

A Good Time to Start



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through route for traffic between Oregon and Nevada. Speaking for the Southern Pacific, we would prefer that the commission pass the application for this particular construction without reference to the use of the line for the purpose stated. It is true that the Southern Pacific has at different times considered the possibility of this line as part of a through route, but it has at such under consideration other routes from Klamath Falls to reach its Central Pacific main line but not passing through Lakeview. In fact, we have reached a decision and have publicly announced what we want to do in this respect. We have applied for permission to construct a line from Klamath Falls to Cornell and have concluded that the most suitable through route for a connection with our Central Pacific main line will be to continue the proposed Klamath Falls line across Tule Lake to a connection with the N. C. O., as planned in 1908, but not having determined upon the place at which it would connect we originally applied to the commission for permission to build to Cornell. Since this hearing has been called our engineers have made further reports which point to the general direction of Alturas as the more direct and serviceable route, and we have on October 2nd, filed with the commission in Washington formal application for authority to construct accordingly.

SPROULE TELLS COMPANY PLANS
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serve the Cascade and Klamath region."
The Eastern Line
Regarding the Klamath-Tule lake Alturas line, Mr. Sproule said: "If the Oregon Trunk line is not built and if the application of the O. E. & E. has the approval of the commission there is no question that the Strahorn line, in which the S. P. will have a joint interest, will care properly for all traffic needs in the timber and valley country lying to the northeast and east of Klamath Falls, and the Natron cut-off will care for the remainder, excepting only that which is adjacent to the Oregon Trunk rather than to the Klamath Falls railroads.

Expenditures
As to construction expenditures, Mr. Sproule said:
"Expenditures of over thirty-six and one-half millions of dollars for the Natron line passing through Klamath Falls have an intimate bearing upon these applications, one of which, to-wit, that of the Oregon Trunk, would imperil this large investment, while the other will safeguard it. Further and proposed investments of \$15,029,000 are those with which this hearing directly deals. These consist of our interest in the O. C. and E. Railway and its proposed extensions, proposed investment in Nevada-California-Oregon Railway and the standard gauging of that road, the proposed construction by Southern Pacific from Klamath Falls to Cornell and its extension from Cornell to Alturas. On the Natron line now nearing completion, we will have spent \$36,567,000 which with the \$15,029,000 covered by our present applications, will make our total investment from Black Butte sum-

view and that if his line were standard gauge it would be a paying investment.
George W. Boshke, chief engineer of the Southern Pacific company, gave the costs on construction work that his company had carried out and said that the plans of the Oregon Trunk would cost thousands of dollars more than had been estimated if the proposed Bend-Klamath Falls line is to be a first class one.
More Mills Promised
E. Dusenberry of San Francisco, a lumberman who owns 350,000,000 feet of timber near Lakeview, declared that he intended to construct a logging line to tap the Nevada-California-Oregon line and to build a mill at Lakeview that would cut 20,000,000 feet a year.

Will Keep Agreement
Speaking for the Oregon public service commission, Assistant Attorney General Devers asked:
"Will you continue your agreement with Mr. Strahorn if the Oregon Trunk is given the right to go into Klamath Falls?"
"We would pursue our agreement with the Strahorn lines even though the Oregon Trunk builds into that territory because we have a contract with Mr. Strahorn," Mr. Sproule said, "but Mr. Strahorn will be extinguished if the Oregon Trunk be allowed to parallel his lines. In that case I do not think he would ask us to furnish money for the building of a road that would be a total loss."

Charles Moran, president of the Nevada-California-Oregon railway, testifying late yesterday, urged the necessity of broad gauging that line. He said that all of the stock and most of the bonds of the line were owned by himself and his three sisters and that he had made numerous attempts to get the line broad gauged, but could not finance the plan until the Southern Pacific offered to carry it out at a cost of about \$2,300,000, exclusive of equipment. He estimated that there were about 14,000,000 feet of timber tributary to Lake-

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JAPANESE RELICS FOUND
TOKYO—Scientists of Keio University are reported to have made important discoveries in a shell mound which they recently excavated in the forest of Koyama, near Yokohama. Human bones, earthenware, flint arrowheads and ear decorations made of shells lead anthropologists to believe they have found evidence of a primitive tribe which inhabited the land of Mikado thousands of years ago. Further excavations in the district are being planned.

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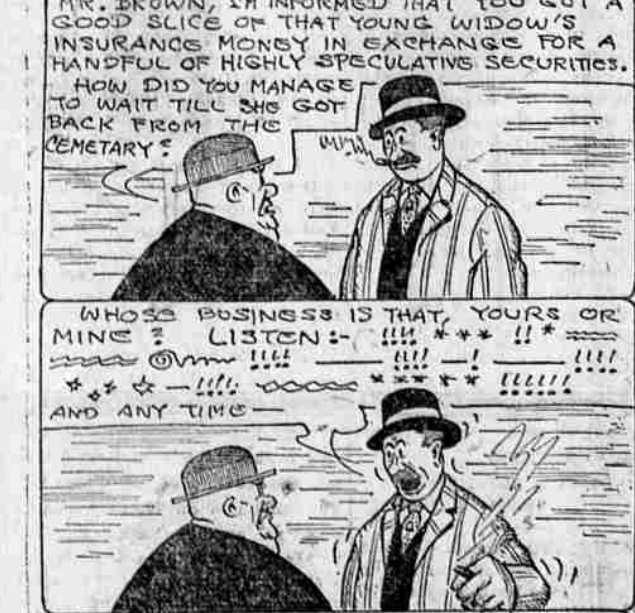
SPROULE TELLS COMPANY PLANS

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