

The Evening Herald

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The Evening Herald is the official paper of Klamath County and the City of Klamath Falls.

TUESDAY, AUGUST 11, 1925

THE GODDARD PROGRAM

The program submitted to the city council last evening by Mayor Goddard, was one of the most constructive documents ever filed by a chief executive of the city. Those familiar with conditions will quickly recognize the wisdom of the Mayor's suggestion relative to sewage disposal and the advisability of the council taking quick action. As matters now stand the condition is criminal and Mayor Goddard showed that he possesses the courage of his convictions when he flatly recommended to the council that it provide by bond issue for the funds to carry on this work. The time has passed for idle talk. This matter must receive prompt attention and it behooves the council to heed the words of the Mayor and "meet the situation without hesitation."

Equally important with sewage disposal is the suggestion for resurfacing the streets. This cost should be included in any bond issue. If this work is done now, it will mean the saving of the streets and avoid the necessity of their reconstruction.

The placing of all wires underground is another recommendation of the mayor to which the members of the council should give heed. Already they have before them the ordinance submitted by the mayor with his message and this should be promptly passed and then as promptly enforced, in order that this work may be completed before the resurfacing of the streets is undertaken. As it is today the appearance of our streets and alleys throughout the business section of the city is a disgrace. The California Oregon Power company has paid little attention to the rights of the people or of the city, but has gone ahead and placed its poles and transformers wherever it willed and in any manner it wished. There poles and wires, together with those of the telephone company, should be placed underground and no delay should be permitted in seeking to accomplish this result in the very near future.

The recommendation that the city council pass such legislation as may be necessary to compel payment for the use of our streets and alleys is one of the most sensible suggestions that we have ever heard made by an official. The Mayor's contention that the use of the streets and alleys should be paid for is well taken. No private property would be taken and used without being paid for and there is no reason why Klamath Falls should permit its property to be used without proper payment being made for such use. Let the people get back of the Mayor in his effort to secure this legislation and stay with him until he has accomplished his task.

Every resident of the city will heartily indorse the Mayor's statement that the cost of water is too high. It is nothing more than common robbery. Under the infamous Public Service law, the power of the people to regulate rates of public utilities was stolen from them before they realized the plan of the corporations to accomplish such a purpose. As matters now stand it is impossible for Klamath Falls to do anything about lower rates, for no heed is paid to the cry of the people when raised against the greed of public utilities. There is only one door open to the people—the construction of its own water system, a system that will serve us with the pure spring water to be found so abundantly but a short distance north of the city. Those familiar with conditions here know that the present water supply is unfit for use. Every year we have epidemics of so-called typhoid, intestinal flu, summer complaint, bowel infection and other such terms as applied to intestinal disorders due entirely to the quality of the water. The California Oregon Power company, in its greed for exorbitant profits, has closed its ears to all appeals for a purer supply and lower rates and the recommendation of Mayor Goddard that steps be now taken to remedy this condition must be adopted by the council and the demands of the people, as voiced by their Mayor, acceded to.

Well may Mayor Goddard say that "if we take up these suggestions and carry them to completion, we will have done a work that will stand for all time as a monument to our fidelity and to the conscientious discharge of a trust placed in our hands by a confiding public." No greater task was ever laid before a council in this city. The Mayor's program is one that when completed will place this city in the very forefront of the municipalities of the state and stamp him as the most constructive chief executive Klamath Falls has ever had.

EUGENE TAKES THE BAIT

In another column of this page will be found a lengthy telegram from the president of the Eugene chamber of commerce in which that gentleman, speaking on behalf of his organization, protests against an editorial which the Evening Herald printed last week, charging the

Southern Pacific with threatening and brow-beating the people of Eugene into furnishing it with a \$175,000 terminal site.

In spite of the solemn and trusting assurances from the Eugene chamber, the Evening Herald again reiterates that the Southern Pacific has bilked—or plans to bilk—the people of Eugene out of \$175,000.

We desire to remind Eugene that double-crossing is the favorite indoor and outdoor sport of the Southern Pacific; that deceit and hypocrisy and the vicious attitude of "the public be damned" have too long been the policies of the Southern Pacific in their dealings with the public.

Klamath Falls just recently had a taste of this Southern Pacific brand of double-dealing. A few short months ago a few favored members of the chamber of commerce were permitted to look at the blue prints of a terminal in the San Francisco office of the Southern Pacific. This terminal was to be located at Fuego—so the blueprints showed—and the Southern Pacific even went so far as to purchase the required land at the little station above Kirk. This was the self-same terminal which Klamath Falls had been seeking.

Naturally, the people of Klamath Falls got into action. They wanted that terminal and they began to work for it.

Next we find the Southern Pacific coming to Klamath Falls and promising the terminal, the shops—almost anything—providing they were not forced to meet "destructive competition." In other words, the Southern Pacific said to Klamath Falls:

"You help us keep the Oregon Trunk out of here and we will give you the terminal."

It's the same old form of bribery; the identical brand by which the people of Eugene are destined to be hoodwinked. In the case of Eugene, Springfield happened to be the Southern Pacific "Fuego." The Southern Pacific there acquired some land. It let the word go forth that its terminal would be located there. It waited for the fish-sucker is more applicable—to take the bait. And the sucker bit. And the Southern Pacific, reeling in the line, landed a \$175,000 terminal site.

Springfield, which for 12 years had been living on idle dreams, has been double-crossed. But Springfield is entitled to but little sympathy. It should have known better than to trust the spoken word of the Southern Pacific.

And Eugene—well, it ought to be stung. Any community which permits the Southern Pacific and its bootlicking lesser satellites put over a \$175,000 steal, ought to be made to pay—and like it.

LETTERS FROM THE PEOPLE

The following telegram was received this morning from the Eugene chamber of commerce, protesting against an editorial in The Evening Herald in which the charge was made that the Southern Pacific, employing its usual tactics, was brow-beating the people of Eugene into presenting it with a valuable terminal site on a stiver

Editor, The Herald:
An editorial published in the Herald of August 7th, last, concerning the Eugene railroad terminal project contains some erroneous statements we will appreciate the courtesy of space for a reply.
The Southern Pacific company purchased land in Springfield some 12 years ago as a site for shops and terminal facilities to be installed

Moved

We have moved our printing office from 113 N. 4th street to 122 N. 4th—almost directly across the street from our old location.

We have added over \$11,000 worth of new equipment to help take care of the increasing business and the shop will now have about three times the capacity for work that it formerly had.

Among the new equipment is a new automatic job printing press, high speed, and taking a sheet in size up to 17x22 inches. This machine is the last word in job printing presses.

Also a fine linotype machine has been installed. This, with the high speed press, means quick service and better printing. In short we believe we now have the best equipped job shop in the state south of Eugene.

We want your printing

Our phone is 807 and we are located on Fourth street, between Main and Pine

Drummond Print Shop

Southern Pacific company has held out upon completion of the Natron cut-off. With the nearing of the completion of the cut-off project the Southern Pacific company last year began moving towards fulfillment of its plans at Springfield. The Southern Pacific company gave no notice of its intention to Eugene whatever, and made no overture to this city, direct or indirect, concerning the possibility of locating its enlarged terminals here. Eugene business men learned that the Southern Pacific company was preparing to carry out its project at Springfield. They learned that if this was done the shops now here and the terminal facilities for the various upper valley lines now converging here would all be taken to Springfield in the natural process of centralization which that project called for.

"They learned also that there was a plan definitely under consideration to route the main line traffic to Springfield, via Coburg, thus making that route the through route and leaving Eugene in effect a branch line point.

Out Where the Paving Ends

Ever noticed the cars you meet in the out-of-the-way places, approached by narrow, twisting trails, or rough country roads? They are Fords—nearly every one.

To the Ford car no going is too hard. Every road is open to it—by-ways and highways alike. It is so light it rarely ever "mires in", so powerful that it can pull through where heavy cars must balk.

Take your Ford this summer and explore. There are delights awaiting you away from the beaten path that few know. Leave the crowds and the highways behind you. It costs but little—and it will be a vacation you will never forget.



Roadabout - \$260 Coupe - \$520
Touring Car - 290 Fordor Sedan - 660
On open cars demountable rims and starter are \$85 extra.
Full size Balloon Tires \$25 extra. All prices f. o. b. Detroit

Tudor Sedan
\$580
SEE ANY AUTHORIZED FORD DEALER OR MAIL THIS COUPON

Please tell me how I can secure a Ford Car on easy payments:

Name _____
Address _____
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Detroit

Don't Let Us Fail

A few days longer and the story will be over

It's Cash We Must Raise

New Fall
COATS

Greatly
Reduced

Fall
COATS

Be the first one to try a new fall coat and save from

\$15.00 to \$20.00

New felt and white kid hats at tremendously low marked down prices

Prices Again Slashed to Raise
More Cash for Creditors
5th and Main

We have again reduced our prices which is our last chance—A supreme effort to save our business.

Watch for our final redemption sale.
To be announced soon.

La Vogue Store

5th and Main.

