

# The Evening Herald

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E. J. MURRAY ..... Publisher  
W. H. PERKINS ..... News Editor

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

THURSDAY, OCTOBER 1, 1925

### MORE S. P. DECEPTION

The Southern Pacific cohorts have been telling the people of the Merrill and Tule lake valleys that the Modoc Northern will be built if the interstate commerce commission gives permission. The people have not been told that the Southern Pacific has not asked for such permission. They are now told that "the old Central Pacific application stands and they have assurances the east route proposition will be decided along with the other rail questions coming before the hearing. Who gave this assurance? If the old Central Pacific application will hold, then why was it necessary to make application for the line to Cornell—that is part of the Modoc Northern?"

It is the same old line of bunk. The Southern Pacific has no intention of building the Modoc Northern. The plan is to build the Black Butte cut-off and route all freight that way, giving the lumbermen the Hawley-Truckee rate—the same rate that would be in force if the Modoc Northern were built. The Southern Pacific has no intention of building the line to Cornell, nor extending the Strahorn line to Lakeview immediately, nor even broadgauging the N. C. O. Every statement it has made recently proves this to be true; every act in the past proves that it never has kept the promises it has made.

Don't be fooled into signing anything promoted by the Southern Pacific, for if you do, you are helping to shut out the Northern lines and making certain the isolation of Klamath county.

### THE PURPOSE OF THE PETITIONS

The question has often been asked: Why is it that the Southern Pacific is circulating petitions and asking for resolutions and indorsements from Community clubs, chambers of commerce and other organizations, while the Northern lines are not?

This is the reason:

When the Northern lines go before the interstate commerce commission, all they have to do is to prove there is sufficient tonnage to justify another railroad without weakening the one now here.

But if the Southern Pacific can go before the interstate commerce commission with petitions, resolutions and indorsements, setting forth that the people here are satisfied; that they have adequate service; that the Southern Pacific is all they need, why the interstate commerce commission is not going to force another road onto the district. Its function is to build where building is necessary and where it is wanted. If the people of any particular district are satisfied with what they have, then that is all they get.

If you sign a petition, even though it is not openly against the Northern lines, it will be construed to mean that you are satisfied with what you have and that you do not want another railroad. And with your own hand you have closed the gate against the greatest factor in local development that has been offered this district—the Northern lines.

The Southern Pacific, which dominates the directorate of the chamber of commerce, did not dare go to the membership with a clean cut issue on the railroad question. Instead it asks the members if they want to "support the manufacturing industry and the farming industry in making their desires known to the interstate commerce commission." Such tactics are disgusting, but it goes to show you to what lengths the Southern Pacific will go to gain its point. There is only one thing for the membership of the chamber of commerce to do and that is to vote "NO." If you vote no, it does not mean that you are against the manufacturers and the farmers, but it means that you are against such dishonest trickery and that you are in favor of the Oregon Trunk coming to Klamath county.

The Klamath News, in urging the people to get back of the effort to shut out the Northern lines, says: "We who have invested our capital, our work and our lives in one big bet on Klamath Falls' future, can neither recall our bet nor wait too long to collect." Who are "we"? What have "we" invested and how much have "we" bet? Strange how seriously interested these paid propagandists become in the welfare of this community.

The Klamath News, in one of its Southern Pacific Paroxysms, cries out: "Those that can and are willing to make a living by standing in the way of their community's prosperity are few, thank God, and far between." Yes, that is true. The Evening Herald ballot box shows

that. Urging the people to shut out another railroad is the way The Klamath News would bring prosperity to Klamath county. Can you hear the jingle of the coin?

"The farmers and shippers have acted," we are told. What farmers? What shippers? Again we are urged by the Southern Pacific mouthpiece, The Klamath News, to "forget the windbags and the critics and the promoters and help Klamath Falls by getting behind the builders." Well, it looks to us that the builders will be found at the head of the Northern lines. Give them a chance and they will show you not only how to build a railroad, but how to build a country. Can you point to any country that the Southern Pacific has built or developed? And while you are looking for it, just cast your eye towards the Northwest where the Northern lines are dominant. And how about the Weyerhaeusers, the Shevlin-Hixons, the Pickeringes, Brooks-Seanlons and others? Are they builders or just destructive competitors?

We have heard a great deal about the markets along the Southern Pacific lines that will use our products, but we have heard nothing about the markets where we will find new settlers for Klamath county. Throughout the territory reached by the Southern Pacific there is being carried on a ceaseless campaign for settlers. Where do they go after them? Into the territory reached by the Northern lines—into the Middle west. Give us the Northern lines and we will tap the greatest source of supply of new settlers—the one thing above everything else that Klamath county needs. The Northern lines make a specialty of colonizing and building up the territory it taps and when they come here we will have secured the greatest developing factor in America today, Klamath county, wants new settlers and it will begin to get them when it gets the Northern line and not before.

### LETTERS FROM THE PEOPLE

Klamath Falls and Klamath county is the first community ever visited by an enterprising citizenry to take the stand against advancement of its future interests by taking part in a selfish fight to keep advancement and progress in the background in the community. What business have our civic bodies meddling in or taking part in the skirmish of two competing railroads for territory? The answer is a personal dollar and cents proposition. This class of citizens is against development and are the hirelings of a one-man community.

Progress, thrift, civilization, stand hand in hand for the immediate development of the community, and competition has been and always will be the circulation of health, strength and life to every community.

Hence, instead of being side-switched, a village town, let us be awake to the real situation, and be boosters for our city, our county and for our state, and welcome capital, development and progress. If we are real Western Americans and wish to see progress, thrift and modern ideas and means that lead to the end of future stability and pride dominate in this community in which above all other the eyes of the country are today turned, wondering what we are going to do with this one-eyed, dominating monster in Southern Oregon.

Wake up, be a booster, and to be you should not be a member of any organization except your community. A Subscriber.

### LONE PINE

Mrs. C. Bowman left on the stage Friday for a week's visit with her mother in Blodgett, Ore. Marjorie is staying in Merrill and is going to school.

Mrs. Ben Lewis and daughters Irene and Mary visited at the C. W. Lewis home Sunday.

William Ronfeld and Clyde Barks hauled hay from the Enman ranch last week.

Marion Galarneau and Phelps Lewis called on Pink Barks Sunday.

Thelma Lewis made a trip to the Falls Saturday to take her music lesson.

Luau Storey repaired a pump for Clyde Barks.

J. H. Beardsley with his mother and Roy Beardsley spent Sunday in Klamath Falls.

Miss Jungjohn, Walter and Chester Enman attended the dance in Merrill Friday evening.

Florence Craven, Pauline and Pearl Beasley spent Sunday with Mary Cottman.

Enman brothers and Lester Schriener are digging potatoes this week.

Roy Beasley was in Klamath Falls Saturday.

Mrs. June Toffman visited with Mrs. Beasley one day last week.

Charlie Galarneau has returned from a week's business and pleasure trip in Nevada.

Walter Storey spent the week end at his father's, Louu Storey.

Mrs. Carl Barks and two daughters, Peggy and Dorothy, left Saturday for their home in Roseville, Calif.

C. W. Lewis was a Merrill visitor Wednesday.

### No Rear Lights on Wagon Brings Driver's Arrest

In an effort to check the danger arising from wagons driven at night without rear lights, County Traffic Officer R. E. Knowles last night arrested George A. Bruley and Ophid Schemek on South Sixth street, just outside the city limits. The two men work for the Peyton wood company, and their fine of \$5.75 apiece was paid by O. Peyton. Both Bruley and Ophid were driving wagons without rear lights. C. H. Gray was arrested this afternoon on a charge of speeding on South Sixth street.

### Finger Tips Lost First Day on Job

J. M. Guthrie's first day of work for the Pellean Bay Lumber company was just 60 minutes old when something slipped and his left hand was caught fast in the last roller of a planer. Before his co-workers could stop the machine, he had lost the tips of his index and middle fingers. He was rushed to the Klamath General hospital this morning where the injured member was treated and bandaged. The accident occurred at 9 a. m.

A highbrow is one who thinks he can think better than others.



### Dignified

Yet smartly tailored clothes add prestige to any man's appearance. Hand tailored suits of fabrics that exactly suit your needs are an investment that will pay dividends.

Chas. J. Cizek  
Merchant Tailor  
109 So. Seventh

# The Toggery

## The Store for Men

Opposite Liberty Theatre



### Hats

Beavers and Velours. The best in hats.  
\$5.00 to \$10.00



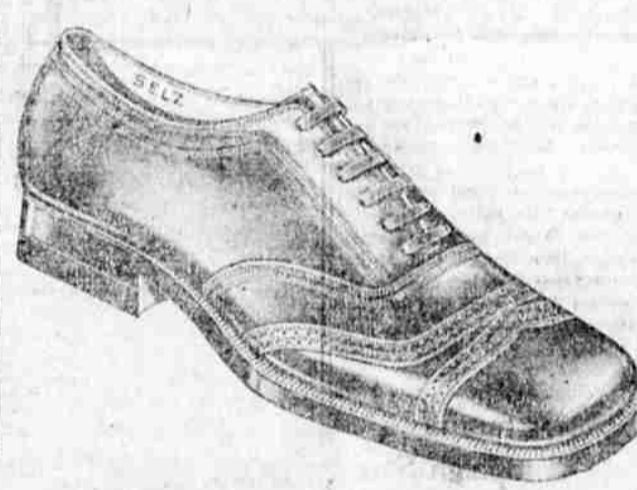
### Shirts

French Flannels. Solid colors and fancy patterns.  
\$2.50 to \$6.50



### Socks

Everything in values. Lisle to silk and wool. All colors.  
35c to \$2.00



## Character in Footwear

Here's a shoe with individuality—all the new fashion ideas are there—all the careful workmanship—all fine leather. We recommend it to the men in this city who are particular about their dress and careful to secure real values in the things they buy.

Many other Selz feature shoes in stock

# \$9.00



### Gloves

Imported Capeshins selected for uniform fineness of grain, are used in the new fall Hansen Gloves.  
\$2.00 to \$8.50



### Sweaters and Blazers

All patterns and weights. Finest of wools.  
\$5.50 to \$8.50



### Coopers Underwear

Form-Fit for Comfort and Ease. Real values.  
\$2.00 to \$10.00