

G. N. Is Ready to Start Project

(Continued from Page One)

an important commerce between those sections and California. A third and more direct artery between the Pacific Northwest and the state of the lower Mississippi valley.

Links Two Systems.

The persistence of the Great Northern over a long period of years in getting its lines into southern Oregon, which it finally accomplished about a year ago was generally accepted as forecasting the linking of the Great Northern and western Pacific despite repeated assertions by Great Northern officials that the rich timber area adjacent to Klamath Falls was their sole objective. Significance has been attached to the fact that Arthur Curtis James, New York capitalist and railway financier, who is the largest individual stockholder in the Hill lines, had acquired control of the Western Pacific.

Mr. Christopherson was advised that the proposal was approved by the executive committee of the Great Northern's board of directors at St. Paul February 12. Colonel Frank Meares, assistant chief engineer of the Great Northern who had charge of the engineering work of the Cascade tunnel, went over the route of the proposed new line last month. Christopherson said his company could build its section of the new line in about six months.

Go to Merrill

The planned extension from Klamath Falls would be in a southeasterly direction for the first 30 miles, passing through Klamath valley and the Tule lake irrigation district to Merrill, then south directly to Lookout, and thence the line swings south. It would parallel generally the route the Southern Pacific is building eastward to Altamira.

The proposed new route between San Francisco on the north and Portland and Spokane on the north is free from mountain barriers. The Western Pacific, running east from San Francisco, follows the Sierra Nevada canyon through the Sierra Nevada mountains on a water level grade. The new route swings northward along the plateau and rivers to just east of the Sierra Nevada and Cascade the entire distance to the Columbia, thence down that water course, through the Columbia river gorge to Portland, or up the Columbia to Spokane.

The McCloud Lumber company has a 48 mile railway eastward from Mt. Shasta, on the Southern Pacific's coast line, which, it is reported will be extended to a connection with the Great Northern and Western Pacific at Lookout.

Open Up Forest Area

The proposed 200 miles of new construction would open up a forest area that has but comparatively little rail development. It is expected that the line would contribute substantially to the importance of both Klamath Falls and Westwood, Calif., as lumber milling centers.

The persistence of the Great Northern over a period of years and in the face of seemingly insurmountable obstacles, in getting its line into southern Oregon, which it finally accomplished about a year ago, was generally accepted as forecasting the linking of the Great Northern and Western Pacific, despite repeated assertions by Great Northern officials that the rich timber area adjacent to Klamath Falls was their sole objective.

James Interested

Significance was attached to the fact that Arthur Curtis James, New York capitalist and railway financier, who is the largest individual stockholder in the Hill lines, had acquired control of the Western Pacific, and to the energetic steps being taken to rehabilitate that line and the subsidiary property, the Denver and Rio Grande. The latter road has recently arranged to use the new Moffat tunnel, which will shorten its line between Salt Lake and Denver 114 miles.

A California outlet for the Great Northern was the objective of James J. Hill, its founder, when he began an extension south from the Columbia river in 1909. This line, which followed up the Deschutes river just east of the Cascade range, was built as far as Bend, in Central Oregon, when railway conditions became unsettled and further construction was deferred. Hill died in 1918, still cherishing the idea of extending into California.

Revised in 1925

Mr. Hill's Southern Oregon project was revived by joint action of the Great Northern and Southern Pacific railways in 1925. Permission was asked of the Interstate Commerce commission to extend the line from Bend to Klamath Falls, about 20 miles from the Oregon-California boundary.

The Northern line's proposal was vigorously resisted by the Southern Pacific. The ensuing two years made railway history. The federal board approved the principle of competitive rail development, but insisted that un-

Chiloquin Entrant Youngest in Race

(Continued from Page One)

PORT KLAMATH, Feb. 14.—(News Special)—Alex Persson, known in ski circles as "the boy," and the youngest entrant in the 42-mile ski race from here to Center lake lodge, February 22, made the 42-mile journey on skis today in less than seven hours and 30 minutes. The exact time is being kept a secret.

Persson is 23 years old and weighs 140 pounds. He arrived here just 10 months ago from Sweden and now makes his home in Chiloquin. Remarking on his trip today he said: "I didn't even get up a good sweat."

But "the boy" is only one among a number of fast skiers who are now making their headquarters at the Port, and the ski club members believe they have some of the fastest skiers of the nation already entered in the main event. Persson won two weeks' free room and board by making his fast trip today.

Necessary duplication of existing rail facilities be avoided, and ordered the Northern line, and the Southern Pacific to effect an agreement for the joint use of about 75 miles of existing line.

N. P. Withdraws

Negotiations failed and the project was on the verge of abandonment when the commission removed its requirement as to a joint trackage agreement. At this juncture, the Northern Pacific withdrew from the venture.

"The Great Northern obtained permission to go ahead with the project on its own responsibility and construction was actually under way when the rival roads reached an amicable arrangement as to joint use of trackage."

The Southern Pacific sold the Great Northern equal trackage rights from Chemult, Ore., to Klamath Falls, a distance of 78 miles, and also a half interest in the Oregon, California & Eastern railway, which extends 40 miles northwesterly from Klamath Falls into a rich virgin timber area.

Rubbs Extension

The Great Northern immediately connected Bend and Chemult with its own rails and developed extensive terminals at Klamath Falls. It also effected an arrangement for the operation of its own trains over the connecting lines to Portland and Spokane, in which it owns a half interest.

Through these arrangements and with the construction of only 16 miles of new railway, the Great Northern was able to extend its independent operations from Spokane and Portland to Klamath Falls, distances of 571 and 484 miles respectively. Train service was inaugurated within a year from the date the federal body granted unconditional authority for the extension.

Through these arrangements and with the construction of only 16 miles of new railway, the Great Northern was able to extend its independent operations from Spokane and Portland to Klamath Falls, distances of 571 and 484 miles respectively. Train service was inaugurated within a year from the date the federal body granted unconditional authority for the extension.

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Keyes Appears in Handcuffs, Date Of Sentence Set

(Continued from Page One)

LOS ANGELES, Feb. 14. (UP)—The wrists of Alex Keyes were shackled today as the convicted former district attorney of Los Angeles county was led into court and sentenced to prison.

Neither Keyes nor the two men found guilty of building him spy as their attorneys obtained continuance of arguments on motion for a new trial.

The handcuffs which encircled the former prosecutor's wrists were locked to another which gripped the wrist of Ed Rosenberg, a Julian Oil corporation defendant who assertedly gave him \$125,000. Ben Christoff, their co-defendant, broken in health, was arraigned.

Keyes faced disbarment for the first time since the latter assertedly confessed the details of the Julian bribery and implicated Keyes and others in more widespread plots, but there was no sign of recognition between them.

Superior Judge Hartley Shaw continued the arguments on new trial motions and the pronouncement of sentence until next Tuesday. He said that Judge Edw. L. Butler, who conducted the trial, would be able to return here at that time. Keyes and the other two men face sentences of from one to 14 years in San Quentin prison.

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Ask I. C. C. Permit To Build South

(Continued from Page One)

posing the petition. For two weeks the matter was held in abeyance. Finally the commission ruled in favor of competitive rail development but insisted there be no duplication of existing rail facilities.

G. N. Wins Permission

The northern lines and the Southern Pacific were ordered to reach an agreement for the joint use of 75 miles of existing line. Negotiations had failed and had abandoned the project, when the two virtually had decided to commission covered its requirement as to joint trackage.

At this point the Northern Pacific withdrew from negotiations, and the Great Northern, left alone, obtained permission to proceed with its own project.

The rival roads reached an agreement only after Great Northern construction was under way.

The Southern Pacific, however, is expected to oppose vigorously the new Great Northern project, as part of the extension will parallel a Southern Pacific extension being built eastward to Altamira, where it has a branch connecting with its main east-and-west line at Forster, Nev.

To Open Trade Arteries

Attorneys for the Great Northern here said today three important trade arteries would be created by the proposed extension of 80 miles of new line south from Klamath Falls, Ore., to Lookout, Calif., and by the Western Pacific's extension of 120 miles north from Paxton or Keddle stations on its main line.

The extension, they said, would provide a second link between San Francisco and Portland; a Spokane and the inland northern direct line between San Francisco, states and a more direct rail artery will be created between the Pacific northwest and the states in the lower Mississippi.

The petition claims the extension is necessary for development of regions affected and the Southern Pacific is expected to counter with claims that the districts need no additional rail facilities.

Mrs. W. C. Gammon, mother of Charles Hirsch, who has been visiting her son here for the past month, will return to her home in Santa Monica, Calif., Saturday.

According to reports made on the number of tickets sold by students of Fremont and Central schools for the program tonight, to be designated as "Dad's Night," an unusually large crowd will be in attendance. A splendid program has been outlined for the evening's program.

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Hoover to Visit Flooded District

(Continued from Page One)

Chairman Frank Reid, of the house flood control committee, that the government should pay the whole cost.

A motor parade of twenty automobiles will leave here in the morning, carrying, besides the president-elect, J. Edgar Hoover, a group of Florida officials, headed by Governor Doyle Carlton and his cabinet.

Undy, Hoover Confer

Col. Charles A. Lindbergh came back into the political picture again today. He reported on his recent trail-blazing flight in Central America at a dinner tonight with the president-elect at the Poncey home, and his presence again revived speculation about his probable entrance into Mr. Hoover's "little cabinet" as assistant secretary of commerce, in charge of aviation. Some final decision may come from this meeting of the two.

Speculation around the personnel of the Hoover administration turned again today upon the post of secretary of agriculture.

McNary Mentioned

Those mentioned for that post have included Senators McNary of Oregon, chairman of the agricultural committee, and Capper of Kansas, head of the senate farm bloc; Thomas Campbell of Montana, largest individual wheat grower in the world; Jamie Pierce, Des Moines, Iowa, farm paper publisher, and former Governor Samuel McKelvie of Nebraska.

Second Team Plays Chiloquin Tonight

The second basketball string of Klamath Union high school will journey to Chiloquin tonight, where it will meet the Chiloquin team on its own floor.

In the last game with the reservation city the score ended 47 to 5. Another victory is expected tonight. All the county league games but two have been played, and in every game Klamath has never failed to double the score.

The three game tournament with the Malheur high school team will start March 5 to determine the county championship, it was announced last night.

100-Yard Breast Stroke Mark Set

(Continued from Page One)

STANFORD UNIVERSITY, Feb. 14. (UP)—Swimmers from northwestern university of Chicago defeated Stanford in a meet here today, both this evening, 11 to 23, and then lost a water polo game to the local team, 7 to 2.

A new Pacific Coast intercollegiate record of one minute, 12.2 seconds for the 100 yard breast stroke was set by Willey Burns of Stanford.

Ortiz to Make Last Trip Today

Alberto Ortiz, Mexican youth, who was recently convicted of murder in the second degree, in competition with the slaying of Beatrice Lora in a quarrel last Feb., leaves today with Garry Corral, constable, for Salem, where he will start serving a life sentence in the penitentiary for the crime.

If you had to make

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gallons of your good CREAM SAUCE—wouldn't you do it a little at a time?

Of course you would! Then you could keep it smooth—keep it from curdling—keep it under control. Likewise Hills Bros. never roasts coffee in bulk. A few pounds at a time by their patented, continuous process. Every berry is roasted evenly and a rich uniform flavor, such as no other coffee has, is assured.

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AT THE

American Legion Hall
4th and Klamath Ave.

Main Event—10 rounds, 175 lbs.

Nails Orville
GORMAN vs. DARR

Semi-Windup—6 rounds, 150 lbs.

Mike Daly vs. Jimmy Murray

Also 3 fast preliminaries



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Hospitality —
Comfort — Service

Centrally located — near the shopping, business and theatrical districts. Large commodious lobby. Beautifully furnished rooms. Running distilled ice water in every room. Popular prices. Excellent dining room in connection. Autos checked at hotel.

The Hotel Manx

POWELL St. at O'FARRELL, San Francisco

Knox Hats for Spring



Snap Into Spring!

You'll have to get a new Hat this spring—if you want to be in style. The slightly tapered crown and narrower brim prevail in medium and dark shades of brown in darker tones of gray.

HOMBURGS and CRUSHERS

KLAMATH KLOTHING COMPANY

LEADING CLOTHIERS SINCE 1901

'Makin' Whoopee!

Eddie Cantor certainly makes 'whoopee' with these Victor Records. Every stanza makes a snail-illustrated above is Eddie's version of what happens during the first year of marriage—the result of making 'whoopee'. Come in and enjoy a good laugh soon!

Eddie's Whoopee!

From the Victor production, Whoopee! Eddie Cantor, Victor Records, No. 21833, 10-inch.

Carolina Moon. I Wish I Had Died In My Cradle. (Victor's Love Song for Love.) Eddie Cantor, Victor Records, No. 21833, 10-inch.

I've Done An' Go Home—For You. Eddie Cantor, Victor Records, No. 21833, 10-inch.

A Precious Little Thing Called Love—For You. (From the Broadway musical, The Broadway Melody.) Eddie Cantor, Victor Records, No. 21833, 10-inch.

Sweetheart of All My Dreams. (From the Broadway musical, Sweetheart of All My Dreams.) Eddie Cantor, Victor Records, No. 21833, 10-inch.

Goodbye You. (From the Broadway musical, Goodbye You.) Eddie Cantor, Victor Records, No. 21833, 10-inch.

The Spell of the Blues—In Your Eyes. (From the Broadway musical, The Spell of the Blues.) Eddie Cantor, Victor Records, No. 21833, 10-inch.

Wipin' the Pan—For You. (From the Broadway musical, Wipin' the Pan.) Eddie Cantor, Victor Records, No. 21833, 10-inch.

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