

TRANSCONTINENT LINE IS PART OF S. P. PLAN

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by Great Northern, and 277 miles longer by Northern Pacific. To St. Louis, the line via Bend will be 581 miles longer by Great Northern, 435 miles longer by Northern Pacific. To St. Paul, the Alturas line will be 48 miles longer than the Northern Pacific. To Omaha, the Alturas line will be 430 miles shorter than the Northern Pacific via Billings. To Kansas City the Alturas line will be 363 miles shorter than the Northern Pacific via Billings.

Facilities for All

The witness said: "Southern Pacific plans provide facilities for all traffic of the Klamath territory, superior to those proposed by the Oregon Trunk, and without duplication. We oppose entry into this territory by that line, as not in the public interest, but as representing a real detriment to the public, through dividing between two lines a business which is not more than enough for the support of one. It is against the public interest to construct more railroads than are needed. Excess construction only results in a lame return upon the money put into the lines, with an inferior service by each of them, and a burden upon the public."

Strahorn Line Adequate

Regarding the Klamath-Tule lake-Alturas line, Mr. Sproule said: "If the Oregon Trunk line is not built and if the application of the O. C. & E. has the approval of the commission, there is no question that the Strahorn line, in which the Southern Pacific will have a joint interest, will care properly for all the traffic needs in the timber and valley country lying to the north-east and east of Klamath Falls, and the Natron cut-off will care for the remainder, excepting only that which is adjacent to the Oregon Trunk rather than to the Klamath Falls.

"The Strahorn application includes the construction of a line to Lakeview, and in his answers to interrogatories, Mr. Strahorn mentions an understanding with the Southern Pacific for the use of this line as a through route for traffic between Oregon and Nevada. Speaking for the Southern Pacific, we would prefer that the commission pass upon the application for this particular construction without reference to the use of the line for the purpose stated.

Plans Other Routes

"It is true that the Southern Pacific has, at different times, considered the possibility of this line as a part of a through route, but it has also had under consideration other routes from Klamath Falls to reach its Central Pacific main line, but not passing through Lakeview. In fact, we have reached a decision, and have publicly announced what we want to do in this respect. We have applied for permission to construct a line from Klamath Falls to Cornell, and have concluded that the most suitable through route for a connection with our Central Pacific main line will be to continue the proposed Klamath Falls line across Tule lake to a connection with the N. C. O., as planned in 1908, but got having determined upon the place at which it would connect, we originally applied to the commission for permission to build to Cornell.

"Since this hearing has been called our engineers have made further reports, which point to the general direction of Alturas as the more direct and serviceable route, and we have on October 2nd, filed with the commission in Washington, formal application for authority to construct accordingly.

"Construction of a line from Klamath Falls to Cornell will open up to rail transportation some 150,000 acres of farming or pasture land. It is not expected that the local traffic will itself prove sufficiently remunerative for a long time, but we ask the commission to consider in connection with our present application, that this is part of a through line from Oregon to Nevada, Utah and east via Nevada, California, Oregon railway and Central Pacific through Ogden."

Expenditures Decided

As to the construction expenditures, Mr. Sproule said: "Expenditures of over thirty-six and one-half millions of dollars for the Natron line, passing through Klamath Falls, have an intimate bearing upon these applications, one of which, to wit: that of the Oregon Trunk, would imperil this large investment, while the other will safeguard it. Further and proposed investment of \$15,029,000 are those which this hearing directly deals. These consist of our interest in the O. C. & E. railway, and its proposed extensions, proposed invest-

ment in Nevada, California, Oregon railway, and the standard gauging of that road, the proposed construction by Southern Pacific from Klamath Falls to Cornell and its extension from Cornell to Alturas on the Natron line now nearing completion. We will have spent \$26,565,000, which with the \$15,029,000 covered by our present applications, will make our total investment, from Black Butte summit via Grass Lake to Klamath Falls, Natron and Springfield on the one hand, and from Klamath Falls to Fernley and Lakeview on the other hand, total \$51,594,000.

Strengthen Investment

"We wish to supplement and strengthen the greater investment by improving the service, and giving it greater dispatch." After noting that Southern Pacific development plans in south central Oregon were tied up for years by the Central Pacific litigation, Mr. Sproule said:

"It may be pointed out that the Oregon Trunk interests were unhampered by government intervention and litigation such as we experienced and were free and able to undertake construction at any time since they reached Bend in 1911. So why did they wait 14 years until the Southern Pacific had received permission to complete its Natron line, and had made very heavy expenditures in consequence? Why did they wait until Mr. Strahorn had perfected his plans, had built forty miles of his railroad, and made application for extensions? Application by us for permission to build a line to Bend to participate in the lumber traffic there, would be quite as much in order, and as little serve public convenience and necessity.

"Finally as to the Oregon Trunk: Why have they been silent and made no move during the long years of our pioneering, in which we have been in good faith, making such large investments in the Klamath region, which has become productive through the enterprise of its citizens jointly with ourselves? The obvious reason is that they have been waiting for us to put our money into this region for its development, and after we have done so then come in at small expense to themselves to take from us the just rewards of our enterprise.

Took All Chances

"We have invested all the money and taken all the chances. Had our enterprise failed it would have been our misfortune to have borne the loss. Yet now we are threatened with the misfortune of being unable to carry our plans to their natural conclusion, because the proposed extension from Bend would divert to trunk lines to the north, which have contributed nothing to the development of this region, that business which the Southern Pacific, as the parent line, may fairly claim to have earned by construction and service."

Testimony Effective

President Sproule's testimony was effective and advanced the Southern Pacific cause materially. Under cross examination by Attorney Hart of the Northern lines, he was asked: "Has not the Oregon Trunk threatened you into this big extension program in Klamath? Is not that the reason?" "No," replied Sproule. "At least it was not the controlling factor. The time for a new route east has been gradually approaching for years. We planned it years ago but could not see sufficient tonnage available until recently. And now, with our Natron cut-off coming, we will need it, and it fits in with our old program."

"How long have you had a mutual understanding with Mr. Strahorn for rights and privileges, with his road?" "A tentative agreement was made in the latter part of 1923, but no contract was entered into until February of this year."

"Why did you wait until just a few days ago to announce your Cornell-Alturas line?" "We reserve our own right to make our own announcements as we see fit, Mr. Hart."

Mr. Sproule continued during the course of the cross-examination: "Railroads take tremendous risks in building into timber countries. The pendulum of the timber market swings frequently from high to low and big or little shipments of timber are the result."

FERGUSON IS BILLED TO FACE KREMER

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game. Alex Ferguson is Bucky Harris' choice. So late as the latter part of July Ferguson was sitting on the Yankee bench wondering which minor league would be his next stop. Now he will pitch for the defending champions in the world series. Fate plays strange pranks in baseball.

Should Bluege take an unforeseen turn for the worse and be forced out of the remaining games, Harris is better fortified with reserve strength than he was last fall, when Roger Peckinpaugh was forced from the lineup with a twisted leg. But his reserve strength is not especially adapted for the third base position. Myers is a natural shortstop, the post he held in the minor leagues. Spencer Adams is a brilliant infielder around second base, but not adapted to third.

Reserves Held Weak

Everett Scott, recently of the Yanks, is the only experienced veteran among the infield reserves and he is a natural short fielder. Myers has played in parts of several games since joining the Griffs, but has yet to play through a full game. He has been perfect, however, during the time he has been in the line-up—especially in the three innings Thursday when he handled his only fielding chance and singled his only time at bat. He will be used should Bluege be unable to play.

There are other dangers about the Washington infield machine. Bucky Harris' injured finger is giving him plenty of trouble. He is too game to admit it. But his batting and fielding show it. He hasn't been himself at either branch of his work.

During Bucky's absence in the latter part of the American league season, Adams played a bang-up game at second. He may be in this series yet.

Visit Race Track

Players of both clubs spent their off day at the Laurel race track. Both managers were at the track with their athletes wagering on the ponies as a diversion to take their minds off the series.

Home runs made over the right field here during the next three games will be legitimate. None of the four base hit into the right field stands at Forbes field would have gone for a round ticket of the paths under normal conditions. The range to the right wall is 328 feet and the fence is 39 feet high. Temporary stands are placed in one spot of centerfield and along left field, making the home run possibilities here about the same as in Pittsburgh.

Clark Griffith has sacrificed some seating capacity to give the batters a harder test. Last fall he had seats all around the outfield and the capacity was 38,000. It is only 36,000 now.

Sale starts today on all coats at Bee Begin's Dress Shop, 123 So. 7th St. 019

TELEPHONE OPERATORS HEAR FUNNY QUERIES

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cannot, with such meagre knowledge, accommodate her questioner. Questions of a most amusing nature are not infrequently put to the girl who presides over the information desk, according to Mrs. Pearl Barth, day chief operator. Recently, she explained yesterday, a man placed a long distance call to a near-by city.

The man was in the booth nine minutes. When he emerged he demanded to know how much he owed the telephone company. The operator told him, informing him of the length of time he had been connected with the neighboring city.

The patron grinned. "I won't pay it," he said. "I didn't talk nine minutes. In fact I didn't talk at all. That was my wife on the other end of the line." But he made the proper settlement.

"Many Klamath Falls folks," Mrs. Barth said, "apparently have forgotten that the city has grown considerably in recent years." Often, she says, persons will request the telephone number of a person who "lives near Mrs. Blank, close to the courthouse." Naturally, the operator is unable to furnish the information requested.

Eighty per cent of the "information" calls, at least, are placed by women, according to Mrs. Barth. Most of the numbers sought, she said, are in the telephone book.

Men, as a rule, are more patient than women, she said. It is seldom, nowadays, that an operator is orally abused, she explained.

Klamath Falls has more telephone calls after 10 o'clock than any city of its size in the state of Oregon, according to Ray Dunn, local manager.

Regarding the affability of patrons, Mrs. Barth said that all operators agree they have far less trouble with customers on a pleasant day than they do on a stormy one. All persons interested are invited to inspect the local plant at any time during the day and watch the operators while they are at work, Mr. Dunn stated.

PIERCE LINES UP TO FIGHT KLAMATH BASIN

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Velveton of Klamath Falls, was once more indicated this afternoon, when Robert Adams, general auditor of the road, testified under oath in reading the itemized accounts for expenditures on the Natron cut-off, that \$1,000,000 was provided for establishment of a terminal and shops in Klamath Falls.

Inasmuch as this is included in the Natron cut-off expenditures it is believed that regardless of whether permission is given to build other Southern Pacific extensions, Klamath Falls will get the terminal and shops for the Natron cut-off division.

Robert G. Gould, a big timber man from Bend, testified that there were 23,000,000 feet of choice timber in the Deschutes country available to the Oregon Trunk, an amount equalling Klamath's timber.

No Economy in Plan Col. George H. Kelly, president of the Western Lumber company, which owns \$2,000,000 worth of timber along the Natron cut-off, north of Klamath Falls, declared he could see no possible economy in the Northern lines coming any farther south than Paulina. He predicted that many mills would spring up along the Williamson and

Sprague rivers just as soon as the O. C. & E. and the Natron cut-off were completed. "Do you make a market in the Dakotas and Minnesota?" he was asked by Ben Day, Southern Pacific counsel.

"Yes, but Mr. Weyerhaeuser has already stated that this territory was his own 'back yard,' and it is virtually, however I could ship my timber to these markets via the Natron cut-off to Portland and thence east over the Northern lines," he replied.

"Have you ever been 'roasted' or 'abused' by the Southern Pacific for choosing your own routing?" "Absolutely not. I route my timber wherever I please, and if the Southern Pacific did try to tell which way to route it, they couldn't get away with it."

Alturas Shorter Line Asked as to the advisability of building the Union Pacific from Crane to Odell, providing an outlet east, Kelly declared there could be no shorter route east but the Alturas line, and that any railroad which attempted to build through the heart of central Oregon would commit suicide. "The land is a desert. They couldn't develop 10 carloads of tonnage per annum on it," he declared.

W. C. Mahon of the Campbell Towle Lumber company of Sprague river, declared the Southern Pacific lines if extended, could well handle the Klamath traffic. He declared his company would cut 100,000,000 feet per year, and ship it via Southern Pacific and O. C. & E. to the company's Oskosh, Wis., mills.

F. H. Hunter, a civil engineer of Klamath Falls, declared that Klamath needed most of all rail extensions the eastern route, and secondly they needed the Strahorn feeder lines. H. A. Uky and C. D. Arthur of Lakeview declared that the Southern Pacific had laid plans to colonize the Lakeview country. Sixty thousand sheep range on the hills of the Lakeview country, and those, he said, with an increasing amount when additional rail facilities were provided, would make tonnage to go with the lumber that will be shipped from Lakeview when mills are established there, as testified to by Lakeview lumber men yesterday.

ACTRESS DIVORCED NEW YORK, Oct. 5.—Francine Larrimore, actress, was today granted a divorce from Conrad K. Duber, song writer, in supreme court here.

BEETS, TURNIPS AND WHEAT ATTRACT ARE DISPLAYED AT BANK

Two perfect sugar beets, three huge turnips and a splendid shock of wheat heads are on display in the American National bank as steady proof to an unbeliever of the growth of such products in Klamath county.

The sugar beets were brought from the Bruce Gaddis ranch between Pine Grove and Lost river. They are especially good specimens of sugar beets in which Klamath county has so lately experimented.

G. Dunbar whose ranch is a well known section of the Tule lake country, brought to Klamath Falls the turnips and wheat which rival any shown recently at the county fair.



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