

Klamath Road Work Ordered State Highway Commission Opens all Bids

PORTLAND, Ore., Oct. 27.—(P)—Bids on 79.3 miles of road work, to be started next spring, were opened today by the state highway commission. Awards will be announced after the bids are tabulated and analyzed.

Contractors from San Francisco to Spokane are numbered among the 14 bidding for job of surfacing 28.2 miles of the LaPine-Cornal Springs section of the The Dalles-California highway (Fremont Trail) in Deschutes and Klamath counties.

When this work is completed next year, the entire highway between The Dalles and Klamath Falls will be macadamized on a very fine grade. The contract called for this morning is the last surfacing job to be let on the entire Fremont Trail.

Seven bids were opened on the east unit of the Beatty-Drews Valley section of the Klamath Falls-Lakeview highway. The work consists of clearing 14.5 miles of right of way.

Two sets of bids for buildings to be used by the highway commission were opened, ten bids being received for two buildings for shop and storage purposes at Coquille, and five bids for two like structures at Klamath Falls.

County Judge R. W. Sawyer of Bend, Deschutes county, appeared before the commissioners to make three requests:

That plans be made to oil the newly laid macadam surface on the Fremont Trail between LaPine and Lava Butte. It was stated that with the very heavy traffic on this highway during the summer, if the surface is not oiled, the motor

travel over it will soon wreck the smooth surface. "We're out of oil," said Judge Duby. "Too bad you didn't strike oil over in the Ochoco," stated Commissioner H. B. Van Duzer. "We will expect you to oil the entire highway from Klamath Falls to The Dalles as soon as completed," stated Sawyer.

"Ouch!" shouted Commissioner W. H. Malone of Corvallis. The county judge also asked that the location of the proposed Central Oregon highway between Bend and Burns be hurried along in the Glass Butte section. He also asked for a new survey of The Dalles-California highway seven miles north of Bend, which is now very crooked and very rough.

No Snow at Crater Col. Thompson Says

"For this time of year the weather in Crater Lake park was never more ideal, with no snow, the days clear and the roads in excellent condition," declared Col. C. G. Thompson, who passed through the city from the park today on his way home to Medford.

Col. Thompson spent the week-end at the lake supervising work in the park, and was surprised at the number of visitors to the scenic spot, even though the lodge is locked for the winter months.

FROM MEDFORD
Larry Shadi, district deputy of the Knights of Columbus of Medford, arrived in the city this afternoon to attend the installation of officers in the local council which will be held this evening. He plans to return to his home in the valley tomorrow.

FROM SPRING LAKE
Mrs. J. Stewart of the Spring Lake district is shopping and visiting with friends in the city today.

Trambitas To Reach Here By Last Of Week

Johnnie Trambitas, who meets Kid Starkey here in the 10-round main event next Tuesday night, is fighting a main event at Seattle tonight, according to word brought back by Jack Meelan, who has just returned from the north.

Matchmaker Sylvester has wired the little lightweight his ticket and Trambitas will hop a rattler for Klamath Falls immediately after the Seattle bout. That will get him here Thursday evening or Friday morning.

Starkey began working out last night and stepped six fast rounds. Other boys who will appear on the Tuesday card also began light training yesterday and will start in earnest tomorrow, with regular hours for the workouts.

Tickets have been ordered from the printers and these will be placed on sale within the next two days so the fans can get their pasteboards in plenty of time. Judging from the interest being manifested there will be a heavy advance demand for tickets, as the bout next week promises to eclipse the rip-roaring card staged by Sylvester two weeks ago.

THE WEATHER
The Cyclo-Stormograph at Underwood's Pharmacy shows that the barometric pressure is holding steady at a comparatively high level. No change in weather conditions is apparent.

Forecast for next 24 hours: Continued fair with moderate temperature. The Tycoos recording thermometer registered maximum and minimum temperatures today as follows: High, 66; low 30.

ALDERMEN SNUB GODDARD'S PLAN

(Continued From Page One)

anything unless you fight for it." Klamath's hired city clerk, Lemuel L. Gaghagen, projected himself into the railroad discussion. He wanted to know whether or not there was any written agreement concerning Bend as a terminus, and whether or not there was any time set upon, by which the road would be finished.

"Oh, let's let the thing go by the board," Councilman C. E. Stuckey declared. "We might just as well let it rest. I am not in favor of starting a law suit and spending \$100,000 to find out we are whipped, and I can tell you now we are certainly whipped."

Following is the Mayor's message: "At this time I wish to call the attention of the Common Council to the peculiar status of the interest held by the city of Klamath Falls in the Oregon California and Eastern Railroad, and how it has been diverted from the purpose for which it was voted.

"To begin, I will quote in part the testimony which I read at the hearing of the Interstate Commerce Commission at Portland, Oregon:

Testimony

"On or about August 18, 1915, after making a careful investigation of the transportation needs of Central Oregon and particularly Klamath Falls and Klamath county, Mr. Robert E. Strahorn, at a public meeting held in Houston Opera House, proposed to the citizens of Klamath Falls that in order to secure adequate railroad transportation to Klamath Falls and vicinity and free the citizens from the "exorbitant freight charges" of the Southern Pacific, he, Robert E. Strahorn, would build a railroad from Klamath Falls via Silver Lake Oregon, to Bend, Oregon, to connect with the Oregon Trunk and Union Pacific railroads, said railroads to enter Klamath Falls over this proposed "independent line", which is now known as the Oregon, California & Eastern. Ultimately a line was to be built from Bend, Oregon, to Crane, Oregon, there to connect with the Union Pacific and give direct connection to eastern states over said Union Pacific. Another line was to be built from Silver Lake, Oregon, south and east to Imkeview, Oregon. To enable Mr. Strahorn to build this "independent line," he imposed the following conditions:

"1. The citizens of Klamath Falls must by popular subscription secure a terminal site (to be chosen by Robt. E. Strahorn) and acquire the right of way from Klamath Falls, Oregon, to the south line of the Klamath Indian Reservation, north of Dairy.

Must Buy Securities
"2. The City of Klamath Falls must purchase \$300,000.00 of securities of the proposed 'independent line.'

"It was found that the city of Klamath Falls could not legally purchase said securities, therefore it was decided to hold a special election to bond the city of Klamath Falls for the sum of \$300,000, with which to build the Klamath Falls Municipal Railroad, which was to be the first unit of the 'independent railroad' to Bend, Oregon. Said Klamath Falls Municipal railroad was to be taken over by Robt. E. Strahorn when the proposed 'independent line' to Bend was completed to Sprague River.

Large Sum Raised
"Led by the promises of Robt. E. Strahorn to build an 'independent line' to Bend, Oregon, a popular subscription was taken and the sum of approximately \$60,000 was subscribed to purchase terminal sites and right of way.

"A special election was held and a general bond issue of \$300,000 was voted to build the first unit of the 'independent railroad' to Bend. Said unit was to be known as the Klamath Falls Municipal Railroad. So anxious were the citizens of Klamath Falls to get free from the exorbitant freight rates of the Southern Pacific, the election carried by a vote of approximately 12 to 1.

"Notwithstanding these facts, which can be substantiated beyond all question of doubt, interested citizens of Klamath Falls viewed the spectacular scene of Robt. E. Strahorn coaching the Southern Pacific attorneys as they question the witnesses for the Oregon Trunk railroad relative to their proposed line paralleling tracks of the Oregon, California and Eastern.

"By this action alone it is clearly shown that the Oregon, California and Eastern is controlled, if not owned, by the Southern Pacific. Thus, we see how the money voted by the citizens of Klamath Falls was used to defeat the very purpose for which it was voted, that is, a railroad to Bend.

Denied Bend Road

"The highest resale value" still further enhanced by tremendously reduced prices



The used-car columns of your daily newspaper tell the story. You will find there but few Willys-Knights for sale. And such are, command, always, an almost incredible premium. When a car goes to the graveyard for automobiles, it goes there for one major reason, one only—gears, transmission, differential, wheels, frame, usually are in reasonably good condition. It is the engine that sends a car "across the river." It is the engine that makes or breaks a car . . .

The Willys-Knight engine never wears out

—unlike any other motor-mechanism in existence, it does not deteriorate. It actually improves with use . . . After 50,000 miles, on up to 100,000 and over, it is a smoother and quieter, more powerful and more completely efficient engine than it was on the day you bought it! . . .

Used-car experts (than whom there are no keener judges of car-values) consider a Willys-Knight at 50,000 or 60,000 miles a first-class selling proposition. Can the same be said of any other car in, or under, or considerably

above its price-class, with that distance chalked up against it? . . . An experienced used-car owner will buy a Willys-Knight, registering 75,000 miles and more, with absolute confidence. The used-car trader will tell you he can scarcely give away other cars after they have been run but 25,000 or 30,000 miles! . . .

The patented Knight sleeve-valve motor

—that is the leading reason for the phenomenally long life, and, consequently, the gratifyingly greater resale-rating of the Willys-Knight . . .

So—when you buy your Willys-Knight, particularly at these SUBSTANTIALLY REDUCED PRICES, you are not merely buying an automobile. You are making an investment in sustained motor-car satisfaction. And the dividends that investment brings to you—in service, in freedom from expense and annoyance, in pride of ownership—are matched only by its strength as a gilt-edged security, its high cash redemption value if, in any emergency, you are obliged to dispose of your car.

four-cylinder	
TOURING	now \$1195
COUPE	now \$1395
COUPE	now \$1395
SEDAN	now \$1450
SEDAN	now \$1595
BROUGHAM	now \$1595

All prices f. o. b. Toledo



six-cylinder	
TOURING	now \$1750
ROADSTER	now \$1750
COUPE	now \$2195
COUPE	now \$2095
SEDAN	now \$2295
SEDAN	now \$2295
BROUGHAM	now \$2095

All prices f. o. b. Toledo

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"Further, Robt. E. Strahorn and attorney R. C. Groosbeck testified at the Interstate Commerce Commission hearing that Mr. Strahorn had never said that he was going to build a line to Bend.

"Since, for obvious reasons, the city of Klamath Falls did not intervene in the hearing on the Interstate Commerce Commission, I recommend that the City Attorney be instructed to make a thorough investigation and bring suitable action in the name of the City of Klamath Falls to recover the sum of Three Hundred Thousand Dollars with all interest which may be paid and accrued to the date such action is filed; Robt. E. Strahorn, the Oregon, California & Eastern, and all other persons or corporations who may have profited by such transaction to be named defendants.

"To facilitate this investigation, I further recommend that the City Attorney be instructed to secure a transcript of all testimony taken at the hearing of the Interstate Commerce Commission, and especially that of Robt. E. Strahorn and attorney R. C. Groosbeck."

TO the Voters of the Second Ward:
Don't be fooled; don't let them try to swing your vote. Vote for yourself and your family, and not serve any interest.

To the Fathers and Mothers: This City is your children's home. Include it in your household account. Vote and ask your friends to vote for A. J. LYLE. You will make no mistake.

At The LIBERTY

One of the most dramatic situations in "The Marriage Market," the drama of marriage coming to the Liberty Theatre tonight for a two days' run, is that in which Theodora Bland, the heroine, impulsively impersonates a girl whom she has hidden from the authorities only to discover, when it is too late, that the girl is a murderer! But trust Theodora to wriggle out of any situation. Theodora relies on her charm and the deaconess proves conclusively that Theodora's faith in herself had a good reason for its being.

Landscaping and Shrubbery
Those desiring to beautify their homes and yards with wisely selected ornamental trees, roses and shrubbery, may have the free advice from an experienced landscape architect from Portland, who is visiting Klamath Falls for a short time. Phone 5. Ask for Mr. Schuyman.

At the PINE TREE

A full house greeted the first performance of King's 1925 Revue at the Pine Tree Theatre last night, and the show was thoroughly enjoyed, and appreciated. The clever company of eleven people presented an adaptation of "Fair and Warmer" with vaudeville songs and dances between acts. There will be an entire change of program tonight and tomorrow night, as well as a change of pictures.

"Lady of the Night," Monte Bell's latest picture, which comes to the Pine Tree tonight goes down into the lowest level of New York society for one side of an intensely dramatic theme and up into aristocratic Fifth Avenue for the other.

It is this marked contrast, gathered with conflicting loves of two girls in widely separated strata of life, that is said to make "Lady of the Night" one of the outstanding pictures of the year.

We shipped a million pounds of hunting powder to South America, but she may be hunting trouble.

Studebaker Makes The Entire Auto

"If the buyer of every automobile had to make just one car he would understand thoroughly how much the term 'One-Profit Manufacturer' introduced to the industry during the summer, means to each purchaser," declare Studebaker officials. In other words, if he had to buy the engine from one maker, the body from another, and from different makers had to purchase axles, transmissions, springs and other important component parts, then fit them together to make the car run, those things would be apparent to him at once.

The necessity for revising his original plans to accommodate the size, shape and power of the engine; to make the body fit and present a neat appearance; to arrange all component parts so they function with each other.

The profits paid each separate manufacturer for the part which he produced would add up to a respectable total in the entire cost. Now if this buyer were to sell his product adding his profit to the entire cost to him, he would realize what a proportion of his selling price was represented by no actual value in the car, having gone to pay these profits. Studebaker lays no claim to hav-

ing originated the thought, having found it already taking strong hold of the car-buying public mind. But a survey of the field demonstrated that just as Ford was the only manufacturer of low-priced cars having sufficient plant equipment to manufacture cars complete and avoid filling his price with parts-makers profits, so Studebaker with \$100,000,000 in assets enjoyed that distinction alone in the fine car field. Probably no phrase has been as much talked of during the past season in the industry, and the result has been a continuation of sales through 1925, considerably in excess of those during 1924.

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