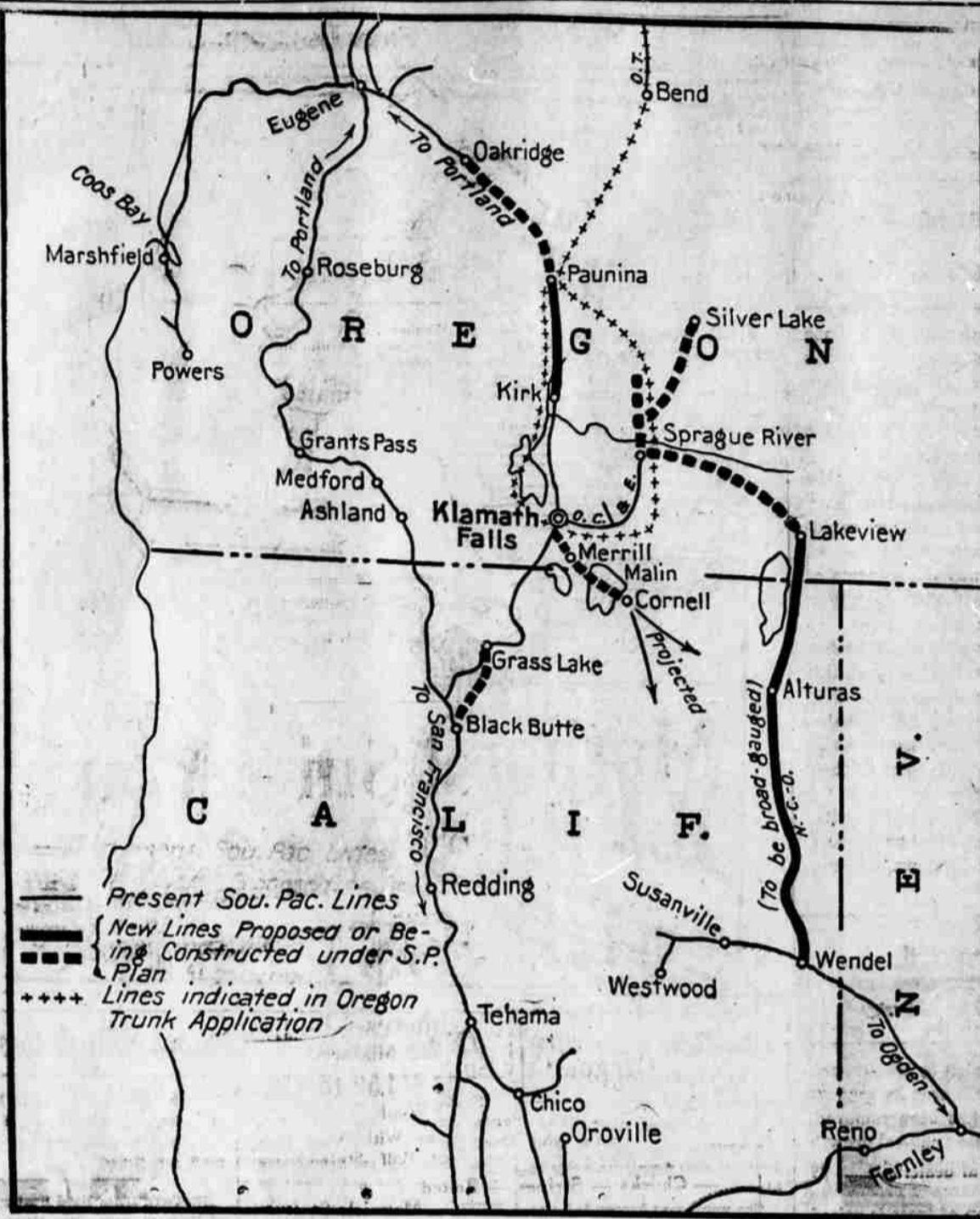


P. Attitude In Rail Matter Is Clearly Stated

(Up to this time all of the information regarding the controversy centering at Klamath Falls has been given in statements, issued by the railroads, naturally, have been of a nature and, therefore, afforded the people here a understanding of the situation. It is not innumerable rumors, but undertaken to obtain the railroads concerned, their attitude, and to publish the straight forward news style, there may be a complete and understanding of the facts of the interstate commerce hearing at Portland on the Oregon Trunk. The article, setting forth the attitude of the Southern Pacific, from authoritative printed today. A statement of the plans and the Oregon Trunk, will be presented each side of the benefit of its readers. The Southern Pacific has announced a definite program for construction in Klamath Falls, and has proposed under these a direct route for through southern Oregon, northwestern Oregon and the Pacific coast generally to Klamath Falls to the east. They give the time as tributary to Klamath Falls that will bring logs of southern Oregon and California to this city. Like lines will develop the agencies of this same section, then, a comprehensive plan adopted that gives all local service for the of northern California Oregon, and ties in a direct railway service to the United States made tributary to the Klamath Falls section, and in this of new lines Klamath center. The Southern Pacific the following steps: finishing the construction on Cut-off, as a through will be done by midsummer at an expense of \$23,000,000, in addition already invested in Klamath Falls, Eugene-Oakridge the acquisition, subject to approval of the Interstate Commission, all the common bonds of the Nevada-Oregon railway, extending California, near Susanville northward to Lakeview. Acquisition of an interest in California and Eastern (the Strahorn line) subject approval of the Interstate Commission, which necessary financial support these lines eastward view district and northwestern Silver Lake district, with up the Williamson river, already having made to cover these extensions. construction of a line to Tule Lake basin 40 Klamath Falls to Corning the agricultural development section. The Route East. Such further construction necessary in connection of the previously named give a direct route from Klamath Falls east, and by "direct" line at least 200 miles in the present line through into the valley in California. because of the centering of in Klamath Falls and establishment of a distal here, an estimated pay excess of \$1,000,000 per be created here, and will traffic grows. on to the \$23,000,000 extension the Natron Cut-off more will be required to the Southern Pacific plans. This means that it up sufficiently new earnings connection with operating it may make because of route east from the northwestern the new investment \$3,000,000. The Southern Pacific states that is comprehensive and meet every development in this section. It opposes the Oregon Trunk line into because it does not benefit traffic can be dependent support the parallel and investments that would through construction of the trunk. Neither railroad can any of its plans in part or with the permission of the Interstate Commerce Commission. The commission is holding a hearing on October 5th upon these applications. The Southern Pacific takes the that it has recognized its obligation to develop this territory as naturally to be served by its system. Its plans for this section between 1913 and 1922 were suspended through no fault of its own. During this entire period an attack was made through the courts upon its holdings of the Central Pacific and an effort made to make it sell its interests in the Central Pacific. As the line to Ogden and the lines to northern California were largely of Central Pacific ownership, obviously nothing could be done until that question was disposed of. As soon as the Interstate Commerce Commission did finally dispose of it by sustaining the claim of the Southern Pacific to its ownership, work was actively begun upon Natron cut-off, to put the Klamath Falls section on the through trunk line between the North Pacific coast and California, and more recently it was announced that the Southern Pacific's further plans, made many years ago, for serving this territory, including a direct line to the east, would be carried out, promptly. During all this time, from 1914 on, the Oregon Trunk, terminating at Bend, 148 miles north of Klamath Falls, unhampered by any legal difficulties, did not see its way clear to make any extension southward into this territory. No action was taken until the Southern Pacific invested a sum running into many millions in furtherance of its plans, and had announced the main features of its proposed construction. Shorter Haul Favored. The Southern Pacific points out that there is no more reason for the Oregon Trunk coming southward into this territory than there is for the Southern Pacific to build into Bend, the timber products being of the same nature, while the agricultural products of southern Oregon and northern California in much the larger part find their markets on Southern Pacific lines. To extend the Southern Pacific lines to Bend or the Oregon Trunk into Klamath territory simply means hauling timber products for a longer distance than is necessary, bringing both the rail lines and the mills into an undesirable and not a constructive competition. Further, if the agricultural sections were served by the Oregon Trunk to the exclusion of the Southern Pacific, they would be deprived of direct service to greater part of their markets which are reached only by the Southern Pacific. As to distance to eastern markets, the Southern Pacific points out that its line as projected from Klamath Falls via Ogden will be shorter than the Oregon Trunk in connection with its parent companies to all eastern territories south of and including parts of South Dakota, Minnesota and major part of Wisconsin—nearly all of the United States east of the Rockies. One Unified System. It believes that economic transportation can best be given this section by one comprehensive system where there is unity in transportation, thus providing co-ordination of service from the initial movement of the raw material to the final movement to the market. For example, the Strahorn line will become a part of the Southern Pacific immediately after approval of acquisition of an interest by the Southern Pacific in so far as rate making is concerned, and service will be co-ordinated with that of the Southern Pacific, so that for all practical purposes the logs that move to the mills and the handling of the products from the mills, whether to California markets or the east, will come under one unified system of transportation, with a proper relationship between the cost of movement of raw and manufactured products and a local service working harmoniously with the through service. Likewise in development of an agricultural territory, whether moving in fertilizer, seed, or what not; whatever may be necessary to do to co-operate in developing that section through the bringing in of settlers and then, finally, in the distribution and marketing of products there will be a harmonious relationship established with the service being given by one company having an hundred per cent interest in that development. The Southern Pacific points out the great value to Klamath Falls in the carrying out of its comprehensive plans as a whole because of establishment of Klamath Falls as a rail-Common User Opposed way center. The Southern Pacific opposes the common user theory, which has been to some extent publicly promoted as a means of giving the Oregon Trunk access to Klamath Falls over the Natron line of the Southern Pacific, on the ground that no railroad should be permitted to jeopardize the investments of another by use of latter's invested capital in facilities and thus enable it to come in without capital investment and share the business of the pioneer line, putting itself in position of picking or choosing what part of a line or what part of the facilities of its neighbor it may desire.

Railroad Development as Planned for Klamath District



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