

SEARCH ON FOR MISSING YOUTH

KINGMAN, Ore., April 16, (AP)—The aid of police of northern California was enlisted today in the search for Hanson, H. Granger of Yakima, Wash., a student at University of Oregon, Sunday afternoon Granger purchased a revolver, rented an automobile here and disappeared. Yesterday the wrecked automobile was found in a ditch near Myrtle Creek. Residents of the district said the youth boarded a California-bound stage after wrecking his automobile in trying to pass another car.

California officials have been notified of the boy's disappearance and have been asked to communicate with his parents in Yakima if he is found. Sheriff Harry L. Bown of Lane county, said Young Granger's brother is a clerk for Yakima county and that Yakima officials had urged him to spare no effort to locate the missing youth.

Undercurrent Internal Strife Apparent at D. A. R. Convention

By KENNETH H. CRAWFORD
WASHINGTON, April 16, (U. P.)—Internal strife was concealed under a thick coating of ceremony as the annual congress of the Daughters of the American Revolution started here today with 6,000 delegates attending.

In the flower-decked convention hall all was serene when Mrs. Alfred J. Brownson, retiring president-general, silenced the chorus of feminine voices to deliver the opening speech and conduct the preliminary business sessions.

But behind the scenes the fight waged warm over the kind of Mrs. Helen Tufts Ballie for reinstatement to membership. She was ousted from the organization last year on charges growing out of her exposure of the new famous speaker "Black-ists."

Mrs. Brownson and her allies, who have been charged by Mrs. Ballie with making the organi-

zation a "Klax Klax for Women" were apparently waiting for Mrs. Ballie's friends to make the first move.

They were expected to introduce a resolution providing for Mrs. Ballie's reinstatement. Then there probably will be a fight over procedure. Mrs. Ballie wants an opportunity for her attorney to present her appeal directly to the delegates in a speech to the congress, but officers of the organization may insist that the resolution be referred to a committee and the arguments heard there. In this event, the controversy may never reach the floor.

"There is no crisis of any kind threatening the D. A. R.," Mrs. Brownson assured the delegates in her opening address, supposedly in answer to Mrs. Ballie's contention that the organization is going wrong under its present leadership.

The principal speaker at tonight's meeting was Secretary of War James W. Good, who had the place on the program ordinarily occupied by the president of the United States. President Hoover told the daughters he was too busy with the opening of congress to spare the time.

Good asked the organization to cooperate in Mr. Hoover's campaign for law enforcement—particularly the prohibition laws. He said growing disrespect for law, unless it is stopped, "will end in our destruction."

REPARATION IS HELD TOO BIG

(Continued from Page One)

ession in which Dr. Schacht took the lead as to the ability of Germany to meet the proposed payments.

Thus began the period of real bargaining which will probably result in more or less whitening down of the proposed annuities. As the discussion went on, the atmosphere around the lobbies of the Hotel George V was more optimistic. There was a general feeling in expert circles that some sort of an agreement was now certain.

There was also less expectation in German circles as to the failure of the conference in view of the fact that unless the experts reach an agreement the allies will certainly fall back on the Dawes plan which requires greater effort from the Reich than any new arrangement likely to be adopted.

ADAMS STRIKES HARD AT S. P.

(Continued from Page One)

unless you have adequate transportation and all that that expression implies—service, facilities, competitive routes. You who live in this great Sacramento region know what the building of the Western Pacific into California has meant to this part of the state especially and so I think you will be interested in having me tell you of the program which the Western Pacific and the Great Northern railway have jointly undertaken to remedy what the railroad map will show is a vital defect in the transportation system of the West and thereby stimulate the growth of the entire territory from the Rocky Mountains to the Pacific ocean and from the Mexican border to the Canadian provinces.

G. N. Near Border
Already the Great Northern railway, with its southern Oregon terminus at Klamath Falls, is within twenty miles of California's northern boundary and it is proposed, by building 200 miles of connecting railroad, to close the gap between Klamath Falls and the main line of the Western Pacific at Foston or Keddle, California. Three counties, members of your organization—Plumas, Lassen and Modoc—are directly concerned in this proposed construction. Great Northern engineering parties are now surveying the 59-mile line from Klamath Falls south to Lookout, Modoc county, which that railroad will build. And the Western Pacific is simultaneously surveying the 120-mile northerly extension via Westwood, to meet and connect with the Great Northern at or near Lookout.

Construction of this connecting railroad will create and establish new, direct and competitive through routes to and from important cities and producing areas on the Pacific coast and in the mid-west. The full import of this statement will be realized when you recall that not all sections of the Pacific coast states have developed with equal rapidity or to an equal extent. Competitive transportation, or the lack of it, has had a vital effect on development. It is indeed the key to progress. Study the railroad map.

One-Line Monopoly
The outstanding fact is that the only through route between the north and the south on the Pacific coast is controlled by a single carrier. This situation is without parallel in the United States for there is no other section of comparable area or importance in this country which is dependent upon a single rail carrier for transportation of through traffic.

Construction of the proposed Great Northern-Western Pacific connection, which will remove this bar to maximum trade interchange and commercial development, will begin as soon as certificates of public convenience and necessity are obtained from the Interstate Commerce Commission.

Traditional Opposition
It is evident that these permits are not to be gained without the traditional opposition of the Southern Pacific company, which now controls the only through route on the Pacific coast between the north and the south. Already the Southern Pacific is circulating a pamphlet which in its very title begs the question by stating:

"Adequate Transportation Must Not Result in Wasteful Duplication of Facilities under the National Transportation Act of 1920."

"Illogical"
As to the first part of this title, it is clearly illogical to imagine that adequate transportation could possibly result in wasteful duplication. But I am concerned with the subtle effort made by the use of this title to create in the public mind the idea that the intent or the meaning of the

Transportation Act of 1920 is to promote the doctrine of regulated monopoly as against that of vigorous and healthy competition.

So, when the Southern Pacific represents that its policy of opposition to any competitive railroad development is in line with our national policy as expressed in the Transportation Act of 1920, we think it proper to call the attention of the people to what the Transportation Act says and I therefore quote to you Paragraph 4 of Section 5 of that Act:

"The Commission shall as soon as practicable prepare and adopt a plan for the consolidation of the railway properties of the continental United States into a limited number of systems. In the division of such railways into such systems under such plan, competition shall be preserved as fully as possible and wherever practicable the existing routes and channels of trade and commerce shall be maintained. Subject to the foregoing requirements, and several systems shall be so arranged that the cost of transportation as between competitive systems and as related to the values of the properties through which the service is rendered shall be the same, so far as practicable, so that these systems can employ uniform rates in the movement of competitive traffic and under efficient management earn substantially the same rate of return upon the value of their respective railway properties."

Competition Needed
Reference to the Congressional Record will demonstrate that it was the intent of the Congress, when the Transportation Act was being framed, that "competition shall be preserved as fully as possible."

And in its decision of July 14, 1923, on Construction of Line by Wenatchee Southern Railway company, L. C. Docket No. 2172, page 257, the Interstate Commerce Commission said: "Competition, within reason, rather than monopoly, is in the public interest."

S. P. Wants Monopoly
We think that the public should clearly understand that the opposition of the Southern Pacific is a continuation of its historical desire to obtain and to maintain a transportation monopoly. This has been its traditional policy, and in order to attain that objective it has opposed or sought to control for more than half a century rival agencies of transportation.

In the pamphlet issued by the Southern Pacific, to which previous reference has been made, we read:

"In all these circumstances the Southern Pacific regretfully feels the necessity of appearing as provided by law, in opposition to the request of the Great Northern and Western Pacific that they be permitted to create another north and south line between California and Oregon."

For many years the history of the Southern Pacific, as far as transportation development by competing lines has been concerned, has been one of regretful opposition.

In line with its traditional policy the Southern Pacific has "regretfully" opposed every extension recently proposed by the Western Pacific Railroad company, excepting the short Terminus Branch completed in 1927, and the Holland Branch now under construction.

In the face of this long record of opposition by the Southern Pacific it is hardly to be expected that the railroad would concede that the construction of a line in the general territory in which it operates comes within the definition of "reasonable competition."

The Western Pacific does not propose nor favor "wasteful competition." It believes, however, that the competition of strong rail lines, vigorously maintained, is essential to the progress of this state. The entrance of the Great Northern into California, by the construction of this proposed line, and healthy competition over the new routes thus to be created, will, in our opinion, go far toward fostering the true purposes of the Transportation Act of 1920.

FUNERAL NOTICES

ZIMMERMAN RIDDLE
Zimmerman Riddle died at the residence of her grandfather, Jeff Riddle, near Beatty, Monday morning at 6:50, her passing terminating an illness of three years. She was born in Klamath county, June 13, 1910, and was nearing her 19th year when called. She leaves a brother, Owen Riddle, a sister, Mrs. Veneta George, both of Beatty; and two sisters, Wave and Zelma Riddle of Riverside, Calif., as well as her grandfather, Jeff

SETTING THE PACE

IN VALUE GIVING AT THE GOLDEN RULE STORE'S

REMOVAL SALE

This store, during its 19 years of existence has built up its enviable reputation through selling the best possible merchandise at the lowest possible prices. And now, during our great REMOVAL SALE, we have gone the limit in value giving throughout the store—to reduce stocks to the greatest possible extent before moving to our new building. That such values are appreciated has been proven by the tremendous and enthusiastic buying during the past few days.

Come and See for Yourself What the Price-Tags Tell!

Specials For Wednesday & Thursday

Graduation Dresses

With Graduation Days so near this offering is of especial merit. A large group of Taffeta, Georgette and Satin Dress to choose from. Pleated and ruffled styles, beautifully trimmed with lace and flowers in a splendid selection of lovely shades. For Wednesday and Thursday selling they have been reduced to only—

\$14.85

Coolie Coats

We have just received a shipment of this latest novelty—Coolie Coats. Of Rayon material, they come in black, blue, green and red with gorgeous large flowered Japanese patterns. Although they were bought to sell at \$5.00 and are just unpacked, they will be sold Wednesday and Thursday at—

\$4.39

Thousands have Saved! Have You?

GOLDEN RULE CORPORATION



COMPARISON REALIZATION

READ BELOW THEN LOOK

You CAN Do This AND We Will Do This

Total price \$1500, \$100 to \$150 down; YOU MOVE IN—\$25.42 month, including interest.

How many years will it take you to buy just a bare garden tract (no house on it) on the monthly pay plan, pay for it in full, and at the same time save enough money to build only a small house? And you will be paying rent somewhere all this time. Now you get your pencil out and figure if you could possibly do it. You would have to pay \$25 mo., no doubt, on the land, save \$25 mo. for years to build only a very moderate home, and you would be paying at least \$25 mo. rent all this time—\$75 a month!

Can You Do It?

Now read the other side of this advertisement.

Several families bought and moved in before we started this advertising campaign on Piedmont Heights

WE WILL SHOW YOU A 100% SENSIBLE AND WORTHY DEVELOPMENT

115 So. 7th Slater Inv. Co. Phone 688

Big Garden Tract and Brand New 4-Room Bungalow, enclosed, has hot water tank, porcelain sink, toilet, wash basin, with plumbing roughed in ready for bathtub; wired for electric lights. Deep cold well water under pressure in each bungalow. We finish the outside, you (save money) and put on the inside trim and decorate to suit your own taste.

Have a cow, pigs, rabbits, chickens, etc. Grow your table vegetables. Reduce your cost of living—save money, make money. Just out of the city—county taxes, that's all. Everything is brand new.

OWN YOUR OWN HOME

\$200 down; 3-r. plastered, close in, near school.
\$250 down; 4-r. plastered, on paved street, near school.

Italian wanted to buy property and open pool hall, etc., at Midway.

FOR RENT: Will lease 2 yrs., 7-room home, \$65 mo., close in, good for lodging house, etc.

We also have partly furnished 5-room modern, \$50 month.

SLATER INVESTMENT CO. 115 So. 7th Phone 688

For The Perfect Home—

Among the many necessary ingredients for the making of a perfect home, besides laughter and children and perhaps a dog, is good LUMBER.

WE HAVE IT

BIG BASIN LUMBER Co.

Long-Bell

"EVERYTHING TO BUILD WITH"

Phone 107 Spring and Main Klamath Falls, Oregon

Try Herald Class Ads For Results