

TODAY'S ROBBERIES

BROWNVILLE, Pa., March 12.—Six bandits today held up a trolley car near here and stole a \$20,000 pay roll from two officers of the W. J. Rainey & Co. store at Alliston, Pa.

Elmer Hill, who was accompanying the officers as a guard, was shot, but not seriously wounded. The bandits escaped in an automobile.

PITTSBURG, Pa., March 11.—Four bandits today held up and robbed two paymasters for the Bernard Glockler company at Penn avenue and Twelfth street, and escaped with \$10,000.

PERSONAL MENTION

Mrs. Floyd Harris, who has been here for the past week visiting her father, R. J. Hammond, left yesterday morning for Oregon City. She will be the guest of her sister there for about a week before returning to her home in Lewiston, Idaho. Before coming here she spent two months in San Francisco with her uncle, Rufus Moore. She was also the guest while here of her cousin, Miss Maude Baldwin and her friend, Mrs. Leslie Rogers.

Jimmie Foster who has been very ill at his home with pneumonia, is reported to be very much improved today.

L. Gerber, a prominent stockman of Langell Valley is a business visitor here.

Mrs. William Sanders returned last night from Ashland where she has been visiting relatives for the past week.

Mr. and Mrs. Ray Hunsaker and son, Leo, who reside in Mills addition are all confined to their home with influenza.

D. W. Glascock, representing the Holt Manufacturing company, of Stockton, California, is here on business for his company. He is registered at the White Pelican hotel.

Al D. Short, manager of the White Pelican hotel here, and also the Washington hotel in San Francisco is here for a few days to look after business.

Robert Davis and H. C. Davis, ac-

companied by their wives, are registered at the White Pelican hotel from Swan Lake where they operate a lumber mill. They will remain here until the arrival of their father who is expected soon from the east.

M. A. Goldsmith is registered at the White Pelican hotel from Oregon City.

C. R. Rowman was a passenger on this morning's train for Dorris where he will meet Mrs. Rowman and little daughter, Alice, who are returning from a month's visit in Palo Alto with relatives.

Louis Hoagland of the Buick Sales and Service company left yesterday morning for San Francisco for a short business trip. He expects to return here about Wednesday.

Oscar Brenneman returned to Copco this morning after spending about six days in this city.

R. V. Mallory is registered at the Hall hotel from Chiloquin where he operates a garage.

Among yesterday's arrivals at the Hall hotel are E. A. Page, Fort Klamath; Edgar L. Furber, Midland; S. W. Walker and E. W. Whetstone, Bly; Mrs. G. W. Fischer, Chiloquin; W. D. Kelly, Chico; H. R. Prentice and H. P. Rasmussen, Medford.

S. E. Icebice, a rancher residing in the Pine Grove district is a business visitor in this city today.

Levi McDonald and crew of vaqueros left this morning for his stock ranch in Langell valley with about 250 head of cattle from the Ankeny ranch, where the cattle wintered. It is a prime bunch of cattle, being composed principally of blooded Durhams, with a sprinkling of Herefords, and in splendid condition.

CONDITIONS IN RUSSIA

(Continued from Page 1)

skin clad bones of the famine corpses, one seizes the dominant motive of the new Russian act. There was an unreality about their presence, cabarets, sodawater, futuristic verse.

"In piles they were badly tangled up and had to be released like stiff puzzles. Dropped into the graves they made noises like wooden things of the same weight and shape. They had been men, women and children. About 50 came every day."

The psychological factor of relief work among these distressing conditions, Dr. Dickinson declared, was a factor to be considered. As a rule, he explained, the relief agents work alone, and the psychological effect of conditions around them is worth a serious consideration as in arctic exploration or in jungle travel.

NEW TODAY

ENTRAY—Strayed or stolen from the poor farm last Friday night, two brown work mares, roached mane, weight about 1200 pounds. Anyone seeing them please notify J. H. Short of phone 15F13 13-15

FOR SALE—About 45 tons of alfalfa hay near Midland at \$6.00 ton; about 135 tons alfalfa hay near Struckel bridge at \$5.00 ton; and 27 tons alfalfa hay one-half mile from Ojeme at \$6.00 ton. Chilcote & Smith, 623 Main St., Phone 66. 13-14

TO TRADE—One or two lots or motor boat for good used light car. Box T. E. H. Herald. 13*

To whom it may concern: On and after this date Mrs. I. M. Tetz is not authorized to collect any bills due A. H. Hale or Klamath Falls News agency. 13-16

LOST—Brindle bulldog. Reward. Mrs. Straghan, 1715 Johnson Ave. 13-14

FOR RENT—Modern completely furnished apt. 58 Main. 13-16*

Smack 'Er in the Big Mitt!



Johnnie Walker, athletic catcher, holds up his big mitt as a target for the pitchers in spring training at Eagle Pass, Texas. Connie Mack may use him as a first baseman this season.

Letters from the People

NO COERCION

To the Editor: In order that the public may be reliably informed relative to the strike situation here and particularly as to the methods being pursued by the permanent relief committee, the undersigned committee makes the following statement:

A general committee composed of representatives from the central labor council and from each local union in the city including of course officers of the Timberworkers' Local Union No. 188, have full charge of all relief matters. Let it be understood that anyone soliciting funds or supplies for relief are not authorized to do so unless bearing credentials from the committee, under signature of chairman and secretary of same.

The relief kitchen is being operated for the sole purpose of supplying meals to those who are on strike and who require such assistance. Each individual must secure an order from the committee in order to obtain such relief. We positively announced that no charges are being made for the meals served. The committee has selected a number of women members to conduct the operation of the kitchen and have given them full charge of its direction.

In the matter of sleeping quarters, housing, etc., the matter is being handled by the same general committee.

As to members who have families arrangements have been made to take care of each individual case as it comes to the notice of the general committee.

We desire to take advantage of this opportunity to express our sincerest thanks and appreciation to those who have so generously contributed to this relief in the way of finances or supplies.

That there may be no misunderstanding, the contributions of whatever nature from the good people of Klamath Falls are considered their free-will offering, and that in soliciting such relief in the past or future there is no attempt at coercion or compulsion intended or implied. While we feel keenly the necessity of as generous a support as possible to those in distress, we urge that it is the actual right and privilege of each person to give or not to give as their hearts dictate to them.

Any rumor that people who do not give will be ostracized or boycotted is unfounded and without warrant. Any rumors contrary to the above statements should be discredited and ignored.

This committee will be glad at any time to receive any individual citizen or group of citizens that may desire information or be desirous of giving suggestions or council to the end that the best interests of the community and its citizenship be conserved.

General committee, W. D. MCCOY, Secretary, JAS. GRAYSON, Chairman.

Salem, Oregon, March 11, 1922.

To the Editor:—The Oregonian in its editorial, "Inwardness of Terminal Rate Case," of the 10th inst. would give us to understand that the last word has been said on the subject of the intermediate rate situation by the brief of counsel for the Portland traffic and transportation association, in the Pacific coast terminal case.

It is stated that if the inter-mountain country would read the brief with open minds we would at least

begin to realize that we would profit by rail competition with water lines and would be injured if the railroads should be forbidden to so compete. The arguments set forth therein are almost verbatim with the arguments advanced by the carriers in support of water competition more than thirty years ago and the position still maintained by them as well as the rate favored localities involved. Not one single new argument has been advanced by either.

Realizing that preferential rates have been the most essential element in determining the growth of cities and influencing manufacturing activities in the United States, particularly in the eastern portion thereof, coast terminal points have joined with the carriers in adopting a policy that will be a vital influence in the growth and pre-eminence of favored localities on the coast by the construction of additional manufacturing and distributing establishments, thus causing our vast interior country to remain for all time merely a producing territory, served locally by "cow towns" and mining camps.

Should the railroads and terminal points succeed in their application before the Interstate commerce commission—a condition will obtain which will permit coast points to grow and prosper and the carriers to continue their age-old policy of dividing the territory served by them into producing, manufacturing and consuming territories in order to secure as many hauls as possible on all raw commodities before reaching the ultimate consumer.

In the early days of railroading, in order to bind the whole nation together and to encourage the use of railroads in thinly settled regions it was a necessary part of the railroad strategy to fix freight rates at the lowest possible point. As a result railroad freight rates were successively revised downward up to as late a period as 1916. Furthermore, the rates were arranged to give precedence to the long haul over the short haul. It was to the interests of the railroads, since they have made their profits on the long hauls, rather than short hauls, to keep manufacturing localized in the east where it first developed and to prevent wide decentralization of manufacturing in the western agricultural regions. The rates were also adjusted so as to give undue favoritism to the large eastern seaboard cities. This led to the building of great centers of population in the east, specializing in manufacturing and the wide despoliation of agriculture in the middle and far west. The result was a long haul for manufactured articles westward and the long haul of agricultural products eastward.

Some of the farm output was necessary to feed the congested areas in the east but in addition, large amounts of it were raw materials for the factories of the east. It is a little appreciated fact that factories secure three-fourths of their raw materials from farms and that fully one-half the farm products go long distances for manufacturing, packing, etc. Much of it then returns to the producer in its finished state upon which he pays two transportation charges.

The fixing of rates, as indicated, was a part of a necessary stage in the economic development of the United States and criticism cannot justly be leveled against it. Without such an arrangement it is difficult to see how a continent so quickly could have become a nation but the period when these things were necessary has

passed. The country is now settled from coast to coast. There is no need of keeping the industrial development of one region artificially stimulated and another artificially retarded. For other reasons not germane to this subject the whole railway industry is under intensive scrutiny and faces epochal changes.

The matter of the long haul and the short haul is likely to be changed in the general re-organization of the railway systems which is imminent. It seems likely that the railroads may soon be under the control of the government again and operated for service rather than profit, and some other reformation that seems probable in the adjustment of rates on the basis of service rendered. This means that rates will probably be placed upon a mileage charge, plus a charge for terminal facilities. If this occurs there will be a rapid decentralization of manufacturing, then localization of industry will no longer be profitable. Nearness to raw materials and especially nearness to market, will be recognized as factors to be considered in locating industries. The great centers of population in the east will be greatly affected. Without artificial support from the railroads the centers could not continue their industrial supremacy. Insofar as the eastern cities turn their attention to the manufacture of articles for export, the manufacturing plants could be retained and even increased. The commodities needed by the people living in the east also could be manufactured here in the region of growth or production and the consuming market in the west would be removed from the dominance of eastern manufacturers and supplied by factories of our own. Under equal and non-discriminatory rates the interior would very likely witness a rapid increase in its industrial activities.

All the natural factors favoring manufacturing and jobbing are to be found in the interior. Raw material from the farm and from the mines are easily available. Power and fuel are at hand and living is cheaper because of the prevalence of farms and manufacturing would rapidly increase the population of the interior and cause further development of our farm lands, which would help to share the present burdensome tax situation now levied upon the few. On the human side it is far more desirable to have a large number of relatively small factories and jobbing houses scattered through the small cities and towns than to have this business forever concentrated in the large coast cities.

H. H. COREY, Public Service Commissioner, Oregon.

The Eastside Improvement club will meet tomorrow evening at 7:30 at the Mills school. All those interested in planting trees in the park should attend.

T. E. WORSLEY, chairman. 13

Umatilla county to build 30 miles market roads in 1921.



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