

The Evening Herald

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THE CLEAN CITY

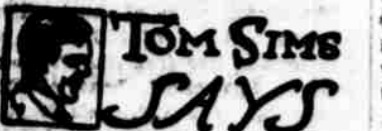
YOU can to some extent judge of
a person's prowess and achieve-
ment by the extent to which he
keeps clean. If he is indifferent to
soap and water, if he rarely shaves,
he gives the impression of being un-
successful. Men who perform rough
work must dress according to their
job, but if they have self respect
they usually clean up for their hours
of leisure, says an exchange.

It is much the same in the case
of a city or town. Public sentiment
has advanced much in this matter
during the past 10 years. Formerly
in many towns there was little dis-
position to do frequent street clean-
ing. Municipal employes would go
over public places once in a while
but in a few days disorderly and
careless people had thrown away
waste paper and other rubbish, and
the whole place looked frowzy
again.

Today it is more generally rea-
lized that the streets of a place
must be kept constantly clean if
that community is to look like a
five one. It may cost some money,
but dirt and disorder are so fatal
to the appearance of a city that it
is costly policy to let such a state
continue.

Moreover, the prevalence of dirt
depresses the morale of the com-
munity. There is no encourage-
ment for a man to keep his place
looking nicely if the street in front
is littered with waste paper. The
expense of such cleaning is greatly
increased when people throw small
litter into the streets and so many
do.

School children are prominent of-
fenders in this line. In their heed-
less way they throw away their
crumby bags and other stuff, just as
if the community could afford a
whole retinue of servants to wait on
them. The school lessons in a local
government should dwell on the
necessity of clean streets, and should
make it clear what the children have
to do to help maintain them.



Only six more stopping months un-
til spring.

It took three men to rob a Buffalo
Greek of 79 cents.

Your luck may be bad, but in West
Virginia, a cop had to shoot his
brother who was trying to free an
other brother.

Edison says the time is coming
when very few will work. Coming
sooner, it is here now, Thomas.

An excellent cure for insomnia is
found by getting a parrot that will
say "Get up. Get up."

When an almost stranger slaps
you on the back grab your money.

We heard a football quarterback
telephoning and he scared central
calling the signals.

Two boats ran together about
three miles off the Florida coast.
Now wasn't that the limit?

Glasgow doctor says mothers
wasting boys usually get girls. Lit-
tle girls always were contrary.

"Cop Saves Ten Lives"—headline.
May have caught a bootlegger.

Professor says we are 100 years
behind with our music. Still, we
are playing fast to catch up.

We can't decide if it is better to
be as wise as an owl by staying out
all night or happy as a lark by get-
ting up at daylight.

WESTERN GUIDE
BOOK IS ISSUED

Attractions of West Are Set
Forth in Publication
of Government

WASHINGTON, Oct. 27.—Al-
though it is not generally known
that Uncle Sam is in the guide book
business, one of the most interesting
guides to motorist routes through-
out the "Golden West", is that re-
cently published by the U. S. Geolo-
gical Survey.

The great variety of mountain
scenery to be found in Colorado and
the panoramas of the plateaus and
resorts of Utah, is the theme of the
latest addition to the series which
the Geological Survey has been pub-
lishing at intervals since 1915.
Specifically, the route described fol-
lows that of the Denver and Rio
Grande Western Railroad from Den-
ver to Salt Lake City.

The guide book, which may be ob-
tained at the department for on dol-
lar, not only treats of the scenery,
resources and the human activities
of the region traversed, but explains
the forms of the mountain plains
and canyons along the route, how
they have been developed by the an-
cient terrestrial forces. It describes
the rock strata which underlie the
country and which have controlled
the forms of the landscape. Many
of the beds of these rocks are most
interesting, for they contain the re-
mains of strange animals, now ex-
tinct, that roamed the country ages
ago.

The skeletons of great monsters
have been unearthed in many places
along the route, and even their
tracks, preserved in sandstone, have
been found.

The rocks also contain the metallif-
ferous ores that have made Color-
ado and Utah famous the world over
and have added untold millions of
dollars to the country's wealth. The
guidebook gives interesting exposi-
tions of these rocks and precious
minerals, described by mineralogists
and geologists. The history of the
mining districts passed along the
route forms one of the most fasci-
nating and adventurous chapters
in the country's own history. The
most interesting of the old camps
described is possibly Leadville, where
great wealth in lead, silver, gold,
and zinc was produced.

The changes that the wizard water
has accomplished, with the aid of the
government's reclamation and irri-
gation service are also seen in the
Utah deserts, and described in the
tourist's book. The work of the
forest service in conservating the
country's great timber preserves is
also to be seen along the route and
is easier to be enjoyed through the
descriptions in the book.

Some of the most interesting pages
are those which sound like dime
novels of bygone days, wherein the
war between the Denver and Rio
Grande and the Santa Fe Railroad;
in 1878-1880, for the possession of
the Royal Gorge, a key in railroad
routes through the mountains, is
graphically described. This was a
real war too, for much blood was
shed, many thousands of dollars of
property destroyed, and many legal
words flung about courthouses be-
fore the matter was finally settled.
As a result, both sides won, appar-
ently, for while the Denver and Rio
Grande won possession of the gorge,
its lost its right of extending its lines
to the southward.

She: In Africa a man doesn't
know his wife until after he has mar-
ried her.
He: Huh. Why mention Africa
particularly.

Herald classified ads pay you.

This Is Slippery, Sport



Walking a greased pole with a leg of mutton as a prize for reaching
the end and a ducking in icy waves as a penalty for failure is the newest
water sport of English women. Which of these two do you think
will win?

ADVOCATES OF TWO
RAILROAD LINES
CLASH AT MEETING

(Continued from Page 1)

And then the Southern Pacific, per-
sonified by J. J. Miller, local agent,
entered the fray.

"I wonder if I may be heard,"
asked Miller. He was granted per-
mission and proceeded to uphold his
company to an unresponsive audience.

"I don't understand yet just what
the speakers are inferring," said Mil-
ler. "It doesn't seem clear."

Outlined S. P. Plans

Miller outlined the announced
plans of the Southern Pacific for
completion of the Natron cut-off. He
declared that while the speakers
were advocating completion of the
Molokai Northern, the Union Pacific
had no intention of completing that
road, that the Union Pacific intended
to develop its tonnage in Eastern
Oregon.

Commenting on the car shortage,
for which the Southern Pacific was
taken to task in advertisements of
the Citizens committee, Miller said
a general shortage existed all over
the country, and that the Washing-
ton Public Service bureau had that
day informed him that the Union
Pacific was delivering 15 per cent of
the cars ordered, and one car in
eight in the fruit districts.

Denied C. of C. Control

He denied that the chamber of
commerce was dominated by the
Southern Pacific. Also referring to
the report of the chamber's railroad
committee, he upheld the report,
paragraph by paragraph. He upheld
the freight rates of the Southern Pa-
cific and asserted that the tariffs
prevailing here compared favorably
with those of any other district. He
denied that construction rates exist-
ed here, saying they had not been
in force for some time.

The lumbermen, it appeared,
were not the only ones to have ap-
proved Southern Pacific control. The
Sprague River Live Stock associa-
tion, Miller said, had also given its
approval. Completing his talk, Mil-
ler declared that control of the Cen-
tral Pacific by the Southern Pacific
had nothing to do with competition.

The conclusion of Miller's talk
was the signal for Wm. Marx to take
the floor and checkmate any possi-
ble impression made by the Southern
Pacific advocate. He questioned
some of Miller's statements, particu-
larly one that rates could not
be lowered at will and that it was
necessary to file tariffs 30 days be-
fore they were acted upon by the
Interstate Commerce commission. He
questioned whether the Southern Pa-
cific had filed any such tariffs in
30 years, and also questioned Mil-
ler's statement that construction rates
did not exist.

John W. L. Smith of Malin, who
followed Marx, told of the situation
of the Bohemians in the Malin and
Santa View sections, who were com-
pelled to pay high freight rates, in-
cluding truckage to Klamath Falls,
in order to market their products.
He blamed this condition on the
Southern Pacific, whose promise that
the Molokai Northern would be built,
he said, had caused them to settle
the Malin country. He said a ton-
nage survey was being planned
which would show exactly what that
region would produce and that the
survey, backed by sworn affidavits,
would not only show the potential
tonnage but would have some effect
on the railroad situation.

"What we want and what we are
going to fight for," declared Smith,
"is the open door to Klamath county
for any railroad that can come in."

Opposed by only one dissenting
vote, that of J. J. Miller, the resolu-
tion was then adopted, and announce-
ment was made by N. J. Chapman
that petitions bearing out the resolu-
tion were to be placed in circula-
tion. He invited all present to sign
the petition before leaving.

The meeting was attended by 163
persons.

RAIL MERGER
SOON TO COME
BEFORE U. S. BOARD

(Continued from Page 1)

and Great Northern, which appar-
ently will belong to different sys-
tems. The main affirmative case,
particularly the documentary evi-
dence, is expected to be presented
at Washington, to be followed by
separate hearings in the West,
where state commissions, communi-
ties and the public generally will
be given opportunity to present the
local viewpoint, and to cross-examine
witnesses on testimony of the car-
riers which has been heard at Wash-
ington.

To Permit All Evidence

The commission has announced
that it will permit the Spokane,
Portland & Seattle to present all of
its evidence at the Western hearing
if that is desired by its officials, and
smaller roads in the same territory
will be allowed the same privilege.

In the Ripley plan it was propos-
ed to unite the Central Pacific and
Union Pacific, while the commis-
sion's tentative plan groups the Cen-
tral with the Southern Pacific, a
difference that is noted with inter-
est, since the supreme court has
found that the Central and South-
ern were unlawfully combined, fol-
lowed by prompt action of the
Southern in requesting authority
from the commission to lease the
Central Pacific until 1935, unless it
shall be found in the meantime that
this interferes with the final plans
of consolidation.

Sees Radical Change

"The provisions of the transporta-
tion act," says the Southern Pacific
petition, "especially, section 407,
constitute a radical change in the
legislative policy of congress in re-
spect to the application of the Sher-

man law to the railroads of the
country. They evidence a recogni-
tion on the part of congress of the
fact that the comprehensive regula-
tion and control of interstate car-
riers now vested in this commission
renders unnecessary for the protec-
tion of the public the strict and in-
flexible application to such carriers
of the prohibitions of the Sherman
law and similar laws; that on the
contrary the public interest may be
better served by relieving such car-
riers, when acting under the author-
ity and supervision of the commis-
sion, from the rigid requirements
of such rigid legislation."

The commission is reminded that
congress by law has made it the
sole judge of the question of pub-
lic interest and that the case before
the supreme court was closed before
the transportation act of 1920 came
along and altered the policy.

DISMISSAL OF S.
P. APPLICATION IS
REQUESTED BY U. P.

Interstate Commerce Commission Is
Held Without Jurisdiction to
Pass on Plea of Rival

WASHINGTON, Oct. 28.—The
Union Pacific railroad has petitioned
the Interstate Commerce commis-
sion for permission to intervene and
become a party to the proceedings
pending before the commission on
the application of the Southern Pa-
cific railroad to acquire control of
the Central Pacific railroad by lease
or stock ownership.

Tonight At The Liberty
William Duncan and Edith Johnson in
"The Fighting Guide"
A story of the Northwest, with lots of comedy
and plenty of intense dramatic action.
TOMORROW—SUNDAY
"Strange Idols"
Featuring popular Dustin Farnum as a Canadian
Lumberman
"IN THE NAME OF THE LAW" is coming

for a full argument on the matter
pending that the commission shall
not take testimony in the Southern
Pacific case.
Nothing tickles a stay-at-home
more than seeing a tourist brook.
Cafe men agreed to call beef stew
beef stew on the menu. But what
will chicken salad be called?
Herald classified ads pay you.

Quick Work
Quality Work
In putting a new top on your
auto we do both quick work
and quality work, but we
stress particularly the quality
of our work.
See us about that new top
CONNOLLY BROTHERS
912 Main Street Phone 408-W

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A type that most fully meets the demands of the majority of operators.
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Specially designed with high profile
and a shape that allows easy flow of
rubber. Road inequalities are ab-
sorbed and pounding blows cushioned
in the massive bulk of this resilient tire.
The deep groove at the center and the
big traction shoulders give a real grip in
soft ground, sand or gravel and on steep
grades. Power is saved because there is
less spin and skid.
The tough, resilient steel cord is
wired clear through, making the tire
wear down slowly and evenly. It does
not "wipe," "set," or "check" but
delivers consistently its great mileage.
D. A. Kenyon
O. K. Blacksmith Shop
KLAMATH FALLS, ORE.