

CITY BRIEFS

Lex Lawson of this city is working for the Baker, Hamilton Pacific company in San Francisco, and will start traveling for this firm today, according to word received here by his father, J. A. Lawson, of the Klamath Sporting Goods store. Lawson is expected to arrive in Klamath Falls in about two weeks.

Tom Stoddard, son of Mr. and Mrs. N. Y. Stoddard of Medoc Point, has announced his candidacy for the office of president of the student body at the University of Oregon, according to word which has been received by his parents. Mrs. Stoddard was shopping in the city Thursday afternoon.

J. Percy Wells, city school superintendent, is confined to his home with an attack of illness.

Mrs. H. B. Largent of Midland was among those shopping in Klamath Falls yesterday.

Mr. and Mrs. W. J. Hoepfard of Dorris, Calif., are receiving congratulations on the birth of an eight-pound baby daughter at the Cottage hospital on Eleventh street Sunday. The baby has been named Virginia.

An addition has been added to the sign of the Klamath Sporting Goods store on South seventh street in the form of a T which advertises Lawson's gun and tackle.

A meeting of the Klamath County Rabbit Breeders' association will be held this evening at 7:30 at the chamber of commerce rooms.

Mrs. H. I. Price, formerly of Spring Garden, Calif., is among the new residents in Klamath Falls.

Albert Austin, new manager of the Willard hotel, who takes up his duties today, is the latest member of the chamber of commerce. It was announced yesterday by Earl Reynolds, secretary of the chamber of commerce, that Mr. Austin also subscribed a substantial amount to the service fund of the chamber.

Mrs. Mary Winn has arrived in Klamath Falls from Palmdale, Calif., for an indefinite stay. She was among the non-residents who applied for an automobile permit at the chamber of commerce Thursday.

Mrs. Emil Paul of this city was a recent visitor in Ashland at the home of Miss Ruth Osmon. Mrs. Paul formerly resided in Ashland.

Although a convention of the southern Oregon district Association of Business and Professional Women's club was held in Grants Pass at the Redwoods hotel last night, no representatives from the club in this city attended. Miss Mozelle Hair, state president of the association, presided at the meeting. The southern Oregon district includes Medford, Klamath Falls and Grants Pass.

Clint Sauter returned to his home at Merrill Wednesday, after spending the past several months in California.

Mrs. R. H. Anderson of Merrill, well known in Klamath Falls, submitted to a major operation at the Lane hospital in San Francisco last Tuesday, according to information received here. She is reported to be getting along nicely.

Mrs. Clint Parker has returned from an extensive visit throughout the east. She also visited friends and relatives in Blount, Indiana.

Mr. and Mrs. Ray Benight and family are now making their home at Merrill. Mrs. Benight is a daughter of Mr. and Mrs. J. A. Brown.

Mr. and Mrs. C. H. Dewey and daughter have left for their home in Los Angeles after visiting for the past several weeks with Mr. Dewey's parents, Mr. and Mrs. Sol Dewey of Merrill.

Mr. and Mrs. Vernon Lindsey of Klamath Falls are spending several days visiting in Grants Pass.

W. P. Myers, Klamath Falls attorney, has returned from Grants Pass, where he appeared as a witness in the case of H. W. Christner, who was charged with cattle stealing.

E. E. Kesterson, prominent lumber man, returned to his home at Dorris, following an extended business visit in San Francisco.

Lester Jones, state president of the Fraternal Order of Eagles will be the principal speaker at the meeting of the local lodge on Friday evening. At this time a large class will be initiated. Mr. Jones is a brother of Sanford Jones of this city. He resides in Salem.

Word of the passing of Albert Smith, former resident of this city, at his home in Yreka, California, was received in the city Thursday. Mr. Smith was the uncle of Ben and Lee Dotson, well known residents of Keno. The Dotson brothers left for Yreka to attend the funeral services. Many years ago Mr. Smith resided in Grants Pass and was employed with Judge R. A. Emmitt, who at that time was in the farming business. His health has been failing for the past several years.

Mrs. Ethel Bullfinch of Moe's store plans to leave shortly for Leavenworth, Idaho, where she will remain for several weeks on a combined business and pleasure trip. Upon returning to Klamath Falls, Mrs. Bullfinch will resume her duties at Moe's store.

K. D. Gentry, prominent farmer of the Tule lake district, was a business visitor in Klamath Falls Thursday. Mr. Gentry finds farmers of Tule lake looking forward to a splendid year.

Several Klamath Falls people plan to leave Sunday morning for the Oregon Caves to spend the day. Between the hours of 9 o'clock in the morning and 5 o'clock in the afternoon, guides will be on duty at the Caves according to information received today at the chamber of commerce. Parties from one to five persons will be taken through for \$5; six to twelve persons for \$16; thirteen to sixteen persons at 50 cents per person. Within the hour future the road to the Caves will be blocked during week days to enable highway construction to be rushed to completion. Official opening of

the Caves is scheduled for May 15. It is possible that motorists will find it necessary to walk at least a mile to the Caves because of heavy snow.

St. Paul's Episcopal guild announces a pre-Easter cooked food and apron sale, which will be held Saturday at Stone's Cash Grocery on Main and Sixth streets. This afternoon the guild members met to complete plans for the sale. The sale will continue throughout the entire day.

This afternoon at 2:30 all members of the Eastern Star Social club are asked to be present at the Masonic hall for the regular monthly business meeting. It is hoped full attendance will be present as matters of importance are to be discussed.

Members of the Degree of Honor will be entertained at the home of Mr. and Mrs. Cummings at the Cummings for shop on South Ninth street this evening. All members are asked to be present at 8 o'clock.

Mrs. Charles La Pointe of La Pointe's Shoppe will arrive home this morning for an extended buying trip to New York City, Philadelphia, Chicago, Los Angeles and San Francisco. From each of these style centers, Mrs. La Pointe has shipped dresses to the local store. Most of the sport frocks are being sent from Los Angeles and San Francisco. "I have found a great deal of pleasure in this trip," Mrs. La Pointe has written back because I have been in a position to purchase exclusive models for our store."

"Don't Make Me Laugh", Man Says (Continued from Page One)

have anything to do with it. I was asleep at the time."

In another cell at police headquarters sat Louise Bolfe, pretty southern blonde who was arrested with McGurn in a fashionable hotel here yesterday. Police questioned her but she stood by Jack. Authorities met the code of gangland silence. "Molls" will talk but never squeak.

Hearing Today McGurn's attorney filed a petition of habeas corpus before Chief Justice Sullivan of the criminal court and the hearing was assigned for Friday.

McGurn, whose real Italian name is James Demore, turned the accusations towards the police department. "Me, in that gang killing?" he said in reply to questions. "Don't make me laugh. If you want my theory of it, I think the job was done by a squad of detectives. They probably got a bum deal from the Morans and decided, 'Well, let's go in and knock that gang off.'"

Shot at Enough "I think they'd get farther investigating the squads than arresting innocent men like me. I've been hiding out around here since January 31 and Stego (deputy commissioner of police) has known where I was all the time. I'm shot at enough now without getting a bum rap like this."

McGurn, a former prize fighter, was shot and wounded on two occasions. Each time, he refused to talk to police, saying, "I'll get them."

Recalling both incidents, police had suspected McGurn in the St. Valentine massacre. Pete and Frank Goosenberg, two of the seven victims, had been charged with the attacks on McGurn and authorities believe the Capone gunman waited his chance to get even.

G. N. OFFICIAL TELLS NEED OF ROAD SOUTH

F. G. Dorety, Vice President of Line, Sees Great Growth For City

"Klamath Falls will become one of the most important inland railway centers in the northwest if the Interstate Commerce commission approves the Great Northern's application to build south to a proposed extension of the Western Pacific," F. G. Dorety, vice president and general counsel of the Great Northern said yesterday.

Mr. Dorety stopped over here several hours yesterday en route to Portland from San Francisco, where he, L. C. Gilman, executive vice president, and Colonel Fredrick Mears, assistant chief engineer, have been in conference with Western Pacific officials.

"Instead of being the hub of one railway system, with only a branch line operation of a competing system, this city will find itself an important center of two major trunk lines, if our plans are approved by the federal body," Mr. Dorety said.

Opens Up Trade Area "The proposed coast-wide trunk line which would be created by connecting the Great Northern and Western Pacific systems would also afford Klamath Falls a character of service to Spokane and the inland northwest which it can never hope for unless the Great Northern is able to convert its present branch-line operation into a main trunk line operation."

Mr. Dorety said that he thought Klamath Falls should not be indifferent to the opportunity afforded it by the plans of the Great Northern and Western Pacific, and indicated that there was real danger if communities that were situated so as to benefit by the extension were indifferent while other communities not on the proposed new north and south trunk line should oppose it on the grounds that a part of their traffic would be devoted to a carrier in which they had no interest.

"It is certainly taking a pessimistic view as to the future development of the west," said Mr. Dorety, "to hold that its north and south business needs only one railway. Compared with the nine major transcontinental lines that cross the continent from east to west, if the Pacific coast is to have only one north and south rail connection it would seem that only a limited amount of growth was anticipated in this region and that there would never develop a very important trade exchange between the north and south portions of the coast or between the great northwest and southwest."

Need Competition "Our view is exactly the contrary. We believe the entire Pacific coast is coming into an era of industrial development and agricultural prosperity and increase in population where it will be absolutely imperative to have competitive north and south rail facilities, and we believe that this era will be hastened by the construction of these facilities at this time."

"If the proposed extension of the Great Northern from Klamath Falls to a connection with the Western Pacific is built, the Great Northern will be the only line with its own rails in California and having an intimate connection with San Francisco and Oakland through the Western Pacific, which would also serve the states of Washington, northern Idaho, most of Montana, North and South Dakota and Minnesota with its own rails."

Progressive Road. "There is probably no more progressive railway in the United States in the matter of developing the territory along its rails than the Great Northern. This policy was inaugurated by its founder, James J. Hill, commonly known as the 'Empire Builder.' At the beginning of the present year the Great Northern became a pioneer in the field of radio broadcasting, augmenting its newspaper and other advertising with the radio to advance the interests of the territory along its lines."

"The fact that products manufactured and grown in California are so different in character from those grown and manufactured in its own territory means that it can promote the distribution of California products without placing them in competition with the industries and growers along its own rails."

Tourist Travel. "The vast area served by Great Northern rails is also a potential source of a large winter tourist travel to California. There is no winter playground toward which the Great Northern could carry tourists farther on its own rails."

"In the same way that distribution of California products in Great Northern territory would

be stimulated by its proposed extension, there would be an increasing movement into California of many products produced in this great area so that its producers would benefit correspondingly."

East of Cascades. "The proposed connection would furnish a route lying entirely east of the Cascade mountains, 120 miles shorter to Spokane, and one that would enable the Great Northern to move California traffic on its own rails as far east as Minneapolis and St. Paul, Duluth and Winnipeg, and to Chicago over a jointly owned subsidiary. It would be the only railway serving California that could reach these distant points over its own rails."

"The extension would make possible an additional through route between the states of Washington and Oregon and southwest territory such as California, Nevada, Utah and Arizona located on the Western Pacific and its independent connections."

Only Short Gap. "The most striking feature of this whole proposal is that the thousands of miles of railroad required to perform this important service have already been constructed and the investment has already been made, but these great disturbing systems are prevented from providing the benefits mentioned because of the short gap now separating the Great Northern and the Western Pacific railways. The effectiveness of the comparatively small expense required to bridge this 200 miles will be equivalent, so far as these public benefits are concerned, to a billion dollar investment in the construction of many thousands of miles of track to establish continuous and competitive railroads between these territories."

Convict Klamath Man of Rustling GRANTS PASS, Ore., Feb. 28, (AP)—H. W. Christie of Klamath Falls was convicted on a charge of cattle rustling when the circuit court jury reported the case late last night.

The jurors had been out four hours.

Christie was charged with the theft of five head of cattle belonging to J. W. Baird of Salem. The animals were alleged to have been sold to a Grants Pass market.

Judge H. O. Norton granted the defendant ten days for the filing of notice of appeal. Sentence would be set after a ten-day period.

Hoover Cabinet Slate Is Filled

(Continued from Page One)

definitely today to the Hoover cabinet:

James W. Good, now of Chicago, formerly representative in the house from the Iowa district where Hoover was born, will be secretary of war.

James J. Davis, Pittsburgh, will retain his post as secretary of labor temporarily.

Good will act as liaison between the new president and congress, in addition to his duties as secretary of war. He is familiar with legislative practices through his service as chairman of the house appropriations committee.

Doak Opposed Davis is being retained because of opposition raised by William N. Doak, vice-president of the Brotherhood of Railway Trainmen, who a week ago had been definitely selected for this post, according to authoritative information today. Objections came not only from the American Federation of Labor, with which the railroad brotherhoods are not affiliated, but also from within the brotherhood ranks. It was learned.

Agricultural Head in Doubt The mystery thrown about the remaining two cabinet posts caused confusion here. Some took the information about "surprises" as a camouflage. Others took it literally and reached out for new names, with results in some cases that would surprise the president-elect himself.

Mr. Hoover, it was learned, did not even tell Sam Thompson, president of the American Farm Bureau Federation, who called upon him today, who would be the new secretary of agriculture.

Agricultural leaders at the capital confess they do not know, though they went back today to the name of former Governor Samuel R. McKelvie of Nebraska as the best possibility.

Completed Address Speculation about the commerce post revolved today about the names of Henry M. Robinson, Los Angeles, banker; Julius Rosenwald, Chicago mail order magnate; Stuart W. Cramer, North Carolina textile manufacturer; Clarence M. Woolley, president of the American Radiator company, and A. W. Shaw, Chicago business magazine publisher.

The president-elect completed his inaugural address today and sent it to the printer. With this and his cabinet off his mind, he intends to rest for the next three days before the inauguration.

FOUR CARDS PITCH AVON PARK, Fla., Feb. 28, (UP)—Four more members of the St. Louis Cardinals' pitching staff went to the mound for their first workouts. They were Haid, Elliott, Johnson and Hallahan.

MIAMI, Fla., Feb. 28, (UP)—W. F. Carey, on behalf of the Madison Square Garden corporation, tonight signed a five year contract with the city of Miami, agreeing to promote a big fight here each winter.

LIBERTY
Today, Matinee & Evening
Tom Mix
SKY-HIGH
Tomorrow Only
"When Seconds Count"
Vigorous drama in the wide open spaces.

Pine Tree
Today, Matinee & Evening
The GUN RUNNER
By ARTHUR STRINGER
Tomorrow Only
JOHNNY HINES in "Chinatown Charley"

POOLE'S PELICAN
TODAY
Matinee and Evening
Courageous Womanhood on the barren, stark, western plains.
By Far
LILLIAN GISH
Best Role!

"Mother Knows Best"
Is Coming Sunday—It's the Big Surprise Picture!
"Liberty," "Motion Picture," "Photoplay"—all the "fan" magazines have told you how good it is.
Hear the Brunswick Hit
"SALLY OF MY DREAMS"
The theme song of "Mother Knows Best" as recorded by Earl Burtnett and the Biltmore Orchestra, featured by REX STRATTON today and on sale at
CURRIN'S for DRUGS

Spring Time and Car Time
Good weather and a good used car hold so many possibilities. Business, pleasure, work or play. Long trips or short drives. Picnics and fishing trips. You cannot beat the values in the

Low Finance		Reconditioned USED CARS	Easy Terms	
1926 Buick Master Sedan Good inside and out. Good tires.	1926 Buick Master Coach Reconditioned. Good tires. Like new.	1925 Chrysler 70 Sedan Reconditioned. New paint. New rubber.	Packard 6 4-Pass. Coupe Drive this and you will buy it.	
1926 Buick Master Brougham Reconditioned. New paint. Good tires.	1925 Buick Standard Tour Glass enclosure. New tires. Reconditioned.	1926 Oakland Coach First class shape. New tires.	1927 Essex Coach Good condition. Run very little.	
1924 Buick 4 Roadster Special paint job. Many extras.	1923 Buick 6 Roadster Pick up body. Good shape.	1928 Dodge Special Coupe Just like new. A real car.	1925 Dodge 4-Pass. Coupe Has had wonderful care. See it.	
1926 Oakland Sport Roadster Reconditioned. New paint. Good tires.	1925 Oldsmobile Sport Roadster A lot of car for the money.	1927 Chevrolet Coupe Reconditioned. Good tires. A good buy.	1927 Pontiac 6 Coupe In first class shape. Good rubber.	
1924 Willys-Knight Coupe-Sedan A real car for a little money.	1925 Studebaker Special 6 Duplex Phaeton with glass enclosure.	1926 Star 4 Coupster Runs fine, looks good. Good tires.	1927 Ford Touring A real buy for the money.	
1925 Ford Touring Special gear. Worth the price.	1926 Ford Ton Truck 1929 license. Special gear. Stake body.	1926 Star 4 Touring Just overhauled. Priced low.	1921 Hudson Speedster Ready to go. Priced to sell.	

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