

The Evening Herald

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Tuesday, December 15, 1925

COUNCIL SEEKS TO DODGE AGAIN

The mental calibre of the city council was manifested last night, when it blamed the property owner for the condition of the Esplanade at the Southern Pacific bridge. The property owner has nothing to do with it. Under the city ordinance the contractor has to put up a bond that provides for the restoration of the street to the same condition in which he found it. Instead of directing the contractor to immediately repair the street and maintain it in a passable condition, the council seeks to slide out from under and let the responsibility rest upon the shoulders of the property owner. This same attitude permitted such ditches to exist throughout the city for over a year and they would still be in existence if civic bodies did not make a personal appeal to the Warren Construction company and succeeded in getting that concern to make the repairs before finally closing down for the winter. The people living in Hot Springs addition, on Michigan avenue and others that are forced to use this thoroughfare, should go after the members of the council and demand that the attitude of insolence and indifference assumed by the members be dropped and that they see to it that not only this street, but all others, are kept in a passable condition. Automobiles are damaged and lives are endangered in this particular case, on account of the location of the ditch at the foot of the steep incline and its close proximity to the center pier of the bridge. It is another piece of evidence of the utter worthlessness of the present council, or four members of it, for Councilman Powell cannot be classed as being among those pursuing the "we don't give a damn" policy, that is now ruling the affairs of the city.

AT IT AGAIN

Private interests are again seeking to secure for nothing part of the streets and alleys in the southern part

of the second ward. Notwithstanding the fact that the people of the second ward went on record by a heavy vote as being against the closing of the streets and alleys, it is now proposed to cut down the number and area. Not one foot of any street or alley should be given away by the council. It is not the property of the members to pass out as they see fit. These streets and alleys belong to the city as a whole and this fact should be recognized by the council. If the council persists in answering to the crack of the whip of private individuals, there is only one remedy left—the recall, and it is a certainty that it will be used unless a change in attitude is taken by the members who so flagrantly ignore the will of the people.

RIVAL RAILWAYS PRESENT BRIEFS

(Continued from Page One)

of a monopoly of the traffic, and its readiness to justify somewhat lavish investments as a means of excluding competition. To this statement should be added the positive refusal to consider any joint construction or joint operation, which might secure for the public the benefits of competitive railway service without the waste of duplicate capital investment.

"There is no desire on the part of the Northern lines either to take from the Southern Pacific the traffic that it now enjoys or to exclude it from participation in the traffic which will be developed by the entry of the Northern lines. The Southern Pacific has not yet made its Klamath county investment. The proposal of the Oregon Trunk in brief is to give access to the wide market reached by the Northern Pacific, Great Northern and Burlington lines and thus encourage lumber manufacturing, explaining that the developments naturally to follow will benefit the Southern Pacific as well, and if the capital outlay for each is held to a reasonable minimum of the sufficiency of the traffic to justify both investments, we have then the contrast of monopoly with reasonable competition: monopoly not to protect an investment heretofore made but to control the future development of territory as contrasted with competition, within reason, designed to develop the territory in the interests of the public and carriers alike.

Purchase Explained

In the brief of the Oregon, California and Eastern railway, the transaction by which that railroad has been tentatively purchased by

the Southern Pacific was explained and the general Southern Pacific extension program, which will cost \$15,000,000, was described. It was insisted that the Southern was not in occupation of the territory and desired to go forward in serving it.

"The Oregon, California and Eastern," the brief continued, "was the result of the eastern Oregon community effort for additional railroad facilities, was wisely conceived as to location and should be allowed to complete its work and not be thrown away or junked for the purpose of allowing another system to carry off traffic naturally tributary to it and its extensions, which traffic is being adequately served by it.

Case Presented

"Its lines and extensions were well conceived to reach the markets which the products of that territory naturally go to. We submit that the record in this case warrants the commission declaring that the public convenience and necessity will be served by the Southern Pacific acquiring control of the Oregon, California and Eastern and by the extension of lines of the latter company as applied for and that the unified program of the Southern Pacific in the construction of a line from Klamath Falls to Cornell and on to Alturas.

"The acquiring of the Nevada, California and Oregon and the broad gauging thereof will far better serve than the extension of the Oregon Trunk, which extension would jeopardize the important and much demanded program of the Southern Pacific company."

Portland Comment

PORTLAND, Dec. 15. — Wide-spread interest in banking and railroad circles here marked publication of the brief filed today by the Northern lines in Washington before the Interstate Commerce commission in support of its application to that body for permission to enter the Klamath Falls district.

The brief sets forth the fact that the Northern lines have up to the present time expended \$100,000,000 to enter Oregon and that \$16,000,000 of this sum has been spent in Oregon Trunk construction.

Of this latter sum, it is stated that a negligible return has been received, largely due to lack of lines which would tap the heavy producing sections of the state, such as the Klamath region.

To Increase Cut

Attention is called to the statement of Weyerhaeuser Timber company officials that the annual timber cut in Klamath county will in the next few years exceed 700,000,000 feet, or approximately double that of the output of the mills at the present time.

Attention is paid to the statement of P. J. Newell, consulting engineer of the Oregon Public Service commission, who said that the present cut of 10,000 cars would reach 20,000 in three years and 50,000 in ten years, and that it would require 70 years before the cut would again drop to 10,000 cars.

In closing, the brief sets forth that the opposition developed by the Southern Pacific and its friends in this community is not because of fear that any present investment will be imperiled, but to prevent any possibility that the Southern Pacific may not have undisputed sway over the Klamath region.

Sudden Energy

It is shown that announcement of the Northern lines that they intended to give this section the benefit of competitive rail development was followed immediately by a wild scramble on the part of the Southern Pacific.

With a sudden desire to be of service to isolated regions in the Klamath district which had previously been deemed unworthy of any consideration, the Southern Pacific, confronted with the spectre of competition, proceeded with a lavish hand about the business of promising railroads to every section.

An option was obtained on the Strahorn line and application made to extend it to Lakeview and also to run it down the Williamson river, paralleling the proposed Northern lines' construction.

Permission was also asked by the Southern Pacific to build a 26-mile line southeasterly from Klamath Falls. Later permission was asked to extend this prospecting branch to Alturas.

Comment Made

Commenting on this access of in-

terest on the part of a company that had so long ignored the sections which it now showed such a desire to serve, the brief says:

"We can concede the intention on the part of the Southern Pacific ultimately to supply the Klamath country with adequate facilities. But the rapid development of its plans upon learning of the program of the Northern lines, and the progressive steps culminating with the announcement only a few days before the hearing, that a total of fifteen million dollars would be expended in Klamath Basin railroad construction, IF ONLY THE OREGON TRUNK ENTRY IS PREVENTED, prove quite clearly the effectiveness of threatened competition in securing long-delayed and much-needed railroad development."

Bid for Favor

"The cumulative proposals of the Southern Pacific interests are more like a bid for popular favor than an appeal to the commission under the public convenience and necessity clause."

In closing, the brief says: "The facts reviewed leave no room for doubt that the completion of the Oregon Trunk line to Klamath Falls is necessary in the public interest. Its owners, the Northern lines, will obtain long haul traffic, now much needed.

"Direct advantages will accrue to the lumber, livestock and agricultural industries; and the state and the public at large will benefit greatly from the opening of new territory, the widening of markets, and the consequent agricultural and industrial development of the resources of southwestern Oregon.

"The Oregon Trunk construction offers important advantages which are of substantial value. Construction of the Southern Pacific extensions only, means the loss of these advantages, and the creation of an unnecessary and unwise railroad monopoly."

PAY DIVIDEND

PORTLAND, Ore., Dec. 15. (AP) — Final dividend to creditors of the defunct bond house of Morris Brothers, Inc., was authorized today by the federal court to be paid to the approximately 1500 creditors whose losses commenced to accrue five years ago. The dividend is less than 2 per cent.



Christmas Suggests This Judicious Purchase

The Fordor Sedan is an ideal Christmas gift for the whole family—an attractive and practical all-year car. It is finished in deep Windsor Maroon, with interior upholstery to harmonize. Nickered radiator, low, deep seats, wide doors, hooded sun visor and large fenders. See this good-looking car at the salesroom of the nearest Authorized Ford Dealer. Easy terms gladly arranged.

Ford Motor Company
Detroit, Mich.



Runabout . . . \$260
Touring Car . . . 290
Coupe . . . 550
Tudor Sedan . . . 580

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WHAT OTHERS ARE DOING

Bits of News From Towns Throughout the State
FROM ALL OVER OREGON

DRIVER IS CRUSHED

Louis Lee Witham of the Pacific Fruit and Produce company was found unconscious and crushed between two trucks about 7 o'clock this morning at the Whiteacre Service station where the trucks of the company are kept. Witham had apparently been cranking the truck when it slipped into gear or had already been in gear and ploughed him against the truck in front, crushing his chest. He was not found until about half an hour later by another driver, James Covalt.

The injured man was taken to the Wesley hospital immediately by an ambulance where he is in a critical condition, the extent of his injuries not being determined.

Witham is about 32 years of age and has been with the Pacific Fruit and Produce company for the past seven or eight years but has only been in Marshfield since the middle of the summer, coming here from LaGrande.

His wife and child also reside here.—Marshfield News.

CO-ED WON'T RETURN

Ruth LeVan, secretary of the associated students, is still confined to the Corvallis general hospital as a result of injuries received in an automobile accident in Portland, November 29. A head injury received when she was thrown from the car in which she was riding, is the cause of her slow recovery. Miss LeVan will be taken to her home in Portland today if her condition permits. She expects to resume her studies next term.—O. A. C. Barometer.

STILL IS CAPTURED

W. C. Johnson was arrested by officers at his home, 842 West Twelfth, shortly before midnight when officers raided his place and found a 2 1/2 gallon still, according to Deputy Sheriff Stokoe, State, county and city officers co-operated in the raid.

Johnson was asleep at the time. No mesh, but several gallons of

hoose was found, according to the officers. This is the first man taken here at the scene of a distillery since the new law making it a penitentiary offense to own a coil used in manufacture of intoxicating liquor, went into effect.

Charges will be preferred this morning by State Officer Marritt.—Bend Press.

Stage Held Up By 4 Robbers; \$10 Is Stolen

Days of '49 Are Re-Enacted Under Modern Conditions

A stage hold-up, worthy of honorable mention in the days of '49, occurred last night at 7:30 o'clock on the Ashland-Klamath Falls highway three miles west of Klamath Falls. The only difference between the hold-up last night and the stage robberies of 50 years ago, was the modern method of transportation.

Three men stepped into the middle of the road and stopped a Modford-Klamath Falls Stage line freight truck. A fourth man waited nearby in an automobile with the engine idling. A careful search of the freight revealed little else but a stack of newspapers. The robbers then searched one of the men on the freight stage and robbed him of \$10. His name could not be obtained by the sheriff's office.

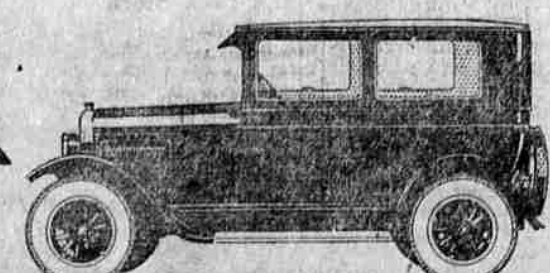
BUYS ARCADE POOL ROOM

Charles Donart, who has been identified with pool room enterprises in this city for a number of years, has again entered the business through the purchase of the Arcade pool room, the deal having been consummated yesterday.

\$595
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