

Celebrate the



In one of our stunning "KUP-PENHEIMER" Suits—They reflect blazing new styles.

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Get acquainted with our fine showing of ARROW SHIRTS. They are the Better Kind.

\$1 to \$7.50



Our shoes are proving a good "BASE." New fashioned styles at old fashioned prices.



We lead in Hat Stock and Styles. "Knox" Hats always lead.



We'll enjoy demonstrating and pointing out the superiorities of our Clothes any time.

Dress up for the Big Celebration
Southern Oregon's Largest, Livest
MEN'S STORE

K. K. K. STORE

Leading Clothiers and Hatters

STRAHORN TELL OF FUTURE OF KLAMATH AND OREGON

Continued from Page 1

Columbia River to San Francisco and Los Angeles.

"Our difficulties have been greatly increased by the war. But so has the necessity for quick completion of the project. Some even go so far as to say that the task is now impossible. Let us never send up such a distress signal but push all the harder for such sound expansion in defiance of war shocks. Napoleon said: 'Don't name that beast of a word to me.' built that 'impossible' road across the Alps and conquered Rome. Through the very urgency of the effort we may turn some of the dark clouds inside out and reveal the silver lining.

Railway Lines Inadequate
"From the time of the Ancients to this day the question of victory and the question of human progress have awaited the provision of thoroughfares. Our golden west was held to the Union and its development hastened a generation by President Lincoln's determination to push to completion as a war measure our first transcontinental railroad. Thus did the British and Canadian governments tie up and develop their vast empire to the north with their empires beyond the seas by building the Canadian Pacific—an undertaking so triumphant in results that they have fairly run riot in their later governmental railroad subsidizing up there. Probably the most important battle-winning detail in the matchless war machine of Germany is the perfection of its railway system. It is doubtful whether anything can be held so nearly responsible for our almost world disaster of ever mounting cost of living as the inadequacy of our transportation facilities. As long as we were building railroads into new territory, covering wider areas to cultivation, our production of foodstuffs kept pace with our population. While we could not continue railroad building indefinitely, no one will contend that we have approached the limit when here is a district as large as Great Britain in which not over two percent of the tillable area is within practicable hauling distance of a railroad. Last year and the year before we built less railroad than in any year since the Civil War, and from the time of stagnation in railroad development the cost of living has increased by leaps and bounds.

Prosperity Depends on Roads
"The industrial prosperity of our whole country depends upon railroads—more railroads, and more tracks, equipment and terminals for those we have. Transportation is the very life of every one and contributing more than any other factor to our progress, prosperity and comfort. We may talk of our wonderful resources, but these were always here. The utilization of our prodigious wealth in lands, forests, and minerals, and the glorious progress we are entitled to make, will await the one vital factor—modern transportation. "Having reached this important milestone in the progress of our railway project, I have been asked to briefly outline its history to date. In November, 1914, during a brief visit to Bend and vicinity I was more than ever before impressed with the crying need of this inland empire for better railway facilities. In December of the same year Mr. C. S. Hudson, gave me a glimpse by a thousand mile auto trip of the three imperial counties of Crook, Lake and Harney.

Bogue's Work Not Completed
"As a result of my impressions on

this trip, early in 1915 I started my chief engineer, N. H. Bogue, on a reconnaissance which it might truthfully be said he has not yet completed although he has been constantly on the job. Also, under his direction several thousand miles of preliminary surveying has been done, and about 650 miles of final surveys have been made. During the spring and summer of 1915 I extended my observations to the extent of several thousand miles by auto and otherwise over the territory. In August of that year at the earnest solicitation of your Commercial Club and leading business men of Portland, I made my first visit to the Klamath Falls country. After much more personal inspection and analysis of this entire interior region to be affected, at the great meetings held on November 17, 1915, at Bend, and on November 23, 1915, here at Klamath Falls, I finally committed myself to the project. My outline of the scope and seriousness of the task, the conditions I then exacted and the universal pledge for their fulfillment by all communities and interests affected are common knowledge. I dwell particularly upon the necessity for our flying with our own wings. I urged you all to dispel the lurking and enfeebling hope of help from the existing railway interests. I have from those days to the present adhered to the belief that any initiative hoped for from the outside was a delusion and a snare and only a postponement of the day when we could have to get into this up to our eyes if we wished to ever accomplish anything.

Business Men Insist

"The plan of connecting the five existing railroads terminating at Bend, Lakeview and the Harney Valley and Klamath regions by an independent and economically built, easy grade system of about 400 miles then provided for your district by a connection with the Southern Pacific at Kirk. However, at the insistence of Klamath Falls business men for a better development of the interior and an independent entrance into the city, we extended the surveys of the finally adopted line from Bend and Silver Lake through the Sycan, Sprague River and Yonka Valley districts into Klamath Falls, August 17, 1917.

"That same evening a largely attended mass meeting here requested information as to what Klamath Falls would need to do to insure the beginning of construction here and completion of same at least as far as Sprague River. I stated that if the city would furnish the right of way, about forty miles, supply sufficient ground of my own selection for passenger and freight terminals and shops, roundhouse, stock yards, etc., and \$300,000 in cash, I would do the balance and make every effort to extend the line through to Bend. This proposition was immediately and unanimously accepted. In ten trying months this small community has so far completed its part of the compact that we are today inaugurating construction.

Day to Reconsecrate

"I can never adequately praise, nor can the outside public be made to realize the almost superhuman effort and the tremendous sacrifices involved in the raising of nearly half a million dollars in property and money by such a limited number of people. If the work performed and sacrifices made by some of these public spirited men and women of the Klamath country be not heroic and the highest form of patriotism, I fail to rightly interpret the terms. High praise is also due such communities as Bend, Silver Lake, Fort Rock, Paisley and Lakeview, and many along the lines between where financial support and hundreds of miles of right of way have been freely given.

BOX CARS AND ENGINE ORDERED

EQUIPMENT FOR NEW RAILROAD ON WHICH GROUND IS BROKEN TODAY ORDERED FROM EASTERN MANUFACTURERS

PORTLAND, Ore., July 3—Equipment consisting of one locomotive, one passenger coach, five box cars and ten flat cars has been ordered from eastern manufacturers for the Klamath Falls Municipal Railroad to Dalry, Ore., the first unit of the Strahorn Central Oregon Railroad system, according to the Portland office of the Oregon, California and Eastern Railroad, whose president, Robert E. Strahorn, Spokane, has the contract for the construction of the unit.

Presented With Twins

Word has been received in this city that Mr. and Mrs. Leland Miller of Berkeley, Calif., have been presented with twins. Mrs. Miller was formerly Miss Bessie Boyd of this city.

Fort Couple Married

Announcement of the marriage of Miss Willeska May Roberts of Medford to Raymond S. Loosely of Fort Klamath, has just been received in the city. Mrs. Loosely formerly attended the local high school and taught in Wood River Valley last year. They were married June 27. The bride is a niece of Commodore Noeler of St. Cloud.

Assuming a continuance of such support from this and other communities and interests affected, I esteem it a great privilege to here again pledge all that I have and all that is in me toward carrying the entire project to a successful conclusion.

"So let all of us here today with lofty patriotism reconsecrate ourselves to this truly worth-while undertaking of opening up and making fruitful this wide native land to the glory of our common country. Let us all be railroad builders, unafraid of the magnitude of the task and undaunted by the sacrifices yet to come. Let us never falter short of tying up with bands of steel this no man's land with Portland and San Francisco, of firmly uniting the two halves of Oregon, and especially of relieving from their isolation the gallant men and women who have suffered so long and struggled so heroically to found home and empire in the empty, untracked land east of the mountains."

NORTHWEST WEATHER FORECAST

OREGON—Fair; moderate west wind.
WASHINGTON—Probably fair; moderate southwest winds.
KLAMATH
U. S. R. S.
Minimum, today, 54 degrees.
Maximum, yesterday, 90 degrees.
No precipitation.

Chilcote has the exclusive sale of many of the best farms in the Klamath country. Have a look before buying.

WEDNESDAY JULY 4th

9:45—Parade.
10:30—July 4 oration and exercises, court house square.
12:30—Aeroplane flight by Lyman Doty.
2:30—Ball game, Sacramento vs. Klamath Falls.
4:30—Flight by Lyman Doty ball park.
8:30—Fireworks furnished by Pitt Fireworks Co., Panama-Pacific Exposition fireworks program.
9:00—Street dancing between Fifth and Sixth on Main street.
Music throught the day by the Klamath Falls Military Band.

KLAMATH BOYS MAKE GOOD IN THE ARMY

Word just received from Fort Sam Houston, Texas, gives the information that three Klamath boys are among the twelve new corporals just promoted at that post.

The Klamath boys are Joe Shelton, Everett McCullum and Louis Hengland. The state of Texas will now have to widen out considerably in order to give these boys room.

DREADNAUGHT IS LAUNCHED

CAMDEN, N. J., July 2.—Another monster fighting machine for the navy took water from the yards of the New York Shipbuilding company when the superdreadnought Idaho was launched Saturday.

Henrietta Simmons, granddaughter of Governor Alexander of Idaho, was sponsor. Navy designers declare it will be impossible to submerge the Idaho with one torpedo.

New Food Controller



LORD RHONDDA

Baron Rhonda, president of the local government board, has been appointed food controller of Great Britain. The baron, who was David A. Thomas, the "British coal king" before his elevation to the peerage in 1916, succeeds Viscount Devonport, resigned. Baron Rhonda was the first to whom the post was offered. Lord Rothermere, brother of Lord Northcliffe, was one of those who refused it.

"Feed 'Em" Is Battle Cry in the Nation Now

WASHINGTON, July 3—"The Battle Cry of Feed 'em is the slogan in every home in the land," says Charles Lathrop Pack, president of the National Emergency Food Garden Commission, "and that slogan should be heard in every school house in the land.

"Why not use the schools of the country as community canning centers two or three times a week? What better place could the people of the town or city have for meeting and furthering the work of feeding themselves and thereby helping the government feed the soldiers? They are closing now and should be used to hold canning rallies.

"Reports coming to the Commission in our nation wide survey of the garden planting situation show that

the women are planning to can and dry food as never before.

"The commission stands ready to send free a canning or drying manual for a two cent stamp to pay postage, to any woman in the United States. Make the kitchen your first line trench and shoot the requests for this expert free instruction with as rapid fire as you please.

The women will do their bit if they have the proper instruction in the most up to date methods of conserving the food supply. The commission will work night and day to give it to them all they have to do is to ask for it."

P. S. Risdale, the secretary of the commission, announces that the state by state survey is being rapidly compiled from estimates of garden planting being made by newspapers, chairman of planting committees and chambers of commerce.

COMING
To Klamath Falls for one Week
The Big Quaker Show
Beginning Thursday Night, July 5,
At Houston's Opera House.

TWELVE—PEOPLE—TWELVE

Embracing all lines in Vaudeville and dramatic shows. **ADMISSION FREE! FREE! FREE!—FIRST NIGHT!**—But no children admitted unless their parents are with them. **NOTICE!**—The oldest lady and the oldest gentlemen attending show first night will be given a valuable present each.

OPENING DATE JULY 5th