Rate Plea Is Well Put
DISCRIMINATION HURTS RAILROADS

## Thrifty Nation's Bulwark

Case For Railroads
Made in Petition
A good case for the railroads themselves in behalf of a rate reduction on potatoes between Klamath Falls and
California points is made in the peCalifornia points is made in the pe-
tition for reduced rates addressed by the Klamath Potato Growers associathe Klamath Potato Gr
tion to freight traffic $m$
four railroads affected. four railroads affected
The petitioners $p$
through an I. C. C. decision reducing the rates on Idaho potatoes, the aders through their proximity to the Call.fornia markets are largely taken away. An authentic survey has shown the
cost of production for Idaho potatoes
is 85 cents per cwt, and in Klamath county, $\$ 1.08$. From this in is evident
that proximity production of Klamath potateos made profit-
able in spite of the higher cost in volved. It is apparent. the petition states, "that unless the Klamath growers are given the benefit of the shorter
distance to market, the higher cost distance to market, the higher cost
production will make it prohibitive f
a continuance of the industry Another point made by the growers
6 that truck transportation of Klamath potatoes is rapidly increasing. In 1928, 100 carloads of potatoes were shipped
from the Klamath basin by truck. This amount increased to 150 cars in 1929. at least 250 cars, and perhaps 300 , will be shipped out by truck in the 1931 season. At first shipments by truck were merely to northern California
points, but the truek operators, competing with the higher rates charged a regular business as far south as Sac-
ramento and even beyond that point. ramento and even beyond that point.
Thus, the railioads are presented
with two possibilities in maintaining
the present situation. The steady decline, and final ruination of the Klam-
ath potato industry, as hinted by the ath potato industry, as hinted by the
petition, would remove one of the main
sources of tonnage sources of tonnage for railroads in the
Klamath basin. What they might gain but lower-rate points, could hardly off-
set the loss from the death of such a seotne loss from the death of such a
potentilly great industry as that of
Klamath potato growing The other possibility, is the loss of be downed through the high refailroad rates, to ever increasing truck compe-
tition. The railroads have had ample experience with that sort of thing.
The Klamath growers have done a
good job of showing the railroads that.
THRRR


Nevada Gets More From Divorce-Seekers
If you want a divorce, it is nice to
be classed as a permanent resident of
Nevada. But if you, want to own an
automobile license, it's nicer to be recautomobile license, it's nicer to be
ognized as a citizen of California. Hence, an interesting situation has
developed at Reno, where erstwhile
Californians crowd in large numbers Californians crowd in large numbers
to win freedom from matrimonial bonds. Nevada authorities have adopted a pol-
icy of refusing to issue visitor's permits cy of refusing to issue visitor's permits
to the divorce seekers, because technically they are not visitors, but perma-
nent residents. They have declared action.
California has $\$ 3$ license plates. Ne California has considerably
vada charges conada authorities are out Nevada authorities are out to
all the "permanent residents" That's tough on divorce-seekers. But oh-hum
worth

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SIDE GLANCES By George Clark


Telling the Editor

Klamath Names

Office
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Health
Talks

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Brought morning \& night
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Six days each week The Klamath News and The Eve. ning Herald greet you morring and evening. They papera which are sold in this county.

