladys Bengel left last week for Walla Walla where she will become a student at Whitman College.

Mrs. Florence Beach will leave Wednesday for Portland where she will spend the winter with her sister, Mrs. V. B. Raymond.

Mr. and Mrs. Lawrence Palmer drove to Forest Grove on Thursday of last week. They returned to Lexington on Saturday.

Kari Beach and Lawrence drove to Walla Walla Saturday. Lawrence enters upon his second year at Whitman this coming term. They were accompanied to Bendleton by Miss Daphne Harcel who has been spending some time at the home of Mrs. W. G. Scott.

Englishmen Not Wanted
Ninety per cent of the foreign correspondence clerks employed by the export firms in Great Britain are for Englishmen, many of whom work for little or no wages in return for the knowledge and experience they pick up.

Some Long Sentences
It was an old theory that acts of parliament should consist of a single sentence. It required the authority of a special statute in 1859 to allow draftsman to insert full stops in acts of parliament.

It Grows Hair
or Your Money Back
Thousands of women are growing new hair and putting an end to scalp ailments with the new Van Eas method of treatment. Van Eas Liquid Scalp Massage makes it easy to give the scalp proper care and to have a head of abundant and glorious hair. The rubber nipples on the patent applicator feed the treatment directly to the hair roots and at the same time gently massage the scalp. Ask us about our money back 90-day treatment plan. We give you a positive guarantee.

BANKERS HELP

A bank in Mooravia, Ind., tests seed corn for farmers. A basement room was fitted out last season for the purpose and 25,000 ears were tested for fifty-six farmers. One-fourth of the seed tested last year was unfit for seed. This year the percentage will run even higher. The work is done under the supervision of the high school agricultural teacher. He reports that the community will have a surplus of seed corn this year.

The banks of Conway, Ark., have offered prizes for the most marketable sweet potatoes produced on one acre of land. A first prize of \$150 is offered, along with three district prizes of \$50 each. The county agent and the banks are working out the details. The County Bankers Association will help to employ a full time county leader this year for boys' and girls' club work in Calhoun, Cherokee and Buena Vista counties, Iowa.

Agates
Agates are found universally and are much used in cut and polished, for ornaments and jewelry. The principal supply comes from Uruguay and Brazil, in South America, whence they are sent to Oberstein, in Germany, where their polishing is an important industry.

Wild Animal Pelts in 1875
The following prices prevailed in aboriginal products: Black bear, \$5 to \$10; badger, 50 cents; mink, \$1.00 to \$2.50; martens, \$2 to \$3; otter, \$5 to \$8; buffalo robes, \$5 to \$10; porcupine (severe), 17 cents a pound; moose leather, \$5 to \$7; skins, 10 cents.—Winnipeg Free Press.



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The College of Literature, Science and the Arts with 22 departments. The professional schools of Architecture and Allied Arts—Business Administration—Journalism—Law—Medicine—Music—Physical Education—Sociology—Literature.
For a catalogue or any information write The Registrar, University of Oregon, Eugene, Oregon.
The 50th Year Opens September 24, 1925

Eckhardt, the Faithful
A legendary German hero is Eckhardt the faithful, who, tradition says, appears in Elbechem, Holy Thursday night, and drives people into the street if they will not see the processions of the dead that passes by.

Right—O
Chronology wouldn't be so bad if it devotes less time to the past and more to the future.—Fairmount (W. Va.) Times

Attention Farmers

DON'T Be Inconsiderate With Yourself

When you come to know that your fuel is almost gone. It pays to investigate fuel prices at **THE FARMERS.** When you are in need of fuel at reasonable prices—**See Us.** **Farmer's Elevator Co.** Ione, Oregon.

Last Night—and This
James Whitcomb Riley

Last night—how deep the darkness was! And well I knew its depths, because I waded it from shore to shore, Thinking to reach the light no more.

She would not even touch my hand— The winds rose and the cedars fanned The moon out, and the stars fled back in heaven and hid—and all was black!

But ah! To-night a summons came, Banned with a teardrop for a name, For as I wondering kissed it, lo, A line beneath it told me so.

And now the moon hangs over me, A disk of dazzling brilliancy, And every star-tip stabs my sight With splintered glitterings of light!