

Order of Antlers Holds First Meet

Plans for Winter Social Events Form Chief Feature of Evening Program

The initial meeting of the winter months of Order of Antlers was held in the Elks temple on Monday evening under the guidance of J. J. Miller.

More than the usual turnout was present when 34 of the organizations answered the roll call. Plans for the winter activities, including a fall dancing party were discussed.

An interesting feature of the evening were addresses to the boys by Linn Nesmith on "Co-operation and Friendship," and by Frank Confer on the interests of the Elks lodge in the younger organization.

Confer also led in the community singing, enjoyed at the meeting.

FRICION MARKS AIR DEPARTMENT POLICY

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Admiral Eberle, taking the stand late in the afternoon and studiously avoiding mention of Mitchell's name declared that the proposal for a separate and unified air service independent of both army and navy was "contrary to all principles of military command," and would result in "a perpetual row."

Eberle placed the entire fault of the controversy upon the "impatience of young men, who fail to take into consideration our entire defense problems."

He pleaded with the inquiry board, by inference to keep its hands off and asked directly for encouragement in carrying on the present air policies.

"I feel," he said, "that if you will encourage us to continue on our policy, in a few years you will be proud of it."

Eberle rounded out a day of naval opposition to any change in policy and the inquiry board Wednesday will hear Postmaster General New, his assistant in charge of air mail and Paul Henderson, recently resigned as the air mail assistant in the postoffice department.

Secretary Wilbur, who made his presence felt during the afternoon session by frequent interjections to testimony was the first witness of the several for the navy who presented a solid front against any policy changes likely to result in "irreparable injury."

COMMERCE BODY TO AWAIT RAIL PROBE

(Continued from Page One)

and the large district surrounding that city, all of northwestern and northcentral California, and the large number of communities within Klamath county. Klamath Falls is practically mid-way between the large consuming markets of Portland, Oregon, Puget Sound cities, and San Francisco, and the bay cities.

Present Railroad Facilities

"The present railroad facilities of Klamath county embrace the following: A line of railroad (Southern Pacific) from Weed, California, to Klamath Falls. A line of railroad being built by the Southern Pacific, known as the Natron cut-off, from this city to Eugene, Oregon, and the Oregon-California and Eastern railroad, extending from this city to Sprague river, or Yalnax, Oregon. We find that, at the present time, 60% of the lumber manufactured in Klamath county goes as box shuck, and poor grades of lumber to California, and approximately 40% is shipped east in the form of better grades, via Roseville, California. Products going to northern Oregon must necessarily go to Weed, and back over the Siskiyou mountains via Medford, Roseburg and Eugene. This, however, would be eliminated with the construction of the Natron cut-off. Klamath Falls is, at the present time, the second largest rail shipping city in the state of Oregon. Every year approximately 25,000 cars of lumber are shipped from this district, not including better than 1,000 carloads of livestock per year, and several thousand carloads of agricultural products, including hay, grain, potatoes and other products.

Proposed Rail Construction

"There is on file with the interstate commerce commission the following applications for building in Klamath county, in the order of filing with the commission, they are as follows: (1) Application of the Central Pacific to acquire an interest in the Strahorn railroad (the O. C. & E.) to extend this road to the point of Williamson river, and also to Silver lake, and eastward to Lakeview. The Southern Pacific has acquired all of the common stock of the Nevada-California and Oregon railroad from Lakeview to Wendell, California, and has agreed to broad-gauge that line. (2) Application of the northern lines to build a line of railroad from Bend, Oregon, southward, near the station Pannina, via the Sycan river, Bonanza, and to Klamath Falls. (3) Application by the Central Pacific to build

south from Klamath Falls, via Merrill, Oregon, Cornell, California, to a point connecting with the N. C. O., probably, at or near Alturas, California, which is on the line of the N. C. O. railroad, which is virtually the same route formerly known as the Modoc Northern.

Recommendations

"Considering the present railroad facilities and the vast natural resources in Klamath county, both developed and undeveloped, and due to the fact that at the present time, and for some time to come, all eastern bound traffic would necessarily continue to be hauled in a circuitous route, via Roseville, California. Your committee recommends that this county must necessarily have a more direct eastern connection. The construction of the Natron cut-off will not provide an eastern connection, which is so necessary to the adequate development of this community. At the present time, we are reliably informed that there is so much delay in shipping to eastern markets, that our manufacturers are unable to obtain proper credit relations with the eastern distributing points. Klamath agriculture, we find, according to statistics from the county agriculturist's office, is increasing between 20% and 25% each year, and must necessarily have additional markets.

If it is found, in order to obtain additional railroad facilities, which are so necessary for the proper development of this great empire, that this organization should endorse any program for additional railroad construction, we recommend that the following resolution be submitted to the membership of the Klamath county chamber of commerce for their approval, and if approved, that it should be directed to the interstate commerce commission, which body has set October 5, in Portland, Oregon, as the date on which it will determine the favorability of additional railroad construction in Klamath county and northern California.

Resolution

"WHEREAS, the railroad facilities of Klamath county are at the present time, inadequate for the economical transportation of Klamath, and southern Oregon products to eastern markets.

"AND WHEREAS Klamath county has within its border and tributary to this district, approximately 30,000,000,000 feet of standing pine timber, and approximately 140,000 acres of irrigated lands, which must necessarily be placed in full production in order to pay reclamation and maintenance charges.

"AND WHEREAS, at the present time, even with the inadequate facilities, Klamath county has developed to the point where it is now the second largest railroad shipping district in the state of Oregon, in timber and agricultural products.

"THEREFORE, he is resolved that we believe the greatest development of Klamath county can be secured through the service of two railroads. We endorse program of construction as proposed by the northern lines, from Bend to Klamath Falls, and the Southern Pacific lines from this city in a direct route to Ogdén, Utah, and that we believe there is adequate potential tonnage within the border of Klamath county to warrant the construction of all roads so far proposed, and that the construction of such roads will mean the full development of Klamath county, the building up of Klamath Falls to a city of importance on the Pacific coast, and further, that our agricultural interests will receive the relief which they need in the marketing of their products, as well as adequately taking care of the lumbering interests.

"AND BE IT FURTHER RESOLVED THAT, if in the opinion of the interstate commerce commission (which body is composed of men, best able to judge as to the necessity of railroad construction in any district) it is believed that there is not adequate tonnage in Klamath county, developed and undeveloped, to warrant all the new construction proposed by the above railroads, that we do earnestly petition the commission to grant permission, and furthermore, force the Southern Pacific railroad company to build the lines of railroad which they propose in their various applications, particularly that line from Klamath Falls,

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Rainy Season to End Riff Warfare

French Aims Defeated for Year as Torrents Prevent Military Movements

LONDON, Sept. 22. (United News)—The French war in Morocco is virtually ended for this year. Unless Marshal Petain can accomplish a military intrade, France will be compelled to admit failure in her principal object in Morocco—the defeat of Abd el Krim—until 1926.

This information is obtained from an authoritative British source, but the conclusion expressed is based on such non-military premises that any layman may follow the reasoning leading to it.

With a fortnight, at the latest within three weeks, the rainy season will begin in Morocco. Slight rains already have occurred in north Africa, presaging the torrential deluges which are to come. These seasonal downpours will prevent maneuvering of an army until well into next April, when the north African sun will have begun to absorb some of the excess moisture.

KLAMATH CATTLE TAKE SCORES OF RIBBON AWARDS

Two tired, but satisfied looking men walked into the office of the county fair board yesterday morning almost hidden beneath handfuls of premium ribbons won at the Jackson and Josephine county fairs during the past two weeks, since the close of the Klamath county fair. West and Watters combined with E. M. and W. E. Hammond of Merrill, in shipment of shorthorn stock for the two county fairs, but the Hammonds shipped 16 head of Rambouillet and 14 head of Hampshire sheep for exhibition.

From the West & Watters herd the peerless Little shorthorn bull, Collynie Violet's Pride, who was grand champion at our local fair, also cleaned up both the junior championships at Jackson and Josephine counties, while the dignified Lord Sultan from the Hammond herd, upheld his previous numerous victories by pulling down the grand and senior championships at both shows. West & Watters' outstanding shorthorn cow, Edredale Darling, gave birth to a pure white calf just before the opening of the Grants Pass show, and mother and offspring

Oregon, via Merrill, Oregon, Cornell, California, to Alturas, California, giving a direct eastern route via Ogdén, Utah, thereby allowing our agricultural products a more direct route to the eastern and middle-western consuming markets, and give Klamath lumber products a more direct haul to the larger lumber markets.

"W. O. SMITH,
"W. E. LAMM,
"GEO. H. MERRYMAN,
"W. C. DALTON,
"C. J. MARTIN."



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proved one of the most popular sights of the Josephine county fair. Edredale Lass, Edgedale Mary, 2nd, West's Lady Lavender, and Honeycomb's Darling completed the entries for the West & Watters string of shorthorns, while Hammond & Son, shipped only Lord Sultan and Donna, a cow with calf at hoof. It is speaking well for the quality of Klamath stock that the Hammond sheep, both Rambouillets and Hampshire, took firsts in all get-of-sire, produce of ewe, flock of lambs and pen of lambs in which they were entered. While the shorthorns proved an invincible means of bringing home all the blue ribbon in both counties!

"Yes, we did pretty well," said big Gene Hammond, with his twinkling, boyish smile, as he laid down his load of ribbons. The count disclosed only 22 firsts, 5 seconds, nine championships and two grand championship ribbons from Jackson county, while the Josephine county awards numbered 20 firsts, six seconds, eight championships and two grand championships. At least a couple of more blues and probably a championship, if not grand championship, would have been added to the winnings of the Hammond flock if their finest ram lamb had not died just before the opening of the Jackson fair, from pneumonia contracted enroute from Grants Pass.

COLVIG MAY FACE CONTEMPT CHARGE

Whether John L. Colvig will be charged with non-support of his two minor children, Cleo and Ruth Colvig, or whether he will face a charge of contempt of court for not paying alimony is the question now before District Attorney E. L. Elliott and Assistant West, who have been delving into the case for some time.

Colvig was sentenced by the court some time ago to pay \$40 monthly as alimony and support of his children. In the meantime the wife married when little alimony had been paid and the support of the children is now at stake.

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Arms Commission Asks Conference

Confab on Private Control of War Material Held Need of Near Future

GENEVA, Sept. 22. (United News)—The league of nations disarmament commission has requested the council to prepare for a disarmament conference to be summoned when the council feels that international security has been satisfactorily attained.

The commission also asked the council to prepare for an international conference on the control of private manufacture of war material and to invite the United States to participate in the conference.

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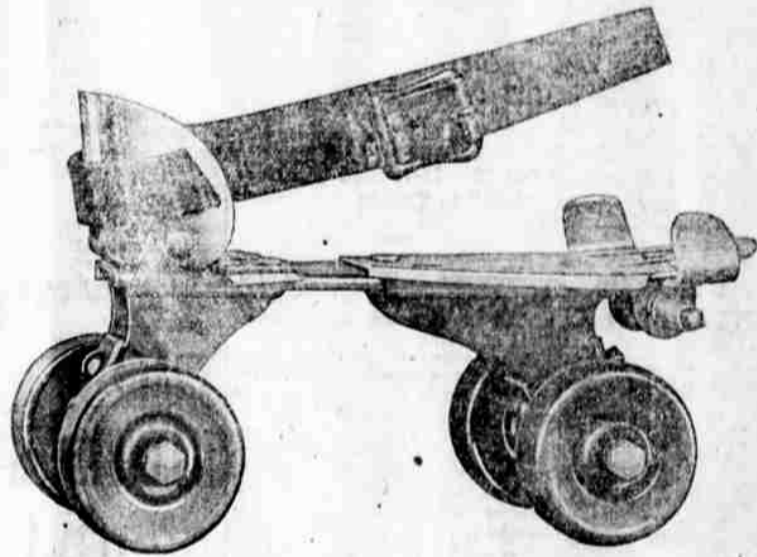
D. J. Hawkenson and D. D. Hall of the Langell Lumber company lost a \$25,000 foreclosure suit yesterday brought by Frank C. Bramwell. The case was heard by Judge Leavitt. Disposition of the mill has not definitely been decided upon. The lumber concern is located near Sprague river.

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