

Musical Repertoire By Miss Elliott Is Charming Program

A Klamath favorite, Miss Dorothy Elliott, will appear in concert with Mr. Nathan Stewart of Seattle, at the Presbyterian church at 3 o'clock tonight. Mr. Stewart arrived on Wednesday evening, making the trip by automobile, with the purpose of enjoying Crater lake and other beauty spots of the Klamath country during his stay.

The program for tonight's concert will be:

I—"Love, I Have You You," Ronald; "Homings," Teresa del Riego and "Morning," Oley Speaks—Dorothy Elliott, soprano.

II—"The Trumpeter," Dix; "Irish Love Song," Lang, and "The Wreck of the Julie Plant," O'Hara—Nathan Stewart, baritone.

III—"Una Voce Poca Fa," Rosini, Miss Elliott.

IV—"Patria," Tito Mattel, Mr. Stewart.

V—"Knowest Thou Not," Miss Elliott's death still puzzle police of the sea.

VI—"Over the Steeps, Gretchenhoff," "Deep Water," Brown, Mr. Stewart.

VII—"Since First I Met Thee," Rubenstein; "The Summer Mind" Bischoff, "From the Land of the Sky-Blue Water," Cadman, Miss Elliott.

TANGLED ISSUES ARE BESETTING RAILWAYS

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applications have been filed with and made to the interstate commerce commission of the United States looking toward the extension and construction of railroads within the state of Oregon, and.

"Whereas, among others, the public service commission of Oregon has made formal application to the interstate commerce commission for an order, requiring the extension and construction of an east-west railroad from Crane, Oregon, westward to connect with the Natron cut-off thereby completing the original Hariman project, which commenced at Vale and extended to Eugene and Coos Bay, and.

"Whereas, the chambers of commerce of North Bend and Marshfield intervened in the proceedings and petitioned the interstate commerce commission to make an order in accordance with the prayer of the petition of the state of Oregon, and.

"Whereas, the position of North Bend and Marshfield has been supported by testimony at the hearing in Portland, Oregon, and has been urged by both written briefs and oral arguments before the interstate commerce commission at Washington, and.

"Whereas, the examiner of the interstate commerce commission has heretofore made his findings and report to the effect that the public convenience and necessity require the construction of such east-west railroad, and the matter is now pending before the interstate commerce commission for final determination, now, therefore,

"Be it resolved, by the boards of directors of the North Bend and Marshfield chambers of commerce in joint meeting assembled, after hearing arguments by able representatives of the state of Oregon and of the Southern Pacific company, and the same having been duly considered, that the best interests of the Coos Bay country would be served by the construction of the east-west line, as petitioned for by the public service commission of Oregon, and.

"Be it further resolved, that we

pledge our support to the plan of the public service commission of Oregon for the bringing about of the railroad extensions and developments."

Southern Pacific officers emphatically declare that their company cannot afford to carry out its plans in the Klamath region if either the Oregon Trunk builds its line here or the Crane-Odell line is constructed.

The Southern Pacific now appears to be fighting a battle for its program, in which, it contends, its interests are identical with those of the Klamath country, against powerful opposition.

Most of the opposition centers on the Southern Pacific's proposed line to Alturas. In a telegram to Lynn Sabin, secretary of the Klamath county chamber of commerce, a few days ago, the Oregon public service commission expressed the opinion that the Southern Pacific cannot bring up for formal consideration at the interstate commerce commission's hearing the matter of the Klamath Falls-Alturas line, because its application covers only from Klamath Falls to Cornell. The Southern Pacific surveys being as yet incomplete. Such a move on the part of the Southern Pacific "will meet with opposition" the Oregon commission said. It is assumed that this opposition will come both from the Oregon commission and the northern lines, the latter already having filed formal objection to the interstate commerce against the Southern Pacific's application to build from Klamath Falls to Cornell.

On the other hand, the Southern Pacific has expressed its intention and its ability to bring the Klamath Falls-Alturas line up at the interstate commerce commission's hearing, despite opposition from any and all sources, just as it did the Natron cut-off matter at the Central Pacific hearing.

In addition to the opposition of the northern lines and the Oregon commission, the Southern Pacific has the opposition of two of the three directors of the Klamath irrigation district, who have formally intervened for the district in behalf of the Oregon Trunk, and have asked that the Southern Pacific be granted no permission to build through Tule lake unless its authorization carries a "common user" proviso. The Southern Pacific officers state their company will not build a foot of the line if it carries the "common user" proviso.

In the tangled and conflicting issues involved, the matter of common user is an important factor. It is known that the Oregon Trunk's original plan to come to Klamath Falls was to build a line from Bend to Paunina or Skookum, and to run its trains south into this city by com-

mon user privilege over the Southern Pacific tracks. The Southern Pacific flatly refused common user, and its officers declared that the company would fight the matter through the courts until the last appeal had been taken, if an attempt was made through the interstate commerce commission to force it. While it was generally understood that the abandonment of the survey to the west of Klamath lake by the Oregon Trunk railway meant practical abandonment of the common user proposal, no official statement to that effect has yet been issued by the northern lines.

The common user principle is an essential part of the Odell-Crane line scheme, inasmuch as it predicated on the assumption that the Southern Pacific would be compelled to grant common user over its tracks into western Oregon to the Union Pacific. The Southern Pacific is understood to be as strongly opposed to common user in that matter as it is from Paunina to Klamath Falls. In either event the case would be thrown into the courts after the interstate commerce commission's decision, if the commission should rule in favor of common user.

When the matter comes up for determination by the interstate commerce commission it is thought probable that the public alignment will be: Crane-Odell line, urged by the Coos Bay territory, with the official support of the state of Oregon; Bend-Klamath Falls line, urged chiefly by the Bend district, and the Klamath Falls-Alturas line, urged chiefly by the Tule lake, Alturas points on the Strahorn and Nevada-California-Oregon railways, and possibly Klamath Falls.

The general hearing, in which all of these proposed lines will be factors for consideration, will begin before Charles D. Mahaffie, director of finance for the interstate commerce commission, in Portland, on October 5.

The chief point at issue is whether or not the territory affected can support the investment that would be required by the railroad's programs. Mr. Mahaffie is the representative of the commission who

passes upon such matters. After the hearing at Portland is concluded he will make his report to the interstate commerce commission, and the commission will decide the matter on the basis of his recommendation, and the official record of the hearings.

It was originally thought that the hearing would consume about three weeks, but it now appears that a longer time will be consumed, and it is possible that if a bitter controversy develops, the hearing may be transferred to Washington, D. C., to give the members of the interstate commerce commission opportunity to hear the testimony personally. Probably 50 persons will attend the hearing from Klamath county alone.

The Portland hearing will be the first battle in one of the greatest railroad wars the country has seen. The railroads, official bodies and communities affected, are marshaling their legal batteries and witnesses for the fray, which is expected to be long drawn out and sharply contested.

MISSING HUNTER IS REPORTED SICK MAN

(Continued from Page One)

and shot the animal through the ears. On another occasion he is reported by the men as having allowed his rifle to fall into his camp fire until it became so heated it was discharged.

That he had lost his way was scoffed at by searchers. They cite the fact that he had often made his way through the woods at night. He had been in the habit of visiting the Brandenburg camp, and it was within a half mile of that camp that the searchers came upon the dead embers of a fire the man had made shortly after his disappearance.

"Back in 20 Minutes" The men assert that after returning home on Wednesday, Sept.

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ember 14, following a hunting trip during which he lost his horse. The man entered the cabin. He changed his clothes without exchanging a word with his aged mother, 74 years, who keeps house for him. The man then ate a supper which his mother had kept waiting for him. This occurred, they said, about 2:30. After eating the man left the cabin. He possessed neither gun, knife or weapon, according to his mother. She expected him to return. That was the last she saw of him. When he left his home, Owensby was dressed in a light shirt, with only a pair of light grey tweed trousers. He said he would be "back in 20 minutes," which were the only words he spoke during the last meal time he spent at his cabin.

Owensby, the men reported, had lived at his present home about 30 years.

Mother Missing

Owensby is reported to have returned home on the Saturday before his disappearance to find his mother absent. He had not been aware of her intention to leave the cabin. One of the men today reported he visited in the neighborhood without even mentioning that he had missed his aged

mother from the cabin. Mrs. Owensby, it was later learned had gone to Mill City to visit some friends.

Hope is slowly dying in the hearts of Mrs. Owensby, the 71-year-old mother of the missing man. Hour after hour through the day and night she watches and listens for his step outside the cabin.

"I don't know, I can't think what has become of Martin, tremulously murmurs the aged mother

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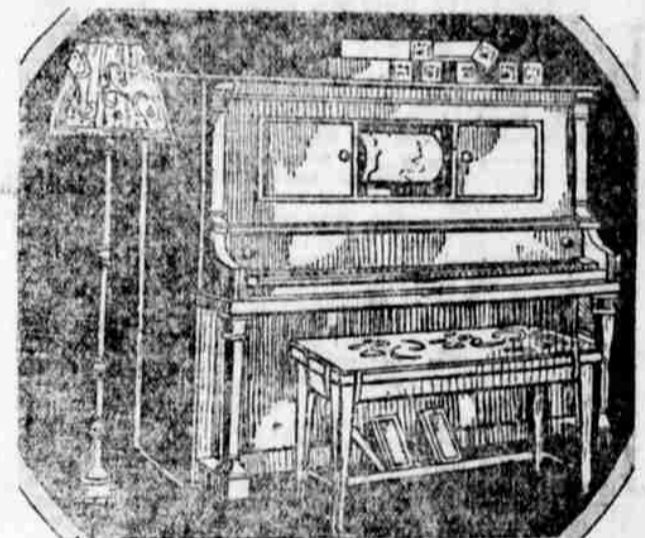
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