

SANITARY EXPERT FAVORED BY CITY

C. C. Kennedy, Engineer of Santa Clara Indicated As Man for Job

C. C. Kennedy, engineer of Santa Clara county, California, in all probability will be engaged by the Klamath Falls city council to survey the city and present a preliminary report covering those areas which, at present, are in need of sewer systems.

This was indicated at the regular meeting of the aldermen last night when they passed, at a second reading, a bill for an ordinance providing for the employment of Kennedy. There was no emergency clause in the bill and, as a result, it was not read for the third time.

Should Kennedy, reported to be an expert in his line, be entrusted with the work, the ordinance provides that he shall receive for his services \$1,850. Furthermore, should his report be looked on with favor he will get 1-4 per cent of the contract price.

Kennedy's work, it was explained, will take considerable time and will be laborious. The matter of septic tanks will also be considered by him, as will a number of other details.

It was indicated at last night's meeting that the council favors the employment of Kennedy, but it is likely that no formal action regarding his retention will be taken until Mayor Goddard returns from Portland.

Although considerable routine business was transacted by the council at its session last night, the meeting was one of the shortest held in many months. The aldermen adjourned shortly after 11 o'clock.

BOMBARDMENT STARTED BY OPPOSING FORCES

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ing at the hearing, copies of which were sent to attorneys for both railroads contesting for possession of Klamath.

Hennessey Letter Read
The letter from J. P. Hennessey, general manager of the Shovel-Hixon company at Bend read:

"Please get into record this amplification of my statements yesterday: 'I am now advised that our Klamath Indian timber contract has been

sold, but we retain all our fee timber south of Walker rim. 'We have no present plans for entering the Klamath field. Lack of competing lines would not be determining factor in question of our operating there in the future. But with more than one line available it might influence our selection for a plant location.'

Shoup declared that the Shovel-Hixon people had promised him half of their competitive business several years ago when they had intended building a mill in Klamath. 'We also have had reasonable assurance from the Weyerhaeuser people that we will get a favorable amount of their tonnage,' Shoup declared, in showing that the Oregon Trunk's figures, showing what tonnage they could get in Klamath to justify building their road, would be considerably reduced by inroads of the Southern Pacific, and that relations between the S. P. and the Shovel and Weyerhaeusers were friendly.

Millions Expended
Mr. Shoup made a strong plea for exclusive possession of the Klamath country.

'We have spent millions breaking down the barriers on both the east and west side of the mighty Cascades. Why should we turn over our traffic now to the Union Pacific by the Crane-Odell route, or to the Northern lines through the Oregon Trunk? It is unthinkable. The Union Pacific themselves can see no benefit in extending their lines. We don't object to the Oregon Trunk going to Paunina, or Silver Lake, to a junction with the Strahorn road. But we do feel that the Klamath basin is given adequate rail service as no other railroad can possibly give it.'

In answering testimony of Northern line witnesses that the Southern Pacific was making larger profits than the Northern lines, and consequently did not need the Klamath tonnage, Shoup presented figures showing that earnings of his road were 3.99 per cent in 1924, as compared with 4.51 per cent earned jointly by the Northern system.

The Southern Pacific chief bitterly attacked allegations that the Western Pacific and his road had contracted to handle eastbound tonnage because the Southern Pacific had more western tonnage than it could conveniently handle.

Pierce Opens for State
Governor Pierce in opening the case of the state, which avowedly opposes Klamath rail development, in favor of the Crane-Odell route east via the Union Pacific, slapped President William Sproule of the Southern Pacific in the face, shortly before noon, by declaring he was surprised at the testimony of the rail president, in which he stated the state should be divided into sec-

tions exclusively controlled by one railroad, and that entrance of the Northern lines would retard development of Klamath rather than promote it. Pierce asked for joint user of the southern lines by the Northern roads, declaring that the state needed the co-operation.

'The lines entering Bend from the north should be permitted into Klamath Falls territory and other central Oregon points,' the governor declared. 'Also the Lakeview territory needs transportation facilities from the north as well as from the south. I believe and recommend that with the proposed standardization of the Nevada, California & Oregon railroad south of Lakeview there should likewise be a northern outlet.'

'Where a single line of railroad is sufficient I do not believe in duplication, but I do believe that the vast central Oregon country should have rail competition, and that impeding companies should have joint user privileges with existing.'

Need Settlers
'The Southern Pacific is giving inadequate transportation to Oregon,' the governor continued. 'The state alone has spent several million in reclamation. The federal government has spent much more than that. Until we can get settlers into Oregon we cannot hope for the development Washington state has, and without adequate transportation we cannot hope to get this rich agricultural land settled.'

Attorney Dey of the Southern Pacific ignored the governor on cross examination. The Oregon public service commission's case has been short and anything but sweet. Only three more witnesses remain to be heard tomorrow. On the face of their intervention in the rail hearings to date they have not directed their efforts toward securing the east route through central Oregon so much as they have plunged into a bitter attack on the Southern Pacific and rallied to the defense of the Northern lines. A majority of their witnesses have been questioned as to the feasibility of the Northern lines building from Bend to Klamath Falls, rather than as to whether the Crane-Odell route over the Union Pacific is a matter of public convenience and necessity.

Engineer Testifies
Following Governor Pierce on the stand, J. P. Newell, one of Portland's leading civil engineers, analyzed the cross-state line, declaring a three years' saving by the Union Pacific through hauling traffic over a shorter route east from western Oregon would build the cross-state road. He based his estimate on the hauling expense of 15 cents per mile on an annual traffic of 2,500,000,000 feet of lumber.

The cross-state route he said was 227 miles shorter back way than the Klamath Falls-Altuna line.

The public service commission's recommendation was that the Oregon Trunk should be built as proposed from Bend to Crescent and then up the west fork of the Deschutes river to a connection with the Naitroa cut-off.

At this point the Oregon Trunk, according to the state commission, should obtain joint use of the Naitroa cut-off for 25 miles through the Walker mountain pass and then turn eastward along Sprague river, and thence to Klamath Falls over the Strahorn proposed and present lines through joint user arrangements. The report also recommended that both the Oregon Trunk and Strahorn interests join in building to Silver Lake.

While the report also stressed the importance of the cross-state line, and a connection from Lakeview north to this east and west line, it also made the following statement:

'The construction of the line indicated (the Oregon Trunk, Naitroa and Strahorn joint program) even without the shorter route east across the state, will do much for the development of central Oregon.'

Goddard Confused
Mayor Goddard of Klamath Falls, who appeared for the Oregon Trunk evidently had an idea of what he did want. He appeared for the Oregon public service commission late this afternoon and launched into an immediate written conglomeration of invectives against Strahorn, which had little bearing on the Crane-Odell extension program.

'That savor of the Murray or Eberlein tenor,' Attorney Dey interrupted, 'did you write that yourself?'

'I did,' retorted the mayor hotly.

Bradbury and Thomas followed Klamath's mayor. Their testimony had little weight on the hearing.

L. Earl Murphy, secretary of the Marshfield chamber of commerce told of the desires of Marshfield for a closer railroad outlet back east and south. He declared the Southern Pacific program did not offer Marshfield as much as the Crane-Odell line. He pointed out that the government had authorized millions for development of Coos Bay harbors and that Oriental shipping had increased from \$63,000 in 1920 to \$2,800,000 last year. He said Marshfield could never hope to develop into a real port without better rail facilities.

Murphy Corroborated
Tom G. Mullen, secretary of the North Bend chamber of commerce corroborated Murphy's testimony. J. W. McCollum of Ontario, Ore., declared southeastern Oregon would

get no benefit from the S. P. program. Even the Oregon Trunk would only indirectly help development, he declared in urging the Crane line.

Public Service Commissioner
Lawson of Idaho, declared that vast cattle and agricultural products of his state needed the California market but could not reach it for lack of railroads. He urged the Crane line. P. C. Crockett, professor of economy at Oregon university, declared lack of rail development had held Oregon in the background compared with Washington state, which, he said, had flourished because it was given transportation. He favored the Northern lines and declared himself against the S. P.

Hostilities to Continue

Tomorrow hostilities in the rail war will increase but only temporarily. It will not even be an armistice. There will be sporadic rumblings from time to time, until, after many months a decision is handed down by the I. C. C. And when then Klamath may not come into its own until the courts decide forever who shall haul the tall timber from the inland empire.

Attorneys on both sides express themselves as pleased with the showing their roads made during hearing.

'Get a clear case, nothing to it,' Dey declared.

'You'll hear our whistles in Klamath Falls next year. We had a walkway at the hearing,' is the way Hart of the Northern lines put it last night.

PEOPLE WELL FIXED SEEK DIVORCE EASILY

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she will be?'

Judge Leavitt pointed out that, after all, all Oregon divorces must be based on one or more of six major charges—desertion, gross drunkenness, infidelity, impotency, cruel and inhuman treatment, or conviction of a felony.

'Although the law states there

shall be no divorce granted when there is collusion. It is commonly known that a big percentage of separations are the result of agreements between the husband and wife,' Judge Leavitt admitted. 'The court, of course, or the district attorney has no way of knowing when an agreement has been made. For instance a man and a woman simply may get on each other's nerves—it may be the result of some very minor trouble. The state is theoretically supposed to see that they do not get a divorce on minor grounds, and, in consequence, one of the party agrees to file a complaint—usually alleging cruel and inhuman treatment. The second party fails to appear and, as a result, the defendant is in default and, frequently, the decree is granted.'

Back in the '90s, a divorce was seldom heard of in Klamath county, Judge Leavitt said. Since then they have become more and more common until, today, such a complaint attracts but little attention unless the allegations are of a startling nature and the principals of prominence.

'No,' Judge Leavitt said, returning to matters of finances. 'I am

Tells Why He Can Now Eat Hearty



'A letter which I read in the paper about Carter's Little Liver Pills fixed my own case so closely that I could not help trying them and am very happy I did.' So writes Mr. Frank J. Trumbull of Jersey City, N. J., whose letter goes on to say: 'I had heard about Carter's Little Liver Pills for years but never knew they helped overcome poor appetite and sour stomach, until I read about another case in the same plight who took Carter's with good results. I tried them and can honestly say that they freed me of nasty gas on stomach, so that I can now eat without getting bilious, and they improved my appetite fully 100%. You can rest assured that from now on I will boost Carter's Little Liver Pills whenever I can.'

Recommended and for sale by all drug stores. (Advertisement)

AIR RACE FILE HAS FLEW

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the Dayton Daily News trophy, at an estimated value of less than \$100.

Private Carl D. Gault, chute jumper, here at a control wire when this was at an altitude of 10,000 feet, and the plane of control, began to wobble. Gault finally managed to drop the chute but the parachute opened. He is

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