Anything to Sell or Trade? A News Want Ad Will Do the Trick.

THE KLAMATH NEWS

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KLAMATH FALLS, ORE., SATURDAY, MAY 1, 1926

Price Five Cents

Klamath Railroad Yards Are Jammed

By FEN WAITE

With only five track railroad yard facilities in the Klamath Falls yards, including main line track, Klamath Falls has gained the enviable record of the greatest rail shipping point in Oregon, outside of Portland, the metropolis, a city of 400,-000 people. Taking into account the present restricted area of the Klamath Falls yards, local rail men are confident that to this city should go the honor of being the busiest railroad yards in Oregon, if not the entire Pacific coast.

Klamath yardmaster, who rates the wise we would be showed under. title of one of the busiest men in "We are in desperate need of This opinion is grounded on the what to figure on. more than double the volume. In gestion." April, 1925, the record was 8,810, will reach 15,000.

tain splendid service. "A total of same importance as loaded cars. river, pointed out that the business 268 cars would fill the local yards. In line with the big growth in on his line was over 20 per cent pacity, but naturally we can't per- yards, W. E. Bond, superintendent in 1925.

In August, 1925, the Klamath pards handled their record volume mit the tracks to all be filled, as of cars, a total of 18,110 in the one that would leave no room for mouth. By handling cars is meant switching," Bradford explained, "We the receipt and dispatching of a car, must arrange the schedule of in-coming in loaded and going out coming trains, regulars and extras, empty, or vice versa, coming in at such intervals that we can make empty and being dispatched loaded. up and dispatch trains out before a According to Louis Bradford, new arrival is on top of us, other

title of one of the busiest men in "We are in desperate need of Oregon, the local yard handles its more switches, a greatly increased peak load in the months of June, yard capacity," the yardmaster peak load in the motors of state. July and August. From the in- pointed out, "It is my persona be-crease in volume of business each lief, not official, of course, that month in 1926 as compared to 1925, work would start immediately on the peak months this year will see putting down new tracks if the 20,000 cars handled, is the confident opinion of the yardmaster, tied, so the company would know following fact: In March, 1925, five complete train crews out of the Klamath yards handled 5,029 Klamath Falls north, and five south cars, in March, 1926, 11.892, or in the endless battle against con-

According to the records of the for the month which closed yester- uptown office of the Southern Paday the figures were not yet com- cific company, there were 25,800 piled, but Bradford predicts they loaded cars handled in the Klamath yards in 1925. The total of incoming The Klamath yardmaster and his loaded cars was 11,624, and the corps of assistants have one of the total shipped out loaded was 24,most perplexing problems that could 176. These figures do not take into be imagined to keep the great flood account the movement of empties, of cars rolling smoothly in and out, but from the standpoint of congesto avoid congestion, and to main- tion, they are practically of the of the O. C. & E. railroad to Sprague

brim full, that is the figurative ca- business as recorded in the S. P. greater than for this same

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Act of Heroism Saves Dog From Death Sentence



Twenty-four hours before he slaying of a valuable angora cat, "Fido," the dog shown with his master, Ervin Bythrow, of Quincy, Mass., found his owner's home on fire and saved the lives of the entire family by acrusing them. His sentence aorusing them. has been set aside.

In line with the big growth in on his line was over 30 per cent

Episcopal Parish Church of Interest

ed with the building of the new Episcopal church at Eighth and Jef- vicinity. Thirty years ago it was, when W. J. Bryan was making his ing then used by the congregation first campaign for the presidency, here was sold to the school board, that Bishop Morris of the Episcopal which needed the site in connection church came to Kiamath Palls by with the building of Fremont high stage coach and began holding niorning services and visiting among the ooo made a tidy nest egg with which then residents of the section. This to enter upon the building of anmissionary work brought together a other church. faithful group of Episcopal church workers, whose work has not ceased twenty-five years.

years ago. Bishop Paddock was in to take charge of the parish. His It is perhaps a bit unfortunate that charge of all Oregon east of the activity had much to do with the the building does not occupy a Cascades. About three years ago financing, planning and construction Bishop Remington, formerly of South Dakota, was assigned to this territory. His aggressiveness, forward-looking policies have done much to build up the church in this Two years ago the church build-

school. The consideration of \$15. the visitor, who is welcome at all 000 made a tidy nest egg with which times, the doors being never closed.

work was made available for about menced about the first of November. been provided. An interesting feat-Following Hishop Morris came of October, the Reverend Mr. J. H. ture of eight roofs, which come to-Dishop Paddock about eighteen Thomas had come from Winnipeg gether at the rear of the building.

of the present church.

Modelled as nearly as noselble after an old English parish church, the new church is a model of well moulded church architecture. Neat- land were the designing architects ness, compactness, together with a for the building; W. H. Stevens and surprisingly generous amount of useful room, are some of its characteristics. The altar, christening tount, and seating arrangements are worthy of the special attention of

A large Sunday school room, opening off the main church room is fit-The site of the present church at ted with a generous sized fireplace, Eighth and Jefferson was purchased and can be used for social purposes In the meantime, about the middle ure of the structure is in the junc-

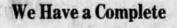
larger plat of land, as an Island site would show off its architectural beauty to greater advantage.

Lawrence and Holford of Portson were the contractors, and the work was supervised by Howard amounts to about \$22,000, the con gregation being wholly free of liability excepting for about \$700, a remarkable achievement for the faithful group who have held to their ideal through many years.

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