

Herald's Classified Ads.

The Evening Herald

Advertisements in the Classified columns are printed at the rate of five cents a line, invariable in advance. Hereafter no advertisements will be accepted unless accompanied by the cash.

W. O. SMITH, Editor

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FOR SALE

FOR SALE—1,000 posts at a bargain. Call phone 253-W. 20-6t

FOR SALE—Two 7-year-old geldings, weight 2,425 pounds; 2 1/2-inch wagon; double harness. P. H. Ray, O. K. Barn. 23-3t

FOR SALE—Will sell 1,000 shares of stock in Mills Addition hall, held in trust by Annetta McCabe, to the highest bidder, on next Monday night, at the opening of the stockholders meeting in Mills Addition.—Wm. McCabe. 24-2t

FOR RENT

FOR RENT—Good store room and small lodge room, corner Second and Main. See Chilcote. 2

SITUATION WANTED

WANTED—Landy wants position as cook in camp or on ranch. Mrs. Frank, American Hotel, room 41. 24-2t

HELP WANTED

GIRL WANTED—For light house work. Phone 263-B. 24-2t

ELDERLY woman wanted as housekeeper for small family on a ranch. Call at Herald office. 24-2t

WANTED—Good waitress. Apply to Eagle Ridge Tavern. 27-4t

LOST AND FOUND

LOST—ER's tooth watch fob, with number 1247 and initials C. L. M. on it. Finder please return to First National bank and receive reward. 25-6t

MISCELLANEOUS

WANTED—Six foot roll top desk. L. Jacobs. 26-2t

DULL, SPLITTING, SICK HEADACHE

Dr. James' Headache Powders relieve at once—10 cents a package.

You take a Dr. James' Headache Powder and in just a few moments your head clears and all neuralgia and distress vanishes. It's the quickest and surest relief for headache, whether dull, throbbing, splitting or nerve-racking. Send someone to the drug store and get a dime package now. Quit suffering—it's so medicine. Dr. James' Headache Powders—then there will be no disappointment.

New City Laundry

ALL HAND WORK. We guarantee superior work. Shirts, Collars and all Silk Goods and Fancy Dresses, or anything else. Phone 154 127 Fourth St. KLAMATH FALLS, ORE. Send us your work by parcel post or express.

Wood

SLAB, LIME AND BODY. Sliced to any length. Our best black wood is delivered direct from sheds, and is always dry. One load will convince you. KLAMATH FUEL CO. O. Peyton, Mgr. Phone 187

Clayton Kirk

NOTARY PUBLIC. Chiloquin, Oregon. Accurate information regarding all Indian estate lands and description of property.

DR. F. M. WHITE

ENTR, EAR, NOSE AND THROAT. 287 Odd Fellows Building

Two Dresses in One, or Her Lightning Change



Gowned for the Afternoon

Gowned for the Evening

Mlle. Exiane, a Parisienne comedienne, who at one time designed a hat which immediately found such favor with the French people that she became nationally known among designers.

has turned her attention to the evening photos show a pretty after-noon frock, which, after the cape has been taken off, the brim removed from the hat and the hoops dropped from the skirt, gives the wearer a charming evening costume.

National Park Highway Latest Big Road Project

By MARSHALL N. DANA (Portland Journal)

The nation's greatest road building plan is about to be launched. It is a breath-taking scheme of linking all the national parks with a tourist boulevard—the National Park highway—forming a circuit of between 3,500 and 4,000 miles.

The proposal is made by Stephen T. Mather, assistant secretary of the interior.

Call is issued for representative citizens of Oregon, Washington, California, Arizona, New Mexico, Colorado, Wyoming, Idaho and Montana to meet and perfect organization at the Canyon hotel in Yellowstone National park, July 24th and 25th. In the words of the call: "This meeting will recognize as delegates all government, state and county officials representing the above states, and delegates attending carrying credentials of recognition from the mayor of any city or town or from the officials of chambers of commerce, automobile or good roads clubs, or any organizations devoted to highways or the promotion of automobile travel."

The national parks highway would begin at Denver. By utilizing the Yellowstone highway it would lead to Rocky mountain national park and then to Yellowstone national park; thence to Glacier national park, and across country to Mt. Ranier national park, including in the route Seattle and Tacoma.

The Pacific highway would form the Pacific coast portion of the national parks highway. We of Oregon and Portland should be particularly interested in the success of the project.

A bill has been introduced by Senator Chamberlain to establish Mt. Hood national park. The opposition that the bill might have met from friends of the forest service will probably be met in the fact that the park is to be under the direction of the secretary of agriculture and not of the secretary of the interior, leaving the control of the area, therefore, as it is at present.

The forest service, a division of the department of agriculture, is ambitious to demonstrate its ability in making available the recreational features of the Mt. Hood region, as witness the creation last year of the Columbia gorge park and the energetic development of the 14,000 acres included in the park and bordering the Columbia river highway.

Our Columbia river highway is ready for the automobile travel that would be attracted by the greater route. To

complete a loop around Mt. Hood needs but the construction of twenty-five miles of easily built highway through the Oregon national forest around the east base of Mt. Hood. Thence, a choice of two routes is offered the tourist—either to return to Portland by way of Mt. Hood highway, or follow the old Barlow road into Central Oregon, and thence, via Bend, to Crater national park.

We have a good chance, it is said, to secure sufficient money for the construction of the twenty-five miles in the national forest around Mt. Hood if the Taylor bill pending before congress becomes a law.

The national parks publicity movement is a most inviting vehicle with which to carry our own message to tourists everywhere. The movement is well organized. It has the backing of the department of the interior, the active approval of Secretary Franklin K. Lane and the devotion of Assistant Secretary Mather, who is directly in charge of the national parks. And all over the country enthusiasm is mounting higher and higher for automobile tours. Thousands of motorists in every state will watch the progress of the great highway scheme with eager interest and will give it all the help they can.

Crater Lake, too, would witness a great increase in the annual number of visitors.

The route of the national parks highway, southward from Oregon, would link the Yosemite, General Grant and Sequoia national parks, would touch San Francisco and Los Angeles and lead eastward by way of the Grand canyon of the Colorado to Mesa Verde and probably to Denver again, although by thus terminating the highway, Platt in Southern Oklahoma and Hot Springs in Arkansas, both national parks, would be omitted from the route, as would the smaller national parks, Sully Hill in North Dakota, Wind Cave in South Dakota and Casa Grande, a prehistoric Indian ruin, in Arizona.

The Grand Canyon of the Colorado is a national monument, not a national park, but would naturally be included in the proposed route.

The plan for the national parks highway involves no huge amount of construction. Existing roads will need be improved; at places, short sections will have to be built, but the proposed co-operation of counties, states and federal government, with the active interest of civic and business organizations, should make progress far from difficult.

Figuring Insurance on a Soldier is Some Little Job

By WILLIAM G. SHEPHERD (United Press Staff Correspondent)

LONDON, June 16.—(By Mail).—Life insurance in wartime is a difficult problem for the man who wants to be insured. Also for the insurance company.

Soldiers cannot get life insurance. No company will take the risk. But the life insurance companies of England are so game that the man carrying life insurance at the time he went to the front is assured that his widow will receive his insurance money, no matter how he may be killed.

All life insurance policies issued in the United Kingdom have always borne a clause that the companies would not pay for death caused by war. Nobody expected war; therefore nobody objected to the clause. But when war began and the men of England marched off to the front from their desks and their offices, the directors of life insurance companies met and decided that in spite of the war clause they would pay for deaths in war on all outstanding policies, but would issue no new policies on the lives of men going to the front.

The life insurance companies have paid out for deaths of men killed in battle a tremendous sum.

"Isn't it possible for a rich man, going to the front, to secure life insurance, if he is willing to pay enough for it?" an insurance man was asked.

"No. We've had all kinds of fancy offers, but we cannot make rates of any kind. The man who wished battle-field insurance would have to pay us much more money in premiums than we could pay his beneficiaries.

"An even bet we couldn't afford to take. He'd be betting us \$100,000, say, that he would be killed and we would be betting the same amount that he would not. All the odds would be in his favor."

"Are there any special classes of soldiers whose lives are worth less than others?"

"Yes. Flying men. We figure the odds are four to one against them."

"But if a flying man was carrying life insurance before the war, would you pay for his death?"

"Yes, just as if he were an ordinary soldier. We've paid on the death of more than one man who was killed in the air."

The insurance companies, early in the war, made an attempt to prepare a policy for soldiers and officers. At

first, the policy holder was asked to pay a premium of \$15 on every \$100. The rate then went up to \$18 and when the companies faced the choice of making a 20 per cent rate or stopping soldier insurance, they chose the latter course.

The insurance of civilians against war risks, however, is being developed by London insurance companies, whose actuaries are working out such questions as:

What are the odds that any certain person will be killed by Zeppelin bombs?

What are the odds that Germany will not succeed in sending a flock of Zeppelins over London and killing thousands?

One company whose experts studied the air question at great length now bets you \$5,000 against \$10 that you will not be killed by any missile that falls from the sky, whether it be an enemy bomb or a piece of British bomb fired at enemy aircraft.

This same company is also willing to bet 500 to 1 that you will not be killed by an enemy invasion.

You can get any size check cashed at any time at K. K. K. Store. Bring your pay checks to us. We have established a special department to cash checks.—K. K. K. Store, Leading Clothiers. 16-17

Well Posted People



Come here regularly when in need of wood and hay.

Seehorn GETZ Wood 622 Main Street Phone 72

Mosquito Bites

Are painful and annoying. Protect yourself and the children by NYAL'S MOSQUITO CREAM. Cooling—and comforting. Keeps the 'skeeters away. Price 25c.

Underwood's Pharmacy

KLAMATH FALLS OREGON WHERE PARTICULAR PEOPLE BUY THEIR DRUGS

UPPER LAKE TRAFFIC

We are agents for Collins & Hamilton's mail, passenger and freight boats on the Upper Klamath Lake. Buses leave this office every morning except Sunday, at 7:30.

Western Transfer Co.

PHONE 187 MAIN STREET, NEAR FIFTH

NO END OF Goodness



Van Riper Bros., Grocers