



Close Harmony Under Fire

THE men had finished supper, and sat around in listless groups. Even when a shell went booming overhead they showed no interest. They were fed up on this war.

A little gray car chugged up the hill to their camp. Two war work men stepped out, carrying between them a curious long box.

"What you got there?" asked the doughboys.

"An organ."

"Well, can you beat that!"

"We've come to give you a little entertainment," said one man. "All right?"

"You bet it's all right," answered a young officer. "This gang hasn't seen a soul from the outside world for weeks. Go as far as you like."

And they did.

They sang the new songs, just over from Broadway. In a minute the whole camp was singing them. Then they sang the verse of a good old close-harmony melody, and the crowd roared the chorus.

"But haven't you men got anybody who can sing?" asked one of the entertainers. The response was immediate and overwhelming.

"Sure we have! Oh, you Shorty! Come on, Happy! Give 'em that 'Perfect Day,' Bill!"

And then things really started.

"Would you know it's the same gang?" asked the American officers.

For two hours it lasted, and then the visitors packed up their organ.

"Come again soon and send more of your men," said the officer. "We can't get too much of it!"

"So long!" yelled the men. "Good luck! Come again!"

Wherever there are American soldiers overseas, these organizations are carrying entertainment to them. Movies, concerts, lectures, local talent, even full-fledged comedies with a truck for the stage, from the simplest sing-songs in the woods to the most elaborate program in city theatres, everywhere free entertainment is provided to meet conditions.

Why you should give twice as much as you ever gave before!

The need is for a sum 70% greater than any gift ever asked for since the world began. The Government has fixed this sum at \$170,500,000.

By giving to these seven organizations all at once, the cost and effort of six additional campaigns is saved.

Unless Americans do give twice as much as ever before, our soldiers and sailors may not enjoy during 1919 their:

- 3600 Recreation Buildings
- 1000 Miles of Movie Film
- 100 Leading Stage Stars
- 3000 Athletic Directors
- 2500 Libraries supplying 8,000,000 books
- 85 Hostess Houses
- 15,000 Big-brother "secretaries"
- Millions of dollars of home comforts

When you give double, you make sure that every fighter has the cheer and comforts of these seven organizations every step of the way from home to the front and back again. You provide him with a church, a theatre, a cheerful home, a store, a school, a club and an athletic field—and a knowledge that the folks back home are with him, heart and soul!

You have loaned your money to supply their physical needs. Now give to maintain the Morale that is winning the war!

UNITED WAR WORK CAMPAIGN



THIS SPACE DONATED BY

THE FIRST NATIONAL BANK

Sweeping Changes In Freight Rates Planned

WASHINGTON, Nov. 11.—An important step towards wiping out local freight rate discriminations and knocking down rate walls between many states, the railroad administration proposes tentatively to establish new scales of class rates in five zones throughout the west and south, scientifically worked out and based largely on cost of transportation and density of traffic.

The proposed scales, which will be subject to long consideration before the Interstate Commerce Commission state commissions and railroad traffic committees before adoption, would cause slight advances in some rates and reductions in others, without any general fluctuation in either direction.

Advantages of the system as set forth by the railroad administration are that it would give all shippers practically the same rates for given distances, regardless of whether their places of business are situated at points served by several roads competing for traffic with the lure of special rates; that it would promote hauling by the shortest route since charges in general would be based on mileage; that it would permit free operation of commercial competition now often restricted by state rate barriers, particularly in the southern states; and that it would simplify the calculation of charges.

Objections are expected from many state commissions, whose rate making powers would be limited by the action; from shippers who find the readjustments would raise their rates; from producers who might discover that relations of their rates to those of competitors would be changed to their disadvantage and possibly from some railroads who fear the promotion of short hauling would reduce their traffic when they are restored to private management. Advocates of the new plan propose, however, to retain existing rate relationships between rival communities or producers as much as possible and to make the changes gradually in order not to disrupt shipping conditions.

A similar scheme of rates is now being worked out for the territory east of the Mississippi and north of the Ohio and Potomac rivers, and will be announced shortly. Outlines of the scales have been sent to the Interstate Commerce Commission, to state commissions and commercial organizations for study and criticism.

"Director General McArdoo is not wedded to any theory or any schedule," said a railroad administration announcement. "His purpose is to bring on a full and intelligent discussion of the subject to the end that

what is right and in the public interest may prevail."

The new scales apply only to class rates, as distinguished from commodity rates. Under class rates move most articles of high value, or of miscellaneous amounts to a variety of destinations, or at irregular periods. Bulk materials of comparatively low value, such as coal, brick, lumber, grain and live stock, moving regularly in big quantities usually are hauled under commodity, or specific rates. Rates vary on classes, into which are grouped articles in accordance with their value, difficulty of handling, and other considerations.

The five zones are arranged roughly according to cost of transportation and density of traffic in each. One includes the southeast, one the northern Mississippi valley states, one the southwestern states, together with the central plains region; one the intermountain western territory; and one the Pacific Coast.

The prevailing scale in Texas, based on the Shreveport scale, which was determined by the Interstate Commerce Commission, is considered standard, or 100 per cent. For example, the charges for hauling 100 pounds 100 miles, are as follows: First class, 58 cents; second class, 49 cents; third class, 41; fourth, 35; fifth, 27; class A, 30; B, 23; C, 17; D, 15; and E, 13.

This 100 per cent scale is used in two zones. One is the Pacific coast, including California, Washington and Oregon. The other includes most of Texas, Louisiana, west of the Mississippi, Missouri south of the Missouri river, Oklahoma, Arkansas, and the plains states of Kansas, Nebraska, North Dakota and South Dakota.

The charges in the intermountain zone would be 120 per cent of the standard scale. That is, it would cost 20 per cent more to haul the same material consequently smaller revenue, is held to justify this higher rate. The intermountain zone would include Arizona, New Mexico, Colorado, Utah, Nevada, Wyoming, Idaho, Montana and extreme western and southwestern Texas.

In the north Mississippi zone— Iowa, Wisconsin, Minnesota and Missouri north of the Missouri river— rates would be 75 per cent of those in the standard zone. In this territory, traffic is more dense and consequently can be hauled cheaper.

In the southeast, including all states east of the Mississippi, and south of the Ohio and Potomac except West Virginia and the Northern part of Virginia the railroad administration proposes two plans. One, to which the federal administration

inclined, would apply the same rates as in the 100 per cent zone, providing shipping interests would agree to adopt the so-called western classification, by which articles are grouped into various classes. If these interests prefer to retain the existing southeastern classification, a special scale would be applied, which can not be compared in terms of percentages with the standard scale. As an indication of what this scale would be, however, these charges may be cited for hauling 100 pounds: First class 68 cents; second class, 58 cents; third class, 52; fourth, 44; fifth, 35; sixth, 30; class A, 24; B, 27; C, 20; and D, 17.

The proposed zone scales would apply to both interstate and interstate shipments, and consequently would supplant the district class rate scales now enforced by many state utilities commissions. The new rates would not apply, however, to shipments between zones. Existing schedules would cover these.

GIVE! GIVE!

Give to United War Work Campaign!

NOTICE

To Dodge Bros. Car Owners: Having purchased the garage formerly operated by F. H. Dodge, at Foster and Klamath, our aim is to give the very best service. Try us. **WAKEFIELD & SULLIVAN.**

GIVE! GIVE!

Give to United War Work Campaign!

GASOLINE

6 c. m. to 6 p. m. Klamath Service Station. 4-c

LEGAL NOTICES

NOTICE TO CREDITORS

In the County Court of the State of Oregon, for the County of Klamath.

In the Matter of the Estate of Robert W. Potter, Deceased. Notice is hereby given, that the undersigned is the duly appointed and qualified administrator of the above entitled estate, and that all persons having claims against the said estate shall present the same to this administrator, properly verified and with vouchers attached, at the office of H. M. Manning, attorney for said estate, in the Loomis building, Klamath Falls, Oregon, which is the place the undersigned has selected to transact the business of said estate; and claims to be presented within six months from the date of this notice. Dated October 28, 1918. (Signed) J. H. POTTER, Administrator of the Estate of Robert W. Potter, Deceased. 28-4-11-19-18

NOTICE TO CREDITORS

In the County Court of the State of Oregon, for the County of Klamath.

In the Matter of the Estate of Alma S. Alexander, Deceased. Notice is hereby given that the undersigned has been duly appointed administrator of the above entitled estate, and has duly qualified as such. All persons having claims against the said estate will present them to the undersigned at the office of H. M. Manning, attorney at law, Loomis building, Klamath Falls, Oregon, which is the place the undersigned has chosen to transact the business of the said estate. That all claims shall be properly verified, together with vouchers attached, and must be presented within six months from the date of this notice. Done at Klamath Falls, Oregon, this 21st day of October, 1918. R. L. ALEXANDER, Administrator of the Estate of Alma S. Alexander, Deceased. 21-22-4-11-18

LEADS CZECHO-SLOVAKS



GEN. JOSEPH HALLER

General Joseph Haller has been Slovak armies in the war against named commander of all the Czecho-Austria and the Germanic allies.

Mail Orders

If you live in the country you should avail yourself of the convenience which our parcel post service provides. Careful packing and prompt shipments are hobbies with us... Send us a trial order when you need drug store goods.



GIVE! GIVE!

Give to United War Work Campaign!

GIVE! GIVE!

J. F. Maguire

Real Estate Insurance Loans...

AGENTS FOR MORTGAGE BILLS BUY AND SELL GOVERNMENT BONDS MUNICIPAL BONDS

713 Main Street

PROFESSIONAL CARDS

JOHN C. CLEGGON County Surveyor Civil Engineer

CITY AND COUNTY ABSTRACT COMPANY 517 Main Insurance Loans and Abstracts Real Estate Loans at 6 to 8 per cent

DR. F. R. GODDARD Oculopathic Physician & Surgeon Suite 211, I. C. O. B. Temple (over E. K. K. Store) Phone 221... Res. Phone, 2222 (The only Oculopathic Physician and Surgeon in Klamath Falls.)

HECKARD RENT SERVICE Phone 59 Night Phone 345

WOOD Don't let winter find you without a supply of wood. BLOCK WOOD while the price is low. Klamath Falls, Oregon