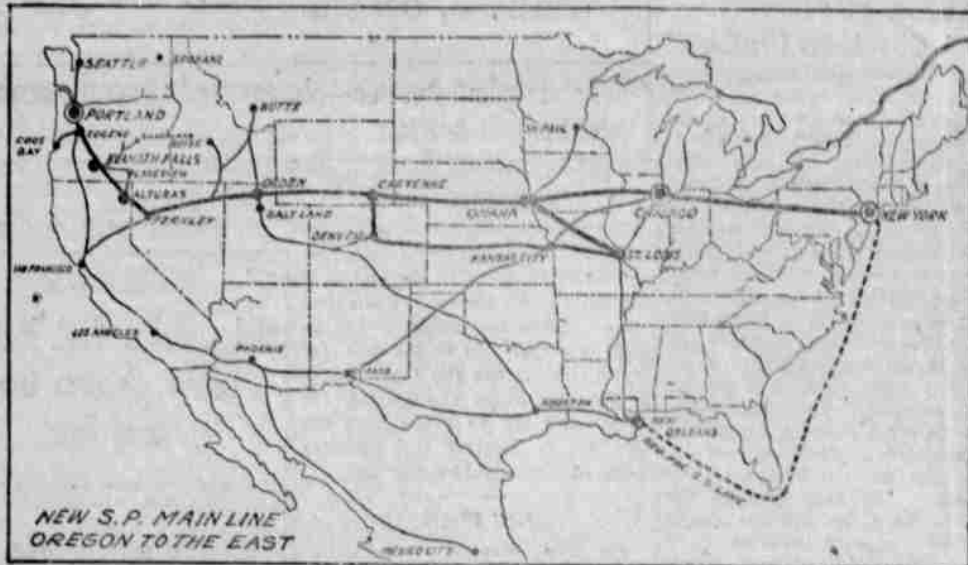


Southern Pacific's Railroad Construction Plans Will Provide New Direct Transcontinental Line To East



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-continent 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 2.

"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 268 miles longer by Great Northern and 277 miles longer by Northern Pacific.

"To St. Louis, the line via Bend will be 551 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 370 miles shorter than the Northern Pacific via Billings.

"To Kansas City, the Alturas line will be 365 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 Straborn line, in which the Southern Pacific will have a joint interest, will serve 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 main line to the Klamath Falls.

"The Straborn application includes the construction of a line to Lakeview and in his answers to interrogatories Mr. Straborn 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 always been under consideration other routes from Klamath Falls to reach the Central Pacific main line, but passing through Lakeview; in fact, we have reached a question and have publicly stated what we wish to do in this respect. We have applied for permission to construct a line from Klamath Falls to Cornell and have endeavored that the most suitable through route for a connection with the 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 been raised 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 farm 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 \$15,023,000 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 also invest \$24,500,000, which, with the \$12,000,000 covered by our present applications, will make our total investment from Klamath Falls to Ogden via Great Lake to Klamath Falls, Natron and the proposed extension on the one hand, and from Klamath Falls to Fernley and Lakeview on the other hand, total \$36,500,000.

"We wish to supplement and strengthen the greater investment by 'improving the service and giving it prompt dispatch.' After noting that Southern Pacific development plans in the Pacific Northwest were filed up in 1907 by the Central Pacific through Mr. Straborn 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 applied for a permit 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. Straborn had perfected his plans 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 a 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 a 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 that come in at small expense themselves to take from us the fruits of our enterprise. We have invested all the money and taken all the chance. 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 on plans to their natural conclusion, because the proposed extension from Bend would divert to Trunk line, 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."

NOTICE OF BOND SALE. NOTICE IS HEREBY GIVEN that the undersigned will receive sealed bids until 10 o'clock a. m., the 10th day of November, 1935, and thenceforward thereafter the bids received by the public opened by the County Clerk at the County Court Room 355 Court street in Hagerman, O. C., for the purchase of an issue of 1000 of Murray County for the completion of public roads therein. The sum of One hundred thousand dollars, said bids to be in denomination of \$1000 each, numbered 1 to 1000 inclusive, by date October 1, 1935, and to mature in numerical order as follows:

- 1 to 5 \$500.00 on October 1, 1931;
- 6 to 10 \$500.00 on October 1, 1932;
- 11 to 15 \$500.00 on October 1, 1933;
- 16 to 20 \$500.00 on October 1, 1934;
- 21 to 25 \$500.00 on October 1, 1935;
- 26 to 30 \$500.00 on October 1, 1936;
- 31 to 35 \$500.00 on October 1, 1937;
- 36 to 40 \$500.00 on October 1, 1938;
- 41 to 45 \$500.00 on October 1, 1939;
- 46 to 50 \$500.00 on October 1, 1940;
- 51 to 55 \$500.00 on October 1, 1941;
- 56 to 60 \$500.00 on October 1, 1942;
- 61 to 65 \$500.00 on October 1, 1943;
- 66 to 70 \$500.00 on October 1, 1944;
- 71 to 75 \$500.00 on October 1, 1945;
- 76 to 80 \$500.00 on October 1, 1946;
- 81 to 85 \$500.00 on October 1, 1947;
- 86 to 90 \$500.00 on October 1, 1948;
- 91 to 95 \$500.00 on October 1, 1949;
- 96 to 100 \$500.00 on October 1, 1950;

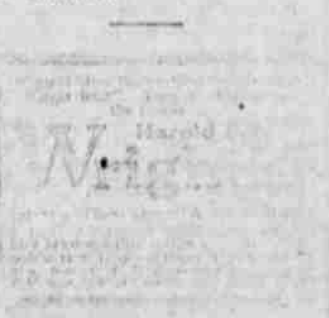
The bids to bear interest at the rate of 6 per cent per annum, payable semi-annually on the first days of April and October, and interest payable to the holder of the bonds at the office of the County Clerk in Hagerman, O. C., at the first office of the County Clerk in New York City. All bids must be unconditional and accompanied by a certified check for \$250.00.

The Court reserves the right to reject any and all bids. The approving legal opinion of Harry T. Ford, County Clerk, Hagerman, O. C., and J. M. Anderson, County Clerk, Hagerman, Oregon, is hereby given.

RAY M. ANDERSON, County Clerk, Hagerman, Oregon, (SEAL)

Poultry Department of the Pacific International Bird Show

Over in the County Department of the Pacific International, there will be tier after tier of the best birds to be found anywhere in the country. This show is considered one of the most important in this part of the world and birds will be sent from all parts of the compass. The poultry people have the proud distinction of judging their stuff out quicker than any other part of the live stock show, and when the people come early in the week they will find the ribbons all in place. It is always crowded with interested fanciers and those who enjoy good live stock. This year will be no exception to years gone by. The laying coops always prove a source of great interest and an inspiration to the fanciers themselves. Seems as if the birds themselves producing eggs day after day know just about how their score stands on the various coops and the last Saturday night would make one inclined to think that every hen felt it her duty to lay two eggs. If this were not against the rules and regulations of Superintendent Shearer.



University of Oregon
The University of Oregon is located in Eugene, Oregon. It is a public university and is one of the largest in the Pacific Northwest. The university offers a wide variety of undergraduate and graduate programs in a wide range of fields. The University of Oregon is a member of the Association of American Universities and is ranked among the top 100 universities in the United States. The university is known for its strong academic programs and its commitment to research and scholarship. The University of Oregon is a great place to study and to live. It offers a beautiful campus and a vibrant community. The University of Oregon is a great choice for anyone looking for a high-quality education in the Pacific Northwest.

Frankness in Filching
The old-time sharper with the gold brick had his good points. He didn't call it a worthy cause.—Baltimore Sun.

YOUR HANDS Do most of your work. Why neglect them when a bottle of Cream Lotion will keep them fit.

25ct & 50ct
"Family size \$1.00, 1 pint."
Manufactured and guaranteed

BY
Bullard's Pharmacy
The Kodak Filing Station

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.

LET US FORGET

JAMES WHITCOMB RILEY

LET us forget. What matters it that we
Once reigned o'er happy
realms of long ago
And talked of love, and let our
voices low,
And ruled for some brief sessions
royally?
What if we sung, or laughed, or
wept maybe?
It has availed not anything, and so
Let it go by that we may better know
How poor a thing is lost to you and me.
But yesterday I kissed your lips,
and yet
Did thrill you not enough to shake
the dew
From your drenched lids— and
missed, with no regret
Your lass shot back, with sharp
breaths failing you:
And so, today, while our worn eyes are wet
With all this waste of tears, let us
forget!

Copyright 1914, The James Whitcomb Riley

Taste
The tongue is divided into three regions of taste, the first of which is chiefly sensible to pungent and acid tastes, the middle portion to sweet or bitter, while the back is confined entirely to the flavors of roast meats, butter, oils, and rich and fatty substances.

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 Ess method of treatment. Van Ess 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.

Pacific International Live Stock Exposition

PORTLAND OREGON
Oct. 31 - Nov. 7

\$90,000 in Premiums
SEE THE BEST IN THE LAND

With entries coming in from over the entire country, the 1935 Pacific International Live Stock Exposition, Inc., will present the greatest show of livestock ever shown under one roof in America. See thousands of Holsteins, Jerseys, Guernseys, Shorthorns, and Friesians in addition to the Poultry and Dairy Shows, Land and Industrial Product Exhibits and the world famous Horse Show.
REDUCED FARES ON ALL RAILROADS

Pacific International Live Stock EXPOSITION

Portland Oregon October 31 to November 7.