

The Evening Herald

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WEDNESDAY, APRIL 17, 1929

Help Indian Help Himself

HOW can the government expect Indians to develop a sense of responsibility when it attempts to do all the thinking, administering and governing for its wards? If similar groups of white people were subjects to the same patriarchal form of government, would they not present the same problem that the Indians do today?

This newspaper is frankly in favor of gradually doing away with the reservation system—we say gradually, because the elderly Indians must be protected.

But we believe the younger generation of Indians should be freed of fetters with which Uncle Sam has burdened them. If they have capital assets, these assets should be liquidated, and the receipts thereof should be either turned over to the Indians, or placed in good securities with a regular interest income assured.

That there is a problem of Indian reservations, even the leaders of the Klamaths will agree. Any person who has followed the crime wave which has swept up and down the Klamath reservation during the past few years realizes that the existing situation is intolerable. Something must be done to instill into many of the younger Klamaths a sense of responsibility and citizenship. In our opinion, there is only one way this can be done, force them to go forth into the world as any other citizen, and make their own way.

We doubt whether Indians are physiologically or intellectually inferior to the Whites. But we are sure they will be, if this patriarchal system of the government is maintained indefinitely.

This newspaper subscribes to the views of Secretary Wilbur. Do away with reservations. Send the Indians forth into the world to make their own way, to mingle with their white brothers in carving out their own destinies in a world of competition and industry.

SHOUP TELLS S. P. POSITION

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\$40,000,000 per year on new facilities and extension of lines where actually needed, during the past five years. May I repeat that we pioneered this territory.

Mr. Shoup then called attention to the fact that adverse reports had been made on five proposed extensions of the Western Pacific in California by I. C. C. examiners.

Turning to the Klamath basin railroad controversy, Mr. Shoup said:

"We think our neighbors to the south have a somewhat different idea with respect to a strong well-founded-out railroad organization that can give a satisfactory service compared with the ideas of our neighbor to the north with whom they are co-operating. The Great Northern, Northern Pacific, and Chicago, Burlington & Quincy have a project for consolidating those railroads into one great system of some 25,000 miles. The Great Northern and Northern Pacific parallel themselves between Puget Sound and Portland on the one hand and St. Paul and Minneapolis on the other. Such a system would be much greater than any the Southern Pacific has ever had under contemplation. I have not argued the merits of this project one way or the other. It has been thoroughly debated in the communities that are served, and all of the arguments, pro and con, are before the commission. Certainly able men representing these railroads believe that great good is to result from the consolidation. I only desire now to point out that their theory is in direct contravention to the theory of competition that is being presented by our friends to the south.

Not Coming To City

"Further, I would like to point out that the Western Pacific is not coming to Klamath Falls. You are not getting any new railroad company. The Great Northern proposes to build 50 miles to the south and connect there with the Western Pacific. Both these roads have transcontinental lines. It goes without saying that it will be the obvious duty of the Great Northern organization to secure every car that it can from Klamath Falls Basin for its long haul. There will be no Western Pacific at Klamath Falls with respect to transcontinental traffic, except that through rates no doubt will be made effective just as we make them effective with all our connections wherever there is a

public need. So far as the Great Northern is concerned, it is covering the territory already covered by our Alturas line, and by the lumber roads projected south from that line. On the other hand, it will be the obligation of the Western Pacific to keep every car of traffic that it can do its own lines as against any movement northward to or through Klamath Falls. It will be to its interests to have the logs in the territory it serves milled on its own lines and shipped out on its own lines.

"If this question had been decided on the basis of bringing the Western Pacific into Klamath Falls, then the Western Pacific, and not the Great Northern, of course, would build this last 50 miles. I have no criticism to make of the theory which put this junction point 50 miles to the south, but merely draw your attention to the fact that it does not bring a new railroad into Klamath Falls.

"Under the National policy a new line can be justified only on the basis of public convenience or necessity, which may mean that the existing lines either are inadequate to serve commerce with its prospective growth, or that opportunity will be given through the construction of the new lines to create commerce that will justify that construction. Now I do not believe anybody questions the adequacy of our service in view of the investments we have made, our through freight rates, and our assembling and distributing facilities generally. There remains then the question of the development of traffic. We believe that the door will not be opened through this new construction to the creation of additional traffic that will carry the burden involved. Large areas of land do not in themselves constitute sources of traffic, as I have said before.

We have canvassed thoroughly the territory between Klamath and Westwood. All the timber and agricultural areas have been mapped. We believe we have a thorough knowledge of the potential production, and our conclusion is that such a line as that projected by our neighbors would have to live not off traffic created, but if it could have to be from traffic taken from us. We cannot afford to lose such traffic and maintain the service you are entitled to. In one of our statements we have stated that there is no community of more than 200 people in this large area to which our neighbors refer.

A rejoinder has been made intimating that this is because of lack of railway facilities. I think somebody had better look twice. Our neighbors the Western Pacific, have a good railway line extending from Oroville east-

ward through California into Nevada, which illustrates the point that railroads do not in themselves make traffic. There is no community on that line for more than 200 miles, after this long period of construction, that has more than 200 people, except one, and that is the railroad freight terminal. The NCO in its construction, picked presumably the best of the agricultural territory in far Northern California. It is a good livestock territory, and some fair agricultural land. Outside of Alturas and Lakeview, at the terminus, there is just one place on the entire line that has more than 200 people. It may be that through sawmill operations some communities of temporary consequence might be created, but these would be few, and our belief is that the existing milling centers, such as Klamath Falls, Westwood, McCloud, Weed, and now Alturas will, through their larger mills and the efficient concentration of activities, take care of this logging to better advantage than would local mills in that section.

"Now, as to this north and south line about which there has been a good deal of discussion; there has been efficient transportation north and south between all parts of the northwest and California, Arizona and Nevada for a long period of years. We have increased the efficiency of that transportation, as you know, through building the National cut-off. Whenever public necessity demanded it, we have put in through rates. We have in through rates now with the Great Northern via Klamath Falls. We have through rates via Santa Fe to points served by it in California and Arizona. Freight traffic, of course, that moves north and south comes through Klamath Falls whether via Portland or Bend. Portland Gateway has been a great gateway for this north and south business through interchange by both rail and steamer, and any diversion from that gateway does not mean lower rates or necessarily better service. It is absurd to talk of great new markets being created through this new north and south line. The interchange of commodities between California, Arizona and Nevada on the one hand and Oregon, Washington and Idaho on the other has been developed over a long period of years through good service and low rates. If you question the rate situation, compare those between San Francisco and Salt Lake or Ogden served by both the S. P. and W. P., with those between San Francisco and Portland, of slightly less distance, or between San Francisco and Walla Walla, Spokane and other points in Eastern Washington of very much greater distance. We have had intensive competition north and south through good water service between San Francisco and Portland and Puget Sound. We appreciate, as you do, the influence of water in connection with making these rates. I merely wish to point out to you that commerce has not been hampered by lack of rail competition. The markets for the commodities of the northwest have been well established in California and vice versa, and the consuming demand is not in any way hampered.

"We have felt in connection with the proposed construction of any of these lines that the proper procedure was to present them before the interstate commerce commission as you would any other case before a court. In the end the facts and logic of the arguments presented must determine whether it be in the public interest or not to have

these railroads constructed, and we will all have to bow to the conclusion of the interstate commerce commission whatever it may be. We have no doubt that all of the facts that have a real bearing on the situation will be presented at these public hearings. Neither our opinion nor that of our neighbors will govern, nor carry any material weight, except as fortified by actual facts. We have not, therefore, made an active campaign asking for resolutions that convey no study, and that can mean little or nothing as testimony. We believe that in asking public bodies, such as the Klamath Falls chamber of commerce to give favorable consideration to our contention that we are deserving of its friendship, we are not asking too much. We have cooperated with you in a pioneering way in creating a city here. We are now building you a direct main line to the east, more direct than any other route that can be projected. We need your business and your support, for we cannot justify an expenditure of \$40,000,000 unless we can have the traffic that will support it, and the service to which you are entitled. Our payroll in this community now runs about \$100,000 per month. We are, therefore, not only your major source of transportation connection with all parts of the world, but one of your principal industries. We believe not only in the industrial prospects of this section, and its possibilities as a manufacturing city, but we believe also that in the summer it is destined to be one of the great summer resorts of the world. We are doing what we can to bring people here, to have them know Klamath Falls and the surrounding section. In connection with our million dollar advertising program each year, we believe we are doing our share of cooperation with you in making Klamath Falls and its attractions known to the world. We have no feeling against our railroad neighbors. They are all good people; but we do believe that the interests of Klamath Falls and the Southern Pacific are more tightly interwoven than is possible with any other railroad system. We try to express that in the service we are giving you and a good word that is rightly due you wherever we go and wherever we reach."

AIMEE WILL BE CALLED TODAY

(Continued from Page One)

point of view. There is more public interest in her than any of the other witnesses placed upon the stand to substantiate the charges against Judge Hardy of misdemeanors in office.

But from the legal viewpoint, judging by ground actually gained through a witness, Mrs. Lorraine Wiseman-Sleaff is regarded as the real "star" witness for she produced more startling testimony than even the prosecution who subpoenaed her, had dared anticipate.

Woodcraft Meeting Tonight—

Members of the Woodcraft will meet at Odd Fellows hall tonight for regular lodge session and initiation. All members are asked to be present.

Here From Medford—

Freeman Pike, business man of Medford, is in the city today on business matters.



If husbands spent their days at home, all homes would have Extension Telephones!

It would be a good thing for husbands to stay home and do the housework for a week—just to see how many steps the woman of the home must take!

They would soon call the business office of the telephone com-

pany and say "Come and install extension telephones".

They would do this even before they found that extensions cost but a few cents a day.

Yet—that's all they cost.

THE PACIFIC TELEPHONE AND TELEGRAPH COMPANY

Names Drawn For Jury List

Sheriff Lloyd L. Low and County Clerk C. R. DeLap yesterday drew the names of 20 men to fill the circuit court jury panel. Circuit Court Clerk Lloyd DeLap yesterday announced the names of those drawn and stated that they are to appear in circuit court Friday, April 19, at 10 a. m.

Those chosen for duty are: Jim F. Keller, Klamath Falls, farmer; D. C. Holbrook, Malin, farmer; H. E. Polz, Klamath Falls, retired; Charles L. Hawkins, Klamath Falls, farmer; R. C. Dale, Klamath Falls, real estate; James W. Serjinks, Merrill, farmer; Mike Daly, Bonanza, farmer; James P. Bateman, Klamath Falls, contractor; Fred Shallock, Klamath Falls, millman; T. J. Webb, Klamath Falls.

NOTICE

All Members of Veterans of Foreign Wars

are requested to attend a meeting tonight, State Commander Kelly will be here. W. C. MacRea, Commander

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

real estate: J. T. McCollum, Klamath Falls, carpenter; Don J. Zumwalt, Klamath Falls, engineer; Forrest Cunningham, Klamath Falls, farmer; H. L. Arant, Dairy, farmer; Fred L. Applegate, Klamath Falls, farmer; Fred B. English, Klamath

Falls, clerk; Theodore N. Case, Klamath Falls, printer; John Hennessy, Malin, farmer; P. A. Albertson, Klamath Falls, lumberman; C. A. Hayden, Klamath Falls, insurance.

RECORD CLASSIFIED ADS
BRING RESULTS

Dr. Moore Home—
Dr. Glen Moore has returned home after spending the past ten days in southern California on a pleasure trip. While south Dr. Moore visited with his brother, Leo Moore of Sacramento, official pilot for the promotion of aeronautics of California.

COMPARISON REALIZATION

READ BELOW You CAN Do This
THEN AND We Will Do This
LOOK

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 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



Andy Warner Says—

That after a man has brought his car into our shop for a complete overhauling and for the necessary repairs—he then becomes an Ace Fan. Our skilled mechanics work quickly, skillfully and our charge is reasonable.

Andy Says—

That if you trade in your old tires for new ones—you will be assured of riding comfort all spring and summer—The Tire that Andy carries is the FAMOUS

GOOD YEAR

ACE TIRE SHOP

Phone 843

ANDY WARNER
FREE CITY ROAD SERVICE

115 S. 11th St.