

The Evening Herald

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TUESDAY, DECEMBER 27, 1921

AUTO TRUCKS VS. FREIGHT TRAINS

The following interesting article was written by J. J. Miller, local agent for the Southern Pacific, who has made a deep study of all matters pertaining to transportation:

The Roman Empire realized the importance of adequate transportation facilities and made provision to meet their demands. A principle feature in their system was to construct and maintain highways leading to the city of Rome and jealousy guarded their every interest whereby a mighty empire was built and maintained for several centuries leading the world's commerce. Each generation has been confronted with transportation problems from the immemorial as is the present situation complicated with its intricate diverging interests.

The steam railroad solved the problem to all mankind for a considerable time. Capital was interested in the development and encouraged to invest. Large tracts of territory was opened up to agricultural pursuits. The forest penetrated with a leading artery to the market. Mankind prospered and forged ahead. The country's natural resources were now available to the use of humanity.

With the natural human instinct to grasp and master the elusive unknown, mankind developed the automobile which we all accept as among the leading gifts to civilization. It is indispensable to society and we have no desire whatever to retard its progress nor condemn its existence. But let us summarize briefly the resultant consequence. Society became intoxicated with enthusiasm in its mad pursuit of pleasure and profit. Expensive highways were constructed paralleling to a very great extent the rails of the common carrier who weathered the pioneering in developing the resources of mountain and plain.

The auto truck then made its advent in commercial enterprise. First as a means of rapid delivery of goods within the city's boundary lines. Later to the farm and forest, gradually engaging in the business of a common carrier, but without the regulation that is imposed upon the large trunk lines who must bear the burden of maintaining the bulwark of our commercial intercourse with the world.

The auto truck is now in every state in the union operating over these public highways that are kept up by taxation of which a generous portion of the burden being placed upon the railroads. These trucks are not controlled by the Public Utilities Commissions in all states, nor do they come under the regulation of the Interstate Commerce Commission who are emphatically dictating the policies of the railroads. The railroads are obliged to purchase a franchise, build and maintain a road bed, furnish sufficient equipment, at an exorbitant price, and this same equipment cannot be utilized at a profit during the entire season.

When the harvest has moved these high priced cars and locomotives are sidetracked to deteriorate until such time as they can be put back in service. The interest on moneys invested however goes right along and when it is realized that box cars, or as a matter of fact any rolling stock will depreciate more rapidly than the same amount of capital invested in a stationary structure some idea of the tremendous overhead that is ever facing the railroad will be appreciated.

Let us view the local situation, which to many of us is more comprehensive, as we are not in a position to discuss the national question of auto truck transportation. Let us take just one railroad. The Southern Pacific paid the state of Oregon in 1920 about \$1,110,000 taxes, Klamath County receiving about \$34,978. Klamath Falls 25 years ago had a population of a few hundred, today it is recognized as one of the best little cities in the west with a population of some 8000 people. The Southern Pacific is furnishing employment to about 100 men who are

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MISCELLANEOUS
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FOR RENT—Four rooms and bath. Steam Heat—Over Army store. Suitable for an office or apartment. Inquire Army Store. 24-29
FOR SALE—New bob sled—never used—Cost \$135.00—will take \$65.00. Frank Tunnell, 220 Grant St. 22-27\*

Board & room in private family. Phone 73R. 23-26
SEE OUR CRATER LAKE Pictures before you buy elsewhere. Stinson Photo Shop. N25R.
SAVE 20 TO 50 PERCENT on your Xmas presents. Winters Jewelry Store. 11.

STEAM HEATED rooms \$2.50 per week. Large, well lighted lobby, shower baths. New winter rates. Central Hotel, J. T. Ward, Mgr. 9th.

maintaining families. The pay roll being around \$125,000 per year. This together with the taxes paid will aggregate better than \$180,000 per annum to Klamath Falls.
This is just one small item among the many advantages that are reckoned as assets to this community. It might be said that the railroad is getting paid for its service. True, otherwise operation could not continue. The overhead of a railroad must continue whether its earning power keeps up or not. During the summer season the auto trucks operated between Ashland & Medford and Klamath Falls taking what they cared to carry. This merchandise rightfully belonged to the Southern Pacific as they had daily service and operated on a schedule. The auto trucks discontinued operation immediately when the weather became stormy leaving the railroad to battle with the elements and give us the service we need until summer comes and the sun shines again. Then the auto truck will be in evidence again but only during favorable weather.
The Southern Pacific paid for loss and damage during the past year over \$2,000,000 dollars which we may accept as a criterion of its desire to be fair. And demands that its employees be courteous and thoughtful of the welfare of all patrons.

Oregon is a wonderful state and her resources are largely undeveloped. She is demanding highways, which we believe she is rightfully entitled to. These highways are being capitalized as an attraction to the tourist travel. The maintenance will be nominal after they are once constructed. It might be well for us to look into the auto truck transportation along its specific line. It is stated that the maintenance cost of state highways in New England advanced from \$100 a mile to \$1,500 a mile since motor vehicles came into general use. This is only a quotation and it may be greater or smaller in various sections of the country. We do know that the auto truck destroys the road and that it does not keep up the overhead carried by a railroad. Anyone desiring to start an auto truck can with a few dollars and a little credit procure a truck, make monthly payments and operate while the traffic is satisfactory discontinuing when he gets ready. This the railroad cannot do. The railroad must get franchises, construct roads, purchase equipment, assume the liabilities placed upon them by the Public Commissions, obtain permission to start operating on a schedule and then maintain that same schedule and if it is desired to discontinue operation permission must first be authorized by the commission.

It would seem to me that co-operation and not competition in this instance would result more advantageously to all concerned. In the public demand auto truck service some system whereby the truck operator would be assessed for the use of the highway, and its upkeep should be adopted at once. This seems to be among the foremost subjects demanding public attention at the present time and the quicker it is adjusted the sooner your railroads will be healthier, stronger and in a better position to offer superior service.

Improving conditions throughout the entire country.
"The American Railway Express Company handles approximately one million shipments a day or nearly four hundred million shipments a year." Mr. Taylor goes on to say: "The elimination of the Tax will relieve the American Railway Express Company of an immense amount of labor which has been involved in calculating, entering on waybills and collection of tax, not to mention the expense of checking and accounting entailed."
"The Treasury Department has requested express carriers to advise all claimants who have claims pending, for overcharges, or who file such claims after December 31st, 1921 that claims for refund of tax should be filed separately on Treasury Department Form No. 46, with the Commissioner of Internal Revenue within four years from the time tax was paid, claim being barred by statute of limitations if received after such time."
Mr. J. J. Parker pointed out that as the Revenue Act becomes effective January 1st, 1922, the tax on all shipments forwarded "prepaid", on or before December 31st, will be collected. On shipments forwarded "collect" and arriving on or after January 1st, the tax will not be assessed.

The neighborhood of Moodus, Connecticut, used to be celebrated for subterranean sounds known as "Moodus noises." Sometimes eight or ten reports, like the firing of small arms, were heard in 5 minutes, and again the noise was like cannonading or thunder. Slight earthquakes were probably the cause.
NOTICE OF PRESUMED DEATH IN THE COUNTY COURT OF THE STATE OF OREGON IN AND FOR KLAMATH COUNTY
In the matter of the estate of Anna Diederichsen Amussen, Deceased. Notice is hereby given that satisfactory proof has been adduced in the above entitled Court that the above named Anna Diederichsen Amussen has not been heard from for more than seven years last past and sufficient and satisfactory proof having been adduced to establish the legal presumption of the death of the said Anna Diederichsen Amussen. Notice is hereby given that the said Anna Diederichsen Amussen shall furnish, present and submit satisfactory proof of her continuance in this life within twelve weeks from the date of the first publication of this notice, or the heirs of the said Anna Diederichsen, if deceased, shall furnish satisfactory proof of her death and of their right to inherit said estate within twelve weeks from the date of the first publication of this notice.
Given under the order of the Honorable R. H. Bunnell, Judge of the County Court of Klamath County, Oregon, as per order entered the 12th day of December, 1921. Date of the first publication of this notice the 20th day of December, 1921.
(C. R. DELAP County Clerk of Klamath County, Oregon.
By ALLEN SLOAN, Deputy.
E. L. Elliott, Sugarman Building, Klamath Falls, Oregon, Attorney for said estate. 20-27

SHOE REPAIRING—Best leather, best prices. Open evenings. Jack Frost, 119 S. 6th. \$ 31.
\$50 REWARD
I will pay \$50 reward for the arrest and conviction of the party or parties that stole from my ranch in Horsefly Valley, the night of Dec. 16th, one Lakaview Saddle, Chain stamp, one black pair chaps, one pair chinks, one \$20 bridle. L. Gerbar. 21-29

PUBLIC SAVING HUGE
Elimination of War Tax on Express Important to Shipper
The public will save approximately \$1,500,000 a month as a result of the elimination of the War Tax on express shipments, according to Geo. C. Taylor, President of the American Railway Express company. An announcement to this effect was made today by J. J. Parker, the local express agent.

The "Revenue Act of 1921" eliminates the War Tax of one cent on every twenty cents and fractions thereof in transportation charges on all express shipments. This tax during the year of 1920 amounted to \$17,502,918. The average transportation charge for each express shipment was approximately \$1.50 and the average war tax for each shipment was eight cents. The elimination of the tax, therefore, Mr. Taylor states, will virtually amount to a decrease in rates of a little over five per cent. Mr. Taylor believes that this should have a tendency to stimulate business and thereby accelerate the rapidly

HAD SUFFERED FOR SIX TIMES

PORTLAND MAN IS ON HIS FEET AGAIN AND SAYS HE'S FEELING LIKE A BOY.

"The way Tanlac put me on my feet beat anything I ever saw," said R. J. Platt, 899 East Couch St., Portland, Ore.

"For six years I had indigestion of the worst sort and finally my whole system seemed to give way. I lost so much strength and energy I could hardly swing my hammer to rivet bolts and I began to be afraid my working days were over. I was bothered a good deal by constipation too.

"Tanlac helped me from the very start and now I am just brimful of life and energy as a boy. Tanlac did for me in a few weeks what I had been trying for years to get other medicines to do."

Tanlac and Tanlac Vegetable Pills are sold by druggists everywhere.

NOTICE TO CREDITORS
Notice is hereby given that the undersigned has been duly appointed Administrator with will annexed of Estate of Albert L. Bragg, deceased, by the County Court of the State of Oregon for Klamath County; and all persons having claims against said estate are notified to present same to said Administrator within six months from date of this notice. Dated, December 20th, 1921. ARTHUR R. WILSON, Administrator with will annexed of Estate of Albert L. Bragg, deceased. Dec. 20, 27, Jan. 3, 10, 17

Federal Power Commission

In compliance with the Federal Water Power Act (41 Stat., 1053) notice is hereby given that the Fort Klamath Meadows Company, Klamath Falls, has filed application covering power development on Anna Creek approximately from the southern boundary of the Crater Lake National Park to a point in Section 25, T. 32 S., R. 6 E., W. M. Any objection to such application, or request for a hearing thereon, together with any briefs, reports, or other data for which consideration is desired, should be submitted to the Executive Secretary, Federal Power Commission, Washington, D. C.

N29 D 6 13 20 27 J 3 10 17.

NOTICE FOR PUBLICATION

Not Coal Land
Department of the Interior
U. S. Land Office at Lakeview, Oregon, Dec. 3, 1921.
NOTICE is hereby given that Benjamin H. Lewis, of Bly, Oregon, who on June 1st, 1917, made Homestead Entry, No. 010354, for W 1/2 SW 1/4, SE 1/4 SW 1/4 Sec. 28; NE 1/4 SE 1/4, Section 29, Township 35S., Range 14 E., Willamette Meridian, has filed notice of intention to make commutation of said land.

Claimant names as witnesses: A. L. Richardson, E. W. Whetstone, G. S. Boyd, all of Bly, Oregon, George Elliott, of Bonanza, Oregon. Notice will be published for five consecutive weeks in the Klamath Herald. F. P. LIGHT, Register. D 6 13 20 27 J 3.

Monuments NOT the departed ones be honored even in the grave. Let the sculptured marble direct our footsteps to the scene of their long sleep; Let the chiseled epitaph repeat their names and tell where repose the nobly good and wise. —Longfellow.
Klamath Falls Marble and Granite Works
1040 Main St. Klamath Falls

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The Hotel Oregon
BROADWAY AT STARK PORTLAND, ORE.
Its convenient location in the heart of the city's activities—and its proximity to the Shopping and Amusement centers during the Holiday Season, is merely another of this famous hotel's attractions.
ARTHUR H. MEYERS MANAGER

24 Rounds - BOXING - 24 Rounds
At McDonald's Hall, Dec. 29
MAIN EVENT—SIX ROUNDS
EARL RITCHIE, Klamath Falls vs. JACK DOWNEY, San Francisco
SPECIAL EVENT—SIX ROUNDS
KID HARRINGTON, Chiloquin vs. KID VINCENT, San Francisco
PRELIMINARIES—FOUR ROUNDS EACH
BOB ALLEN vs. YOUNG RITCHIE
SAILOR HALL vs. SAILOR CHILDERS
YOUNG FITZSIMMONS vs. "TUFFY" ANDERSON
At the Old Popular Prices
Gen. Adm. \$1.10 Ringside \$2.20

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CAN YOU BEAT IT?
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Tonight - Show Starts at 6:30
The Big Men who build the great cities, erect the Towering Bridges over roaring floods in sky-clasping canyons and tame the flaming forces of Nature to serve the sons of men are of the type of "The Grouch" portrayed by
WM. S. HART IN "THE ARYAN"
From the Brainstuff that dreams are made of he converted the city of "Broken Hopes" into the city of "Golden Hopes," using six-shooters as his vanguard, Decency as his rear guard, Love as his Quartermaster and "Smile" as his battlecry. A truly marvelous characterization by a genius who touches the highest peaks of screen artistry.
And a Clever Comedy "Dr. Jekyll and Mr. Hyde"

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