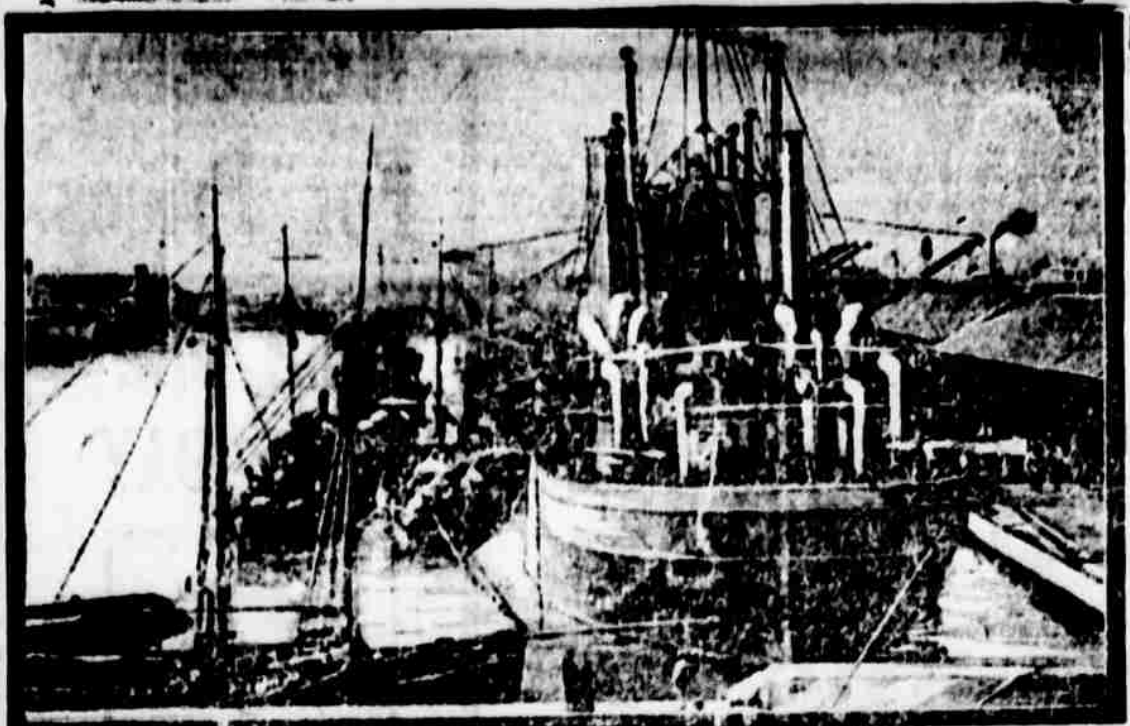


American Transport Landing Provisions in French Port



This is the first photograph to arrive in the United States showing an American war vessel in a French port since war was declared. This transport, loaded with provisions, was conveyed by two American destroyers, shown at the left of the vessel.

PERSONALS

Mr. Rebecca Williamson of Redding is here for a time doing missionary work at the M. E. Zion church of this city.

George Walton, Alex Rosborough and Sam Smith were last seen pointing toward the Williamson River with their fishing tackle. They expect to return this evening.

Mr. and Mrs. Carl A. Plath and little daughter Corinne departed yesterday in their new Dodge car for Portland and Western Oregon points. Mr. Plath's business will take him several of the coast counties. They expect to be gone for a month or six weeks.

J. J. Straw is a business visitor here from Odessa.

Miss Gladys Duncan of Red Bluff, Calif., is visiting her sister, Miss Nell Duncan of the California-Oregon Power company. She expects to remain for about three weeks.

Miss Marjorie Edsall of Bly is visiting her friend, Miss Agnes Driscoll, for a few days.

Mr. and Mrs. Lawrence Mahaffey have returned from a honeymoon trip to Western Oregon points, and Lawrence is again at his post in the First State and Savings bank, where he is assistant cashier.

Mrs. Henry Enders, formerly Miss Amy Wing of this city, left with her sister, Mrs. Bob Clay, yesterday following a brief stay here at the home of Mr. and Mrs. L. Jacobs.

HEADACHE STOPS, NEURALGIA GONE

Dr. James' Headache Powder give instant relief—Cost time a package.

Nerve-racking, splitting or dull, throbbing headaches yield in just a few moments to Dr. James' Headache Powder which cost only 10 cents a package at any drug store. It's the quickest, surest headache relief in the whole world. Don't suffer! Relieve the agony and distress now! You can. Millions of men and women have found that headache and neuralgia misery is needless. Get what you ask for.

Automobile

Tires
Vulcanizing and
Repairing

All work
Guaranteed

KLAMATH AUTO
TIRE COMPANY

120 South Sixth Street

Ward A. Dwight of San Francisco, an extensive stockholder in the Big Lakes Lumber company here, is expected to arrive by auto today or tomorrow from that point. He contemplates spending his vacation among the Klamath county mountains.

John H. Dolan, 72 years of age, died July 4th at his home twelve miles south of this city. He leaves a wife and two daughters and one son, J. W. Dolan of this city. The funeral was held at Whitlock's chapel today at 8:45, after which the body was taken on the train for Freeman, Mo. Rev. Cox of the Baptist church preached the sermon.

Miss Agnes Driscoll is working in the county assessor's office for a few weeks.

HOUSTON'S

Metropolitan Amusements
HOUSTON
OPERA HOUSE
QUAKER REMEDIES CO.
VAUDEVILLE

STAR THEATER
Jesse L. Lasky Presents
The Famous Dramatic Actor
Lou Tullgren, in
"THE VICTORIA CROSS"

Coming Tomorrow
Mary Pickford in
"THE POOR LITTLE RICH GIRL"

TEMPLE THEATER
Greater Vitaphone Presents
Benjamin Christy in
"BLIND JUSTICE"

Author and star of the great screen success, "Under Sealed Orders," in Seven Parts
"Some Where in Any Place"
A Big V Comedy
ADMISSION TEN CENTS

MERRILL OPERA HOUSE
MOTION PICTURES
TUESDAYS AND SATURDAYS
Merrill, Oregon

NEW HIGHWAY
NEARS FINISH

MACADAM IMPROVEMENT BETWEEN KLAMATH FALLS AND SHIPPINGTON RAPIDLY NEARING COMPLETION

The Shippington highway, which was completed as far as the head-gates last fall, and upon which work was resumed a few weeks ago, is now finished as far as the boat landing at Shippington, and makes a most beautiful drive for the thousands of car owners here, as well as the visiting tourists.

It will soon be completed to the Klamath Manufacturing company at Shippington, and make it possible for employees there to live in the city to go back and forth to work during the winter season.

The rolling stretch of two miles of boulevard is a veritable delight to the traveler, covering as it does the divide between the Klamath Basin, of which a fine view is afforded, and beautiful panorama shown of the Upper Klamath Lake. Few roads of this length anywhere afford such a variety and wealth of scenery. The road was voted constructed at a special ballot last year by the people of the city at a cost of \$20,000, as an appreciation of the industries that have located adjacent to the city, and to permit those employed to go back and forth in all seasons.

When finished Klamath Falls will boast of nearly eight miles of improved streets.

GERTRUDE & CO.,
Millinery

Our first shipment of the very latest in MIDSUMMER HATS is just in. White satin with hatters plush crowns. Some with flange of black velvet.

GERTRUDE & CO.,
501 Main St.

State Fire Marshall
Warns Against Fires

SALEM, July 10—"Every acre of grain, every hill of potatoes is Oregon's answer to despotism," reads a warning against field and forest fires issued here by Harvey Wells, state fire marshal.

"Grain fires often happen from many causes, of which the average farmer is well aware. Inattention to fire hazards in grain fields and warehouses by the farmer may wipe out the food that might have fed a thousand soldiers in the fields of France," the warning continues.

"We will suggest that each farmer plow deep furrows around his field unless summer fallow now protects his grain.

"A homely barrel and a bucket

filled with water here and there; old sacks and blankets at convenient spots, may smother out the spark before the flame.

"Oregon is contributing 2,550,000 acres of growing grain, and not grains of powder, but grains of wheat; not field artillery, but field tillage, will spell the final victory or defeat."

ANNOUNCEMENTS

A meeting of Aloha Chapter No. 61, O. E. S., will be held Tuesday, July 10th. Very important business will be discussed, and all members are urged to be present. Visitors cordially invited.

Interesting Aerial
Experience is Told

LONDON, June 27—(Correspondence)—Dangers of flying in heavy clouds when it is impossible to keep the airplane on even keel and the aviator has only his compass to depend upon were described by Captain B. C. Hucks of the Royal Flying Corps, in an address on "Modern Airmanship," which he recently delivered before the Aero-nautical Society. Describing an experience of his own, he said his airplane "tumbled about" in a cloud, and that he emerged from it flying nearly upside down. Captain Hucks was emphasizing the need of an instrument that would show an airman in the clouds whether he was flying horizontally. He said:

"I set out on a very cloudy, windy day to do a test climb to 10,000 feet on a late type two-seater. On reaching 1,200 feet we got into dense rain cloud, but carried on beyond 5,000 feet, still in the cloud, when the compass apparently began to swing, although actually it is the machine that begins to swing, not the compass. Efforts to check the compass had the effect of causing it to swing more violently in the other direction. The air speed then rushed up far beyond normal flying speed. All effort to pull her up checked her only slightly. Then the rudder was tried. Back went the air speed to zero. There was an unusual, uncanny feeling of being detached from the machine, and I knew her to be literally tumbling about in the clouds. All efforts to settle down again to straight flying seemed to be unavailing, until we emerged from the cloud very nearly upside down.

"A few days ago a squadron commander told me that on one occasion when in France everything loose in his machine fell out while in a cloud. A week or so ago, on the south coast, a machine disintegrated itself in a cloud and the main planes landed half a mile from the fuselage. In a cloud you can see nothing whatever but your machine. There is no fixed point visible.

"The only means by which you can

tell if you are flying in a straight course is by your compass and your air speed. The compass should give you your direction horizontally, your air speed your direction vertically.

"Before the compass starts to move your machine has already started to turn. You rudder the opposite way to check it, over-correct it, and turn sharp the other way on a bank turn; then the nose drops and speed goes up. Pulling back your elevator lever has little or no effect, for if you are banked above an angle of 45 degrees the elevator becomes the rudder. All this occurs without the pilot being in the least aware of the position his machine is taking relative to the ground."

Captain Hucks said the rate of improvement in aircraft was so alarmingly rapid that manufacturers could scarcely keep pace. Comparing the average performance of five different types of machines used at the beginning of the war with others of late patterns, he said that maximum speed for level flying had nearly doubled. Horse power was more than doubled.

Airmanship had advanced more than it would have done in eight or ten years of peace conditions, and the advance seemed to have been along what might be called conventional lines—that is, improvement on standard designs, and no good results had been obtained from any departure from that standard. To his trained mind improvements in engines were responsible for present-day performance to a far greater extent than improvement in machines.

He said the most marked development in the modern machine is its capacity for climbing. At the beginning of the war, he said, the average height flown on active service was 4,000 to 5,000 feet. Today a height of 20,000 feet is reached, and if progress continues, heights a great deal beyond this figure will be reached as a usual thing.

Recommends Oregon
Educational System

PORTLAND, July 10—"I would recommend the Oregon plan to those states having large and unwieldy educational boards," declared Governor James Withycombe in an address on "Relation of the Governor to the Oregon Public Educational System," delivered here today before the department of higher education of the National Education Association meeting.

"I would suggest that the responsibility be fixed, power centralized

with proper safeguards, and that one man be held responsible for the educational welfare of the state," the governor continued.

"An examination of the laws of this state shows that while the governor is chairman of the state board of education, his duties are largely advisory that the duties of the administration are left to a superintendent of public instruction. In this way power is centralized."

It costs at least 25 per cent more to build now than a few years ago. Are you carrying enough insurance? Ask Chilcote for rates.

Have some good 40 and 80 acre irrigated tracts close to Falls, partly in alfalfa. Prices are low and terms right. See Chilcote.

GIRLS! MAKE A
BEAUTY LOTION
WITH LEMONS

At the cost of a small jar of ordinary cold cream one can prepare a full quart of the most wonderful lemon skin softener and complexion beautifier, by squeezing the juice of two fresh lemons into a bottle containing three ounces of orchard white. Care should be taken to strain the juice through a fine cloth so no lemon pulp gets in, then this lotion will keep fresh for months. Every woman knows that lemon juice is used to bleach and remove such blemishes as freckles, sallowness and tan, and is the ideal skin softener, smoothen and beautifier.

Just try it! Get three ounces of orchard white at any pharmacy and two lemons from the grocer and make up a quart of this sweetly fragrant lemon lotion and massage it daily into the face, neck, arms and hands. It should naturally help to whiten, soften, freshen, and bring out the roses and beauty of any skin. It is truly marvelous to smoothen rough, red hands.—Adv.

Morse's
Never-failing
Seeds

Early Vegetables and Flowers
should be started now. Plant Morse's Grand Prize Carrots, Cabbages, Onions, Beets, Peas, Spinach and Turnips. Also Morse's Sweet Peas and Fennel.

All are selected
California Seeds
Don't take seeds that are "just as good." Get Morse's.

On Sale by all Leading Dealers
If your dealer does not carry Morse's seeds, send direct for our catalogue. Free. Your order will be promptly attended to.
C. C. MORSE & CO.
Seedmen San Francisco

REPORT OF THE CONDITION OF THE
First National Bank

At Klamath Falls, in the State of Oregon, at the close of business on June 30, 1917

RESOURCES	
1—Loans and discounts	\$614,898.48
2—Overdrafts, unsecured	1,736.06
3—U. S. bonds (other than Liberty Bonds of 1917):	
a U. S. bonds deposited to secure circulation (par value)	\$100,000.00
b U. S. bonds and certificates of indebtedness pledged to secure U. S. deposits (par value)	10,000.00
c U. S. bonds and certificates of indebtedness owned and unpledged	5,000.00
Total U. S. bonds (other than Liberty Bonds) and certificates of indebtedness	115,000.00
4—Payment on account subscription for Liberty Bonds	200.00
5—Bonds, securities, etc.:	
a Bonds other than U. S. bonds pledged to secure postal savings deposits	20,000.00
c Bonds and securities pledged as collateral for State, or other deposits (postal excluded) or bills payable	62,182.70
e Securities other than U. S. bonds (not including stocks) owned unpledged	23,305.75
Total bonds, securities, etc.	106,488.45
6—Stock of Federal Reserve Bank (50 per cent of subscription)	2,500.00
7—Value of banking house	20,000.00
8—Furniture and fixtures	6,000.00
9—Real estate owned other than banking house	835.42
10—A Net amount due from approved reserve agents in New York, Chicago, and St. Louis	22,520.42
b Net amount from approved reserve agents in other reserve cities	141,401.75
11—Net amount due from banks and bankers (other than included in 13 or 21)	2,667.70
12—Other checks on banks in the same city or town as reporting bank	1,065.78
13—A Outside checks and other cash items	799.31
b Fractional currency, nickels, and cents	434.93
14—Notes of other national banks	1,134.24
15—Federal Reserve notes	2,130.00
16—Lawful reserve in vault and net amount due from Federal Reserve Bank	1,605.00
17—Redemption fund with U. S. Treasurer and due from U. S. Treasurer	112,603.87
18—Total	5,000.00
19—Total	\$1,179,887.17

LIABILITIES	
20—Capital stock paid in	\$100,000.00
21—Surplus fund	16,000.00
22—A Undivided profits	\$29,159.72
b Less current expenses, interest and taxes paid	18,024.44
23—Amount reserved for taxes accrued	1,125.28
24—Circulating notes outstanding	1,728.50
25—Net amount due to banks and bankers	97,900.00
26—Demand deposits subject to Reserve:	36,426.21
27—Individual deposits subject to check	542,458.74
28—Certificates of deposit due in less than 30 days (other than for money borrowed)	35,841.12
29—Certified checks	2,452.14
30—Cashier's checks outstanding	6,595.81
31—State, county or other municipal deposits secured by pledge of assets of this bank	131,516.67
32—Total demand deposits subject to Reserve, Items 24, 25, 26, 27 and 28	718,665.48
33—Time deposits subject to Reserve (payable after 30 days, or more notice):	
34—Certificates of deposit (other than for money borrowed)	126,692.77
35—Total of time deposits subject to Reserve, Item 41	126,692.77
36—United States deposits, not subject to Reserve:	
37—United States deposits, including deposits of U. S. disbursing officers	9,265.21
38—Postal savings deposits	9,891.02
39—A Other bonds borrowed without furnishing collateral security for same	47,282.70
40—A Cash Letters of Credit and Travelers' Checks outstanding	4,600.00
41—Total	\$1,179,887.17

State of Oregon,
County of Klamath, ss:

I, Leslie Rogers, cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

LESLIE ROGERS, Cashier.

Correct—Attest:

CHAS. L. MOORE,
E. R. REAMES,
L. F. WILLITS, Directors.

Subscribed and sworn to before me this 5th day of July, 1917.

BERT E. WITHEROW, Notary Public.
(My commission expires December 7, 1920)