

BILLY RAYMOND WINS FIRST IN GRAND FINALS

Bucking Contest Honors Go To Dorris Rider; Richardson Gets Second

Billy Raymond, a young cowboy from Dorris, California, won first place and the \$500 prize in the grand finals of the bucking contest at the rodeo Saturday afternoon. Boss Richardson, of Paisley was second, winning \$200. Red Parker, of Fort Klamath, Montana, Red Tate of Hulet, Wyoming, and Frank Smith of La Mond, California, tied for third place, splitting the third prize of \$50.

Billy Raymond was awarded the first prize because he qualified 100 per cent on three 100 per cent horses according to the judges. It was said by members of the Billy Rodeo association that he was the first rider to qualify 100 per cent on Black Demon during the four years that horse had been owned by the association.

In the grand finals Raymond rode Black Demon, Boss Richardson rode Bobby Pickett, Frank Smith rode McAdoo, Montana Red Tate rode Jack Denny's Red Parker rode Snappy John. Snappy John however refused to buck and later Parker was given another trial, this time on Dusty Nig. This horse failed to perform 100 per cent and Parker lost the opportunity to win first place.

The following official list of results in Saturday's events and in Saturday's finals was issued by the Billy Rodeo association:

Bucking Semi-finals
Qualified—Boss Richardson, Red Parker, Frank Smith, Montana Red Tate, Billy Raymond, Perry Ivory, Harry Brown.

Bucking Finals
Qualified—Frank Smith, Billy Raymond, Boss Richardson, Red Parker, Montana Red Tate.

Bucking Grand Finals
First, Billy Raymond, Dorris; second, Boss Richardson, Paisley; Red Parker of Fort Klamath, Montana; Red Tate of Hulet, Wyoming, and Frank Smith of LaMond, California, tied for third.

Half Mile
First, Luther Holbrook's, Moonlight, 29 3-5; second, Luther Holbrook's Derby; third, Mackey & Dunn's Milton Gerber.

Cowboy Race, Quarter Mile
Mrs. Dallas Gilvans on Yellow Jack, et, 28 3-5.

Consolation Bulldozing
Pat McCartie.

Roman Race, half mile
First, Jack DeLude, 52-5; second, Montana Red Tate.

Indian Saddle, quarter-mile
Rigg Schonchin, 28 1/2.

Novelty Race, Three-Quarter
Forty dollars for first at each pole. First pole, Charley Snelling on Slats; second pole, Holbrook's Derby; finish, Holbrook's Derby.

Indian Relay, Final
First, Joe Wilson; second, Elmer Johnson.

Thoroughbred Relay, Final
First, Luther Holbrook string; second, Ed Thompson.

Hopping Contest
First, Ray Bell; second, Ray Parker.

Chariot Race
First, Bly team, E. B. Henry; second, Klamath team, Jack De Lude.

Milking Contest, Friday
First, Bob Adams and Pat McCartie; second, Ray Bell and Everett Rigs. Time, 1:53.

Rodeo officials said the rodeo was a success in every way and that they were pleased with the outcome. The rodeo will be staged next year three days including July 4, and plans are already under way to make the forthcoming show far better than the present one.

The rodeo people were particularly pleased with the statement of Chas. R. Wade of Portland, representing the Oregon Humane society, that the stock here was the best cared for and in better condition than any he had seen at any rodeo in the state.

N. J. SINNOTT HERE FOR RECLAMATION MEET WEDNESDAY

Congress Says Little Political Significance Attaches to Visit; Would Learn District Needs

Congressman N. J. Sinnott arrived in Klamath Falls last night from Bend, where he attended the irrigation congress, and will remain until Thursday. His chief errand here is in connection with the investigation of reclamation matters, which will be held Wednesday before the board appointed by Secretary Fall.

Little political significance attaches to the trip, said the congressman. He is here to meet friends and get the views of his constituents. His opponent is making no campaign, Sinnott said and consequently Sinnott has no speaking schedule.

He has just completed a busy session at Washington and is here to familiarize himself with any new developments in the needs and problems of his district. As the president is expected to call a special session of congress early in November Congressman Sinnott expects to have no time to spare in getting acquainted with developments.

TWO NEW TEACHERS

Mrs. Blanche Coe and Mrs. June Reynolds Join City Schools

Two new teachers were added to the staff of the city schools this morning, according to J. P. Wells, superintendent.

Mrs. Blanche Coe, of Turner, Oregon, replaces Mrs. Mattie Carr as teacher of the seventh grade at the Riverside school. Mrs. Carr is going to take a course at the Oregon University to prepare for special teaching work. Mrs. Coe has been teaching in the junior high school at Turner.

Mrs. June Reynolds is an addition to the staff at Pelican Bay school. She comes from Salem where she taught in the girls industrial school.

DENY S. P. REHEARING

Supreme Court Reported to Have Refused to Reconsider Case

WASHINGTON, Oct. 9.—The supreme court today denied a rehearing of case in which the Southern Pacific was ordered to divorce itself of the Central Pacific. It also denied a rehearing in the Coronado coal case in which the miners' union was held not guilty of restraint of trade. The court granted Massachusetts' request to test the constitutionality of the federal maternity law.

SAN FRANCISCO, Oct. 9.—The supreme court decision today in the Southern Pacific case is in effect merely a declaration by the court that it will not change its interpretation of the Sherman Act in relation to this railroad matter, according to E. O. Edgeron, director of the shippers committee against dismemberment of the Southern Pacific and Central Pacific. The committee, he said, will continue to present evidence to the interstate commerce commission to show that the transportation act of 1920 permits the commission to continue the roads as a unified system.

The U. S. supreme court has denied a rehearing of the Southern Pacific-Central Pacific unmerger case, according to word received here today by J. V. Morrow of the Union Pacific from Arthur Spencer of Portland, general counsel. The only recourse the Southern Pacific has now is to the interstate commerce commission under the Esch-Cummins act, which gives that body power to group the main railroads of the country. It is understood, however, that the commission has no power to act over ruling of the supreme court.

WILL ADD DRY KILNS

Modoc Lumber Company Improvements to Total Over \$50,000

Construction of 10 new dry kilns will be started at once by the Modoc Lumber company. It was announced today by W. C. Van Emon. The total cost will be over \$50,000.

The contract has been let to Louis K. Porter.

LAND OPENING BOARD SUBJECT AT MEET HERE

Reclamation Men to Consider Tule Lake Question Next Wednesday

A. P. Davis, director of the United States reclamation service, E. B. Headley, superintendent of the federal experiment farm at Fallon, Nevada, and Glenn L. Parker, district engineer of the United States Geodetic Survey, of Tacoma, compose the board of review which will meet here Wednesday to consider opening of from 10,000 to 15,000 acres more of Tule Lake lands to homesteading, and other matters. The matter of compensation for J. Frank Adams for reclamation work on the Hanks marsh will be investigated at the session.

In his letter appointing the board Secretary Fall says:

"It is desired that the board consider the area of irrigable land in the Tule Lake division of the Klamath project which can at this time be opened to entry and also suggest a program of development for the opening of additional lands to ex-service men who have a preference right to make entry therefor."

Hanks marsh is a small area near the southeastern end of Upper Klamath lake, which has been partially protected from overflow by a levee. It is desired that the lands in this area be studied with a view to reporting on their agricultural value when properly protected from the waters of the lake, together with such other pertinent features as the board may deem advisable to report upon.

"The Klamath Falls post of the American Legion has expressed much interest in these matters, and it is therefore suggested that the board give an opportunity to the post to present its views and that it also afford the Klamath Irrigation District and other local organizations similar opportunity."

The first meeting of the board will be held Wednesday at the offices of the reclamation service, in charge of H. D. Newell, project manager.

NEAR EAST FILM

Alice in Hungerland, the Near East Relief film, will be shown by courtesy of Manager Poole as a part of the regular show tonight and also at 4 p. m. tomorrow, free to the children of the grade schools.

FARM PRODUCTS AT COUNTY FAIR BEST EVER SHOWN HERE

Exhibits Number 500; Many Deserving of Special Mention; Club Awards Given

Farm products entries at the county fair numbered about 500, a majority of which were of exceptional quality, while the exhibits as a whole were perhaps the best ever shown in this county, according to County Ag at Henderson.

Henderson cites the following exhibits as deserving of special attention: Main community display, numbering about 50 varieties including a cheese exhibit of the Malin cheese factory. The fruit displays of Mrs. Emma and Mrs. H. W. Short, who took first and second, respectively. The honey exhibit of the Woodhousen display at Merrill. Several pumpkins exhibited by Syd Evans. The butter exhibit of the Klamath Falls Creamery company. The first prize corn exhibit of Mrs. D. Ellis Young. A varied display of products, including turnips, napples and beets from Fort Klamath. The exhibit of Hagelstein of Arizona.

Numerous other exhibits were equally deserving of mention, he said, but the complete list of prize-winners has not been compiled as yet.

The poultry exhibit, according to Henderson, was somewhat more limited than it should have been, but good exhibits were shown by W. F. Jinnette, Mrs. Buesing, Mrs. D. Ellis Young, Elizabeth Demmitt, A. C. Bunnell and Mrs. Short, all of which were prize-winners in their respective classes.

The flower exhibit was not large in quantity, Henderson said, but was, exceptional quality. The prize-winners in this division were Mrs. Coseboom, Mrs. Parker, Mrs. Goeller, Mrs. Ruck, Mrs. Whitlock, Mrs. Getz, Mrs. Ulrich, Mrs. Hampton, Mrs. Jay, Mrs. Fisher and Mrs. Emmitt.

County Agent Frank Sexton today issued the following list of premium awards in the club exhibits:

Club Work, Premiums
Pogs, Div. 3. Daroc Jersey sows under six months—Leslie Stewart, first; Chester Enman, second; Donald Patterson, third; Carl McReynolds, fourth; Elmer Buesing, fifth and sixth.

Division 3, Daroc Jersey sows under one year—Charles Mack, first; Frank Hannenit, second; Virgil Stewart, third; Eugene Walton, fourth.

Division 3 Daroc Jersey sows over nine months and under one year—

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LUMBER FIRMS SIGN PETITION FOR S. P. ROAD

Interstate Commerce Commission Asked Not to Change Control

Ten firms representing a large proportion of the lumber industry of this region have gone on record as favoring Southern Pacific control of the Central Pacific in the present unmerger controversy, and have sent a joint petition to the interstate commerce commission at Washington asking that no change be made in the status of the two railroads. This was announced late Saturday by H. D. Mortenson of the Pelican Bay Lumber company.

Those who signed the petition were:

G. A. Krause, Klamath Lumber & Box company; A. J. Voyer, Big Lakes Box company; C. H. Daggett, Ewans Box company; Matt Egan, Algoma Lumber company; Alfred D. Collier, Swan Lake Lumber company; H. D. Mortenson, Pelican Bay Lumber company; W. E. Lamm, Lamm Lumber company; J. O. Goldthwaite, Modoc Lumber company; J. R. Shaw, Shaw Bertram Lumber company; J. B. Koek, Growers' Packing & Warehouse company.

The petition follows in full: After a careful consideration of the railroad situation in this section with reference to the unmerger of the Southern Pacific and the Central Pacific, we, the lumber manufacturers in Klamath County, who, according to railroad records, provide and originate fully ninety per cent of the freight tonnage of this section, desire to petition you to do everything in your power to so arrange the transportation systems in this section as not to disrupt the present arrangements as far as they affect the Southern Pacific and the Central Pacific.

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SCHOOL CLASSES DRAW

Interest Reported in Domestic Science Work of High School

A great deal of interest is being shown by the domestic art classes at the high school, according to Miss Olive Wilson, instructor.

The first year sewing class has an enrollment of 14. They are starting Christmas problems and are working on towels now.

The second year sewing class with an enrollment of 12 is doing posters showing appropriate school clothes for girls of various ages. They are soon to start various dress problems for the winters work.

MEDFORD DRIVER HAS BAD SPILL IN SUNDAY AUTO RACE

W. T. Jennings and T. E. Goodie Escape With Scratches When Spindle Bolt Breaks

Leading the field in the 35th lap, with two laps to go, the Ford special owned by T. E. Goodie, of Jacksonville and Medford, piloted by W. T. Jennings, turned turtle yesterday afternoon at the fair grounds, and lost the main event, a \$500 for all race for all makes of autos.

It was a spectacular spill but Jennings and his mechanic, Claire King, escaped with scratches, and the car with a few dollars worth of damage. The accident was caused by a broken spindle bolt.

The race was close and exciting and the spectators enjoyed them hugely, as the continual outbursts of cheers from the stands testified.

Incidentally, said Ed Dunham, one of the promoters, a couple of hundred persons viewed them without cost from the county road, showing their sporting spirit. The promoters lost \$157 but not a bit of enthusiasm and are planning for a big meet next summer. Yesterday's events were the first auto races ever held in Klamath county.

"Klamath has a track that is unsurpassed in the state for a half-mile track," said Goodie. "I consider it the equal of Medford's mile and one-eighth track. The turns need to be banked, but for a new track it is a dandy. There is nothing to beat it."

Three races were run, the purse totaling \$500.

E. Wenzel won the Ford stock car race and \$50. F. S. Snyder took second place and a \$25 purse.

T. E. Goodie was first in the race for specially built Fords, purse \$75. Wenzel took second money, \$25.

The free-for-all main event was won by P. H. Johnson in a Carmon special. Ed McGillray was second. The purses were \$200 and \$100.

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GIRLS SERVE LUNCH

Domestic Science Students at H. S. In Charge of Cafeteria

Advanced members of the domestic science department under supervision of Miss Olive Wilson, home economics instructor, are in charge of the cafeteria at the high school. Lunches are served at cost to encourage patronage and are open to teachers as well as students. The cafeteria at present is serving about 40.

The course gives the cooking class experience in menu making, large quantity cookery, and each have their certain problems to make for the days lunch.

The following girls are in charge, Irene Lewis, Nina Lathrop, Della Short, Mildred Lewis, May Witt and Thelma Brown.

A sample menu includes: Scalloped corn, 5c; Potato salad, 5c; Peach short cake, 5c; Hot buns, 3c; cocoa, 4c; total, 22c.

ALVARES PAYS FINE

Man Held on Liquor Charge Assessed \$300 and Costs

Lewis Alvares today paid the final installment of a \$500 fine fixed last week by Justice Gaghen, when he was brought into court on the charge of having a quart of liquor in his possession. Alvares was also suspected of the police of running a gambling joint on Klamath avenue, but the officers were unable to time their visits in order to find games in progress.

The extravagant absurdity of the programme should convince thinking people of its insincerity, but the Southern Pacific are safe in making these tempting suggestions. All of them are conditioned by the Southern Pacific upon a favorable decision by the courts confirming their continued ownership of the Central Pacific in its entirety, but the courts have spoken, a final decision of the supreme court has been rendered adverse to the Southern Pacific and a promise based upon a favorable court decision is the equivalent of no promise and no assurance.

We therefore demonstrate that these promises are not even persuasive. They have not promised to build anything, except by imposing impossible conditions. They ask for the support of public opinion to enable them to persuade the interstate commerce commission to give them assistance. They cannot expect to obtain the line from Ogden to San Francisco, but do hope to perpetuate Oregon control. They know that the supreme court decision made the interstate commerce commission with respect to the Ogden-San Fran-

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THIEVES AT BONANZA

Sparretorn Store Reported Entered; Sheriff Gets S. O. S.

A phone call from Bonanza disturbed Sheriff Low's slumbers at a late hour last night when George Sparretorn sent an S. O. S. over the wire asking for a help to run down burglars reported to have entered the Sparretorn store sometime last evening and departed with some of the merchandise. Deputy Sam Walker and Marion Barnes left early this morning for the scene of the robbery. Sheriff Low was prevented from going because of a number of papers he had to serve in the Merrill country today.



S. P. PROMISING THE IMPOSSIBLE SAYS U. P. MAN

Construction Pledges Rooted in Insincerity is Opponent's View

All of the promises of the Southern Pacific for railway construction in southern Oregon are conditional upon the courts permitting the Southern Pacific to retain control of the Central Pacific, and this is a condition impossible of fulfillment, says J. W. Morrow, tax agent for the O. W. R. & N., who is here in the interests of the Union Pacific.

The power of the interstate commerce commission to upset the decision of the supreme court is at best an open question, according to its chairman, declared Morrow, in an extended statement which follows:

Some days ago I circulated a petition in this community whereby evidence in tangible form might be assembled to express the desire of your people for competition in rail transportation in this part of the country.

It will be manifest to any fair minded person that such competition cannot be obtained in any effective way if the existing control by the Southern Pacific continues. This control cannot continue if the decision of the supreme court in the unmerger case is sustained and its spirit and purpose insisted upon by a united people.

The sentiment of this community is overwhelming and almost unanimous for unmerging of the lines, but Southern Pacific officials are seeking to develop partisan feelings against the Union Pacific with the unwarranted charge that we are attempting to wreck their property. The supreme court decision does not permit of such a result but does affirmatively require that both lines "be dealt with in a way whereby each will be freely able to compete with the other to serve the public efficiently."

To obtain favor and support the Southern Pacific has promised completion of the Natron cut-off and represents the cost at \$11,000,000 to \$15,000,000, and terminal expenditure at Portland \$6,000,000.

By way of tempting suggestions, construction of car shops near Eugene and electrification from Eugene to Corvallis at \$6,000,000, a line from Tillamook to Astoria at a cost of \$8,000,000, and from Myrtle Point near Marshfield to Trinidad near Eureka at \$28,000,000, or \$30,000,000 more has been proposed.

They are leading you to believe that they intend to build the Modoc-Northern at a cost of \$11,000,000 to \$12,000,000 more, and a conditional promise from them to do so should presently be anticipated.

The construction programme thus outlined would involve an expenditure in connection with the Oregon properties alone of from \$75,000,000 to \$80,000,000. This amount represents as much money as the present value of all the railroads they now own in the state of Oregon, including the Central Pacific lines.

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