

The Evening Herald

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SATURDAY, JANUARY 18, 1919

WHAT HAVE YOU DONE, AND WHAT ARE YOU GOING TO DO?

These are the questions that you must ask yourself when you consider the future of the man who has been to the war—the soldier lad who laid aside his job and picked up the gun that he might make the fight for liberty that the world called for. Is he going to come back to idleness and poverty, with their twins of hunger and despair? In other countries they are welcomed back by the communities they left; they are given clothing and money, and feted and dined. There they get a glad welcome, but here they have come home unnoticed, unheralded and unsung. But of this they have no complaint. That is not all. Many of them have found their former jobs filled and none others to fill. So far Klamath County has been quite fortunate in this respect, but the time is fast approaching when this problem is to be a serious one, and now is the time to prepare to meet it. We already have been too careless in showing our gratitude. Don't let us so far forget ourselves that we will let these boys suffer the privations that accompany unemployment.

The one big avenue for employment that may be made immediately available is public works, and the greatest of these will be highway construction. Here may be found employment for all classes of labor, and Klamath County should take prompt action in preparing for the inauguration of an extensive program of highway improvement, for the double purpose of caring for the returning soldier boys and giving the people of the county good roads.

TAKE OFF YOUR COATS

The time is at hand when the people of this county want to get busy and do something about the improvement of the highways of Klamath County. The present warm wave has shown what a deplorable condition the roads are in, and what a costly job it is to travel from one town to another, or from one ranch to another, or into the city. The people of Klamath County are through with mud roads, and are asking for something better; and that something better should come in the nature of permanent pavement—pavement that will last and stand up under the heavy traffic that is to pass over it. What are you going to do about it?

That is the question that meets you when you mention good roads. The people are ready for them, they are demanding them, and are ready to foot the bill for them. It then puts it up to the point where some sort of a program must be mapped out that will give to the people what they want in the quickest time, and at the least cost to the taxpayers.

The Herald has been carrying on a quiet investigation about this question for some time, and it finds that the people from all sections of the county are in favor of a bond issue of sufficient size to give the entire county a complete system of paved trunk highways. This can be done under a bonding scheme without costing the taxpayers of the county but little more than they have to pay for road taxes this year. The general outline of the plan was to ask the legislature to amend the 1913 law so as to permit the county to issue \$2,000,000. To this amount would be added \$2,000,000 from the state, and approximately \$1,000,000 from the United States government. With this \$5,000,000 it would be possible to pave the main lines of travel in the county from border to border. The bonds that would be issued would be for a period of twenty years, and would be retired beginning five years after the first issue. With a tax levy of the same size as that made this year, and which will become less each year as the values increase,

these would be disposed of in the twenty years, the highways maintained, and the people would have the benefit of them and would not be out one dollar more, nor as much as they would be if the present condition prevailed throughout that period.

The county is fortunate in having as its engineer a man who has demonstrated that he can do a great deal with a little money, and what he has done in the field of irrigation he will do in the field of road construction. The Herald makes the prediction that County Engineer Darley will have a state-wide reputation when he finishes his job, and he will not get it by breaking the contractor, either. He has demonstrated that he has the right idea for getting things done well and at a minimum cost.

We have the desire of the people for good roads; we can get the wherewith to construct them, and all that is left for us to do is to ask for the power to go ahead, and it will be granted.

Write to your senator and member of the house of representatives, and ask them to make a fight for an amendment to the law so as to permit us to vote bonds for our highways. Do it now, and get your neighbors to do it. The Commercial Club should get together and pass resolutions along this line, and the owners of automobiles should organize and get back of the movement. Let us make it a 100 per cent move to get better roads, and let Klamath be known throughout the United States as being the best on the Coast for highways.

PERSONAL MENTION

LITTLE SIDELIGHTS ON LOCAL HAPPENINGS AMONG THE PEOPLE OF THIS CITY AND VICINITY. GOINGS AND COMINGS OF LOCAL FOLKS

L. E. Thayer is a Klamath Falls visitor from Algoma today.

Jack Tellmeyer is a city visitor from San Francisco today.

Angus McLeod left this morning for a short visit to Sissons, Calif.

Mrs. J. McKay is down for a short visit from her home at Algoma.

Miss H. M. Offins left this morning for a short visit with friends at Dorris.

H. Norton is a guest at the White Pelican hotel today from Portland. He arrived last evening.

C. W. Bernard, G. Sutherland and A. J. Dean were passengers on the train this morning, for Dorris.

C. H. McCutchan left for San Francisco this morning, following a short business visit in Klamath Falls.

John Hessig, the telephone man from Fort Klamath, left this morning for Los Angeles for a fortnight visit. Mr. Hessig is going with his brother Joseph, who has been ill for some time, and expects to spend the winter there. He will meet the latter at Redding.

Ed McBroom, a cattleman is here for a short time from Vistillas, near the Lake County line.

F. W. Halsey and F. J. Wilde are here for a few days on business from Dunsmuir.

Frank Dudley was among the outgoing passengers on the train this morning to Weed.

W. T. Garrett, a well known stockman from the Bly district is looking after business interests in Klamath Falls.

Jack Goddard, an employe of the Weed Lumber company, is in the city for a short time on business for the company.

W. J. Fitzpatrick and A. T. Fitzpatrick, are here for a short time from Chico, California. They are guests at the Hotel Hall.

To attend a convention called at Portland early next week by the Presbyterian state leaders, Rev. E. P. Lawrence of this city, left on the train this morning. While in the city he will confer with the state heads regarding the Armenian Drive for funds which is to be conducted over the nation in a short time and of which he will have charge in Klamath County.



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CONDITIONS IN NORTH ITALY ARE DESPERATE

ROME HEADQUARTERS OF THE ITALIAN ARMY. (Correspondence of the Associated Press).—The distressing effects of the war and of Austrian occupation still are evident in the reconquered Italian provinces north and east of the Piave. The country in the vicinity of Oderzo, a small village about six miles from the lower course of the Piave, is a scene of almost desolation. It was here that the Duke of Aosta's army advanced so swiftly and deeply into the Austrian lines as to threaten the communications of the Austrian army occupying Conegliano, thus forcing the Austrians to retreat. So intense was the bombardment that very little is left standing in the country all around Oderzo. Many of the houses now are merely heaps of debris.

The village of Oderzo itself was not so seriously damaged as were the outlying houses as the Italian artillerymen tried to spare it, but it bears unmistakable signs of Austrian occupation. The villagers declare that the Austrians took away not only their church bells but their clothes and even the panes of glass from the windows, the doors, kitchen utensils and in fact literally everything that could be removed.

Owing to the fact that the population are greatly weakened by lack of food, the influenza claimed a high percentage of victims. In Oderzo, 200 small children were buried in one year of Austrian occupation out of a population of 2,400. The condition of the people still is desperate as about half of them are ill with influenza while clothing and food are almost unobtainable.

When the Associated Press correspondent visited Oderzo recently there were fifty patients in the civil hospital lying on straw on the floor, without blankets while the building had neither windows nor doors. The single physician who, with the aid of a few nuns was attending them had no drugs and his only surgical instrument was his pocket knife.

This situation is said to prevail in nearly all the reconquered Italian districts. The people, it is declared, have virtually nothing and need everything.

The Kaiser with his 500-odd uniforms seems to be all dressed up with no place to go.—New York Telegraph.

At the Theaters

Within a period of a hundred days the Allied armies, thru the masterful strategy of General Foch, cleared the Huns out of 8,000 square miles of French and Belgian territory, captured upwards of 300,000 prisoners and probably 5,000 field and other guns, and compelled the German government to beg for an armistice.

The tremendous military efforts leading up to this crisis in the affairs of Germany are graphically shown in "Under Four Flags," the new U. S. official war picture, issued by the Division of Films of the Committee on Public Information, which will be shown at the Star Theatre on Monday.

Pure Cider at the West End Grocery. 16-1f

A Bolshevist is a man who sees only the ruination in reconstruction.—Boston Herald.

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