

FORSEES BATTLES IN THE AIR IN FUTURE

Important Developments in Dirigibles Make the Fleet of Germany a Menace, According to an English Writer, Who Tells Why

LONDON, July 13.—The recent important developments of dirigibles in Germany are rapidly creating a very serious problem, to which the principal aerial journals are very properly calling attention. A well known writer says:

"Of late it has been made such a canon of faith that the dirigible is an exploded idea that we have come to think in aeroplanes only, especially how they can be successfully flown from ships at sea. Get fifty miles or so off a hostile harbor, send up an aeroplane or two, and there will be no secrets inside that base," has been so consistently preached that we have quite overlooked the question that matters most—that a weaker power could not get its aeroplane mother-ships into the required position!

"So far as our harbors and dockyards are concerned, German aeroplanes are—with radii as they are at present—rendered useless. Germany is consequently compelled to fall back upon the dirigible, which possesses a far greater radius than any aeroplane. Somewhat tardily, people are beginning to recognize that the dirigibles, to which Germany has once more turned attention, are already, given favorable weather, capable of getting in a single flight from the Fatherland to Portsmouth and back, possibly as far as Devonport, also.

"Supposing an armed Schwaben, or the still superior Zeppelins, which are to follow her, to get over Portsmouth dockyard? Twenty aeroplanes might attack her, and one might possibly get home, though if the dirigible employed runaway tactics, even that is by no means certain. Short of facing certain death, the aeroplanes could do nothing; facing it, it is by no means certain that they could do much more than cripple the adversary to a certain extent. This, however, is mere surmise—the point is that we have not twenty aeroplanes available. Nor are there any aerial guns capable of firing explosive shells.

"Where naval matters are concerned it is a truism that sea attack must be met on the sea. We assume the same thing for the air, and we are, at any rate, preparing to meet it to some extent. But we have not a title of evidence to prove that the reasoning is correct. It may well be that things are quite the other way about."

LORIMER LOSES SEAT IN SENATE

(Continued from Page 1)

conclusions that Lorimer was not legally elected. Lorimer, in speech, asserted, "no person was guilty of corrupt practices in my election."

January 20, 1911—Attorney Erbstein acquitted in Chicago on second trial on charge of jury bribing.

January 22, 1911—Lorimer case debated in the United States senate, concluding on February 28, 1911.

March 1, 1911—United States senate, by vote of 46 to 40, permitted Lorimer to retain his seat.

April 6, 1911—C. S. Funk testified before the Helm investigating committee that Edward Hines asked the Harvester trust to contribute \$100,000 toward making good a \$100,000 fund that had been spent in electing Lorimer.

April 6, 1911—Senator La Follette introduced a resolution in the United States senate to re-open the Lorimer case, naming a proposed special committee of five.

April 13, 1911—Affidavits presented to Helm committee charged that Edward Hines boasted to Michigan lumberman that he had elected Lorimer, and that "it cost a lot of money." Herman H. Hettler testified that Hines boasted in the Union League Club, Chicago, that he had elected Lorimer.

April 20, 1911—William Burgess of Duluth testified before the Helm committee that H. C. F. Wiehe, Hines' brother-in-law, had boasted on a train that he had contributed \$10,000 to a fund raised to elect Lorimer.

April 28, 1911—Edward Tilden, president of the National Packing company, arrested by order of the Illinois state senate for refusal to produce books and other records. Tilden released at once by habeas corpus writ.

May 17, 1911—Helm committee unanimously reported its conclusions that Lorimer would not have been elected but for bribery and corruption.

May 18, 1911—Illinois state senate by vote of 39 to 10, declared its belief Lorimer was elected by bribery and corruption.

June 1, 1911—United States senate unanimously voted to have a new

investigation of Lorimer case by elections and privileges committee.

June 7, 1911—Senate ordered Lorimer investigation by special committee.

June 20 to August 5, 1911—Senate committee held hearings in Washington.

October 10 to November 22, 1911—Hearings held in Chicago.

December 5 to 19, 1911—Committee met in Washington.

January 8 to February 9, 1912—Lorimer and Detective Burns' statements and testimony concluded at Washington.

March 1, 1912—Attorney Hines' plea in re adjudication filed in half of Lorimer.

March 28, 1912—Committee of 5 to 3 exonerating Lorimer and Edward Hines.

April 6, 1912—Hines, as before Senate committee. Funk's testimony, and after sued him for \$100,000 damages.

May 29, 1912—Senate received majority report, signed by Dillingham, Jones, Fletcher, Johnston and

Lea, recommending that Lorimer be declared vacant.

AMATEUR AIRMAN IS HURLED TO HIS DEATH

United Press Service
STANFORD UNIVERSITY, July 13.—Victor Morris Smith, 25 years old, a Stanford student of the world's amateur speed for aeroplanes, was instantly killed while making an exhibition from Mountain View to Palo Alto. A sudden gust of wind uprushed him.

He was a son of Victor Smith, Sr., the wealthy trader and manager of the Western Meat Co. of San Francisco.

Resolutions of Condolence

The O. E. S., at its regular communication on July 9th, adopted the following resolutions of condolence in respect to the death of brother and member, Fred T. Sanderson:

Whereas, it has pleased Almighty God, in his infinite wisdom and goodness that surpasseth the understanding of man, to call to Himself our loved brother, Fred T. Sanderson, and

Whereas, This Chapter of the O. E. S. that it has sustained a severe and untimely demise of our brother, Fred T. Sanderson, and

Therefore, Be it Resolved, That this Chapter conveys its condolence to the bereaved family, whose loss of a devoted husband and fond parent is irreparable. Be it further

Resolved, That Brother Sanderson endeared himself to this Chapter and to all its members, by his genial disposition, words of encouragement and his many acts of kindness. He has gone to the reward that awaits the faithful, but he will ever continue to live in our memory. Be it further

Resolved, That these resolutions be spread on the minutes of this Chapter, and a copy be sent to the sorrowing family of our departed brother, and a copy sent to each of the newspapers of the city for publication, and the altar of the Chapter be draped in mourning for a period of thirty days as a token of our sorrow in the loss of our friend and brother.

The following named committee framed and presented the foregoing resolutions, which were adopted by the order.

I. Jay Knapp, Christine Murdoch, Wilfred M. Snow, Committee.

Notice for Publication

(Not Coal Lands.)
Department of the Interior, United States Land Office at Lakeview, Oregon, June 17, 1911.

Notice is hereby given that James Briscoe, whose postoffice address is Klamath Falls, Oregon, did, on the 3d day of January, 1911, file in this office sworn statement and application No. 95237, to purchase the SW 1/4 NW 1/4, Section 29, Township 33 S., Range 10 E., Willamette Meridian, and the timber thereon, under the provisions of the act of June 3, 1875, and acts amendatory, known as the "Timber and Stone Law," at such value as might be fixed by appraisal, and that, pursuant to such application, the land and timber thereon have been appraised at a total of \$100, the timber estimated at 90,000 board feet at \$1 per M., and the land at \$10; that said applicant will offer final proof in support of his application and sworn statement on the 30th day of August, 1912, before C. R. De Lap, county clerk of Klamath county, Oregon, at Klamath Falls, Oregon.

Any person is at liberty to protest this purchase before entry, or initiate a contest at any time before patent issues, by filing a corroborated affidavit in this office, alleging facts which would defeat the entry.

A. W. ORTON,
Register.

7-4-8-29

Social Events of the Week

MIDSUMMER'S HEAT HAS NO TERROR FOR KLAMATH FALLS. SMART SET AND THE SOCIAL SWIRL CONTINUES UN-

der the influence of the long, slow-falling twilight. A lethargy seems spread over the land, and the droning of the bees, sip each tiny drop of nectar from the flowers, acts as a slumber upon the senses.

And yet, the heritage of the sun, sends its vitalizing rays to our hearts, and it is the human element that must droop beneath its rays.

So, our social life, which is up our dancing, card-playing, work parties and visiting, is filled with the same languor.

A meeting of the directors of the Women's Civic League, the following resolutions were adopted in honor of the memory of the late Mayor F. T. Sanderson:

Whereas, Mr. Sanderson was a true and an advocate of the cause of the City Beautiful, and we lament his untimely death, and

Resolved, That we extend to his loved family our deepest sympathy and be it further

Resolved, That these resolutions appear on the minutes of the league.

The Leisure Hour Club was entertained on Monday afternoon at the home of Mrs. Fred Melhase. A delightful game of "500" was enjoyed half past two till five o'clock, which refreshments were served.

This popular club numbers among its members: Mesdames Thompson, Orb Campbell, Frank Harshberger, Leach, H. F. Koch, C. H. Duggett, Fred Schallert, Chas. Meldrum, Henry Newman, I. J. Knapp, Bert Withrow, W. Hatch, Robertson, Thos. Conners, Gertrude Vernon and Miss Faye Hogue.

On Tuesday night the third in a series of dances was given at the Pelican hotel. The evening was perfect, and a goodly crowd gathered to do justice to the music of the floor, as well as to the general hospitality always offered by the beautiful hostelry.

The 1912 Needlework Club was the guest of Mrs. Frank Ward on Friday

of the afternoon at the home of Mrs. I. J. Knapp. Mrs. Parker, Mrs. John Schallert, Chas. Withrow, Mrs. John H. Melhase, Mrs. C. H. Duggett, Mrs. Henry Boivin, Miss Smith, Mrs. Ida Fink and Miss

On Monday evening Mrs. Jennings invited a few friends to launch party on the Lower Lake. Little boat "Red Demon" was trimmed, and the party, which included Mr. and Mrs. E. R. Reames, Mrs. J. C. Brockenbrough, Mrs. Pliske, sailed at 7 o'clock. The hours of the evening were spent at Mrs. Reames' home, where a delightful six weeks visit was played and a Dutch lunch

Miss Faye Hogue gave a party Wednesday afternoon for Mrs. Dunning from Berkeley, California. Mrs. Dunning graduated from high school here but a few years ago and is now visiting her mother, Maud Cox. This little party was nearly a reunion of school friends, though including some late comers from our town, and the friendly reminiscences was a pleasure.

Refreshments were served at 6 o'clock to Mrs. C. E. Dunning, C. E. Hogue, Mrs. Zim Baldwin, Will Wagner, Miss Fannie, Miss Agnes Marple, Miss Rachael, plegate and Miss Winnie Withrow.

Mrs. Mary A. Jackson, invited party of friends for what on Wednesday evening. The card tables arranged in her commodious parlor, and those gathered around them were: Mr. and Mrs. Richardson, Mr. and Mrs. J. C. Brockenbrough, Mrs. E. R. Reames, Frank Jennings, Mrs. Helen, Mrs. Monroe, Mr. Gilham, Mr. Blakie and Mr. Steiner. A Dutch lunch was served at the close of the evening.

Mrs. Thos. Conners will be hostess to the Leisure Hour Club net on Monday afternoon.

Mrs. Ida M. Fink Friday entertained the Art Embroidery Club at her Klamath avenue home.

were served to the following: Mrs. Frank Ward, Mrs. Fred Melhase, Mrs. Claud Daggett, Mrs. L. F. Willits, Mrs. Chas. Withrow, Mrs. Marple, Mrs. Harry Galarneau, Mrs. R. A. V. Hutchins, Mrs. Henry Boivin and Mrs. Ida Fink.

Mr. and Mrs. E. J. Murray, Mrs. Noland and Mrs. Goodell drove over to Swan Lake on Wednesday evening. They returned the same evening after a most enjoyable day, with dozens of the beautiful and grand mountain lilies.

Mrs. Clucas from Pueblo, Colorado, is in the city visiting her mother, Mr. A. M. Worden. She expects to return home the first of next week, accompanied by her mother, Anna Worden.

Mrs. W. W. Croff and children, San Francisco, are here for the summer, guests of Mrs. Frank Ward, the corner of Pine and Third.

Mrs. Louis Gerber returned from Sacramento last week, where she has been a delightful six weeks visiting her relatives and friends.

Mrs. J. T. Henley is enjoying the company of her daughter, Mrs. O. H. Dunning, and her two little children, who are here from San Francisco. Mrs. Harshberger is being made very welcome by many of our old friends.

Mrs. C. C. Hogue left Saturday for Astoria, Oregon, where she will spend some days with her mother. She will continue her trip to Portland, where her son is in college, and after a short sojourn there will return home.

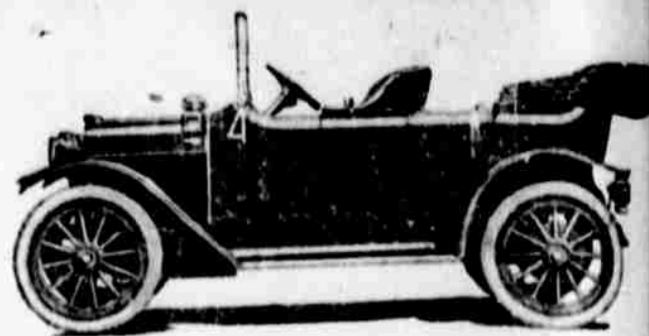
Miss Aimee Wing has returned from a two months' visit in Oakland, California, where she has many friends.

The Ladies' Aid of the M. E. church will give a lawn social at the home of Dr. W. A. Leonard Thursday, July 13-21.

Steffans to Testify.

United Press Service
LOS ANGELES, July 13.—There is no session of court in the District today. It is reported that John Steffans, the magazine writer, will be called as a witness on Monday.

THE DETROITER



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Rear Spring Suspension platform Full floating rear axle

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Power Plant—Unit type, completely enclosed.
Motor—Four cylinder, cast enclos. 3 1/2 inch bore, 4 1/2 inch stroke, developing 25 horsepower. Water cooled, valves enclosed, interchangeable; all on right hand side of motor, adjustable.
Ignition—Bosch high tension magneto—set spark.
Cooling—Thermo-siphon system, tubular type radiator or large water capacity.
Fuel Supply—Gravity feed, tank under front seat.
Lubrication—Splash feed constant level type with pump.
Clutch—Multiple disc running in oil.
Transmission—Selective type, sliding gears; three speeds forward and reverse.
Drive—Left hand drive, levers and steering gear finished in enamel and nickel.
Control—Gear shifting lever in center of car, clutch and brake service operated by foot pedals.
Steering Gear—Irreversible, worm and nut type.

Front Axle—"I" beam drop type.
Brakes—Double internal expansion one 14-inch drum and one 10-inch drum on each rear wheel, brakes operated by foot pedal hand lever.
Frame—Pressed steel channel section, drop type, permitting hung car.
Clearance—10 1/2 inches.
Springs—Semi-elliptic in front, 37 inches long; platform in rear, spring 37 inches long.
Wheels—Heavy artillery type, equipped with 32x3 1/2 inch tires.
Bearings—We use high grade bearings in the motor, transmission, rear axle and front wheel.
Body—Metal; five passenger, front English torpedo type, holstered in genuine black leather. Up-to-date door locks, with inside.
Color—Haven blue body, black wheels, black chassis, black lamps, nickel finish.
Full Equipment—Top with side rails, windshield, gas and oil lamps, generator, repair kit and horn.

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