

At the Theaters

Jack Holt, seen in numerous Paramount pictures, is appearing in the heavy role of Sir Harry Falkland, in "The White Man's Law," a new Paramount picture starring Sessue Hayakawa.

"Life's Greatest Problem," is so powerful, so thrilling, so artistic and so remarkable, that you will remember it throughout the balance of your days as one of the greatest attractions of all times.

MUCH HOUSE MOVING AT SHIPPINGTON NOW

The little white house at the Buena Vista landing, an old long mark has been moved to the north of the De-chain lodging house.

One of the buildings owned by Captain Parker has been moved to a lot just back of its former location.

The old H. Johnson store, which was the store building belonging to Mr. Allen is being moved from its present location near Dechain's hotel to a location on the lake shore west of the highway.

DEBS DENIED REHEARING

WASHINGTON, D. C., April 1.—The application of Eugene V. Debs for a rehearing on his case has been denied by the Supreme Court.

Anyhow, if the debate between the President and the senators gets too hot, we can refer the matter to the Peace conference.

LEGAL NOTICES

Notice of Final Account In the County Court of the State of Oregon, for the County of Klamath.

In the matter of the Estate of Altha Beach, Deceased.

Notice is hereby given that Clara Beach, administratrix of the estate of Altha Beach, deceased, has rendered and presented her final account, and filed in said court, her final account of her administration of said estate.

Dated this 22d day of March, 1919. CLARA BEACH, Administratrix of the Estate of Altha Beach, Deceased.

WILSON S. WILEY, Attorney. 25 1 8 15

FINAL ACCOUNT FILED

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

In the Matter of the Estate of Mortimer O'Connor, Deceased.

Notice is hereby given that J. P. McAuliffe, the administrator of the estate of Mortimer O'Connor, deceased, has rendered and presented

for settlement, and filed in said court, his final account of his administration of said estate; and that Saturday, the 3d day of May, 1919, at 2 o'clock p. m., at the County Court room of said court, at the Court house in Klamath Falls, Oregon, has been duly appointed by the judge of said court, for the settlement of said account, at which time and place any person interested in said estate may appear and file exceptions in writing to the said account, and contest the same.

Dated March 17, 1919. J. P. McAULIFFE, Administrator of the Estate of Mortimer O'Connor, Deceased. 18 25 1 8 15

SUMMONS

(Equity No. 1036) In the Circuit Court of the State of Oregon, for Klamath County.

Thomas W. Trott, Plaintiff; vs. Onnie McLaren Hanlon Trott, Defendant.

You are hereby required to appear and answer the complaint filed against you in the above entitled suit on or before the 15th day of April, 1919, that being the last day of the time prescribed in the order for the publication of this summons, and if you fail so to appear or answer,

for want thereof plaintiff will apply to the court for the relief prayed for in this complaint, to-wit: For a decree dissolving the bonds of matrimony now existing between yourself and plaintiff; that the custody of William Edward Trott, a minor, be awarded to the plaintiff herein, and that the custody of Velma Harriet Trott, a minor, be awarded to defendant in this suit, and for such other and further relief as the court may deem equitable.

This summons is served by publication, pursuant to the order of the Honorable D. V. Kuykendall, judge of the above entitled court, which said order directs that this summons be published in the Evening Herald, a daily newspaper printed, published and of general circulation in Klamath County, Oregon, once a week for six weeks, the date of first publication being March 4, 1919.

Address: Klamath Falls, Oregon. 4 11 18-25 1 8 15

RESOLUTION

The City Engineer, pursuant to resolution of the Common Council heretofore adopted, having, on the 15th day of March, 1919, filed plans, specifications and estimates of the cost of improving Pine street from Third street easterly to Eighth street; Fourth street from Main street northerly to Pine street; Fifth street from Main street northerly to Pine street; Sixth street from Main street northerly to Pine street, including intersections, and the council having taken same under advisement, and finding said plans, specifications and estimates satisfactory.

Be it Heretby Resolved, That said plans, specifications and estimates for the improvement of said portions of Pine street and said portions of Fourth, Fifth, Sixth and Seventh streets be, and the same are hereby approved.

And be it further Resolved, That the Common Council hereby declares its intention to improve said portions of Pine, Fourth, Fifth, Sixth and Seventh streets in accordance with the said plans, specifications and estimates, said improvements to consist of paving said portions of said streets with bitulithic pavement at an estimated cost, including cement sidewalks, curbing and grading, of \$43,393.00; oil macadam pavement at an estimated cost, including cement sidewalks, curbing and grading of \$29,973.00; or concrete pavement, with curbing and grading at an estimated cost of \$40,819.00, said improvement in either event to include grading, rolling and curbing; said pavement to be 40 feet wide with sidewalk 6 feet wide on Fourth, Fifth, Sixth and Seventh streets and 4 feet wide on Pine street, and parking strip leveled throughout the entire distance of said improvement, except at intersections where said pavement is to be 60 feet wide.

And be it further Resolved by the Common Council, That the property hereinafter described be, and hereby is declared to be benefited, to-wit:

Lots 1, 2, 3, 4, block 7; lots 1, 2, 3, 4, block 8; lots 1, 2, 3, 4, block 9; lots 1, 2, 3, 4, block 10; lots 1, 2, 3, 4, block 11; lots 1, 2, 3, 4, 5, 6, 7 and 8, block 14; lots 1, 2, 3, 4, 5, 6, 7 and 8, block 15; lots 1, 2, 3, 4, 5, 6, 7 and 8, block 16; lots 1, 2, 3, 4, 5, 6, 7 and 8, block 17; lots 1, 2, 5, 6, 7 and 8, block 18, all in the original Town of Linkville, now City of Klamath Falls, Oregon.

And that said property above described be, and hereby is declared to be assessed for the expense of said improvement.

And be it further Resolved, That Monday, the 21st day of April, 1919, at the hour of 8 o'clock p. m., at the council chambers in the city hall at Klamath Falls, Oregon, be fixed as the time and place for the hearing of objections and remonstrances against the said proposed improvement; and the Police Judge be, and hereby is directed to cause notice of said hearing to be published as by Charter provided.

A. L. LEAVITT, Police Judge. 31-101

RESOLUTION

Whereas, The Common Council deems it expedient to change the grade on certain portions of Washington street;

Be it Resolved, That the grade on Washington street be changed as follows:

At intersection of Washington and First streets, said grade is hereby changed: West side Washington street, from 270.0 on north side and 270.0 on south side to 270.0 on north side and 268.0 on south side.

At intersection of Washington and East side Washington street, from 265.0 on north side and 265.0 on south side to 265.0 on north side and 263.0 on south side.

A. L. LEAVITT, Police Judge. 31-101

RESOLUTION

The City Engineer, pursuant to resolution of the Common Council heretofore adopted, having, on February 3, 1919, filed plans, specifications and estimates of the cost of improving Tenth street from Main street northerly to Lincoln street, and High street from Ninth street easterly to Eleventh street, including intersections, and the council having taken the same under advisement, and finding said plans, specifications and estimates satisfactory.

Be hereby resolved, that said plans, specifications and estimates for the improvement of Tenth street from Main street northerly to Lincoln street, and High street from Ninth street easterly to Eleventh street, including intersections, be, and the same is hereby approved.

And be it further resolved, that the Common Council hereby declares its intention to improve said portions of Tenth street and High street in accordance with said plans, specifications and estimates, said improvements to consist of paving said portions of said streets with oil macadam pavement, at an estimated cost, including cement sidewalks, curbing

Formaldehyde FULL STRENGTH Blue Stone HIGHEST QUALITY Poisoned Wheat

Underwood's Pharmacy Klamath Falls Oregon

and grading, of \$18,696.87; or cement pavement, at an estimated cost, including cement sidewalks, curbing and grading, of \$25,000.00. Said improvement to include grading, rolling and curbing.

And be it further resolved, by the Common Council, that the property hereinafter described be and hereby is declared benefited by said improvement, to-wit:

Lots 1 and 8 of block 13 of Original Town, and unnumbered block known as the Central School grounds adjacent to Tenth street and between said block 13 and Tenth street, in Nichols Addition; lots 3, 4, 5 and 6 of block 48; lots 3, 4, 5, 6, 7 and 8 of block 46; lots 1, 2, 3, 4 and 5 of block 47; lots 1, 2, 3, 4, 5, and 6 of block 46; lots 1, 2, 3, 4, 7 and 8 of block 44; lots 3, 4, 5 and 6 of block 50; the east 26 feet of vacated portion of Washington street, formerly known as Canal street, between Ninth and Tenth streets; lots 1, 2, 7 and 8 of block 51; lots 3, 4, 5 and 6 of block 57, and lots 1, 2, 7 and 8 of block 56; the easterly 26 feet of the reserved portion of Jefferson street abutting on the north side of lot 7, block 51, all in Nichols Addition to the town of Klamath Falls, Oregon;

and that said property above described is hereby declared to be the property to be assessed for the expense of said improvement;

And be it further resolved, that Monday, the 21st day of April, 1919, at the hour of 8 o'clock p. m., at the council chambers of the city hall, to be fixed as the time and place for the hearing of objections and remonstrances against the said proposed improvement; and the Police Judge be and hereby is directed to cause notice of said hearing to be published as by Charter provided.

State of Oregon, ss: City of Klamath Falls, ss: County of Klamath, ss: I. A. L. LEAVITT, Police Judge. 31-101

RESOLUTION

Whereas, The Common Council deems it expedient to change the grade on certain portions of Washington street;

Be it Resolved, That the grade on Washington street be changed as follows:

At intersection of Washington and First streets, said grade is hereby changed: West side Washington street, from 270.0 on north side and 270.0 on south side to 270.0 on north side and 268.0 on south side.

At intersection of Washington and East side Washington street, from 265.0 on north side and 265.0 on south side to 265.0 on north side and 263.0 on south side.

A. L. LEAVITT, Police Judge. 31-101

Herald's Classified Advs. FOR SALE PHONE PEYTON for Wood--112R FOR SALE—Five room cottage, modern improvements, for sale by owner; close in, furniture if desired, including piano. Enquire Frank M. Upp, 511 Main st. 31-1f

FOR SALE—14 lots in the Second Addition to Klamath Falls; make me an offer; will take automobile or diamond, or will sell cheap for cash; must be sold. A. J. Hocking, 279 N. 1st st., San Jose, Calif. 22-1f

FOR RENT—Nice clean furnished rooms; also home cooking, by day or meal; formerly old Slater house, now under new management. 1021 Main street. 28-5f*

FOR RENT—Nice clean furnished rooms and apartments. 102 Main street. 28-5f*

HELP WANTED WANTED—Girl for general housework. Call 294J. 25-1f

MISCELLANEOUS WANTED—Early Rose seed potatoes. Address W. A. Koenig, R. F. D. No. 1. 31-2f*

NO HEADACHE OR NEURALGIA PAIN Get a 10 cent package of Dr. James' Headache Powders and don't suffer. When your head aches you simply must have relief or you will go wild. It's needless to suffer, when you can take a remedy like Dr. James' Headache Powders and relieve the pain and neuralgia at once.

Whereas, The Common Council deems it expedient to change the grade on certain portions of Washington street; Be it Resolved, That the grade on Washington street be changed as follows: At intersection of Washington and First streets, said grade is hereby changed: West side Washington street, from 270.0 on north side and 270.0 on south side to 270.0 on north side and 268.0 on south side. At intersection of Washington and East side Washington street, from 265.0 on north side and 265.0 on south side to 265.0 on north side and 263.0 on south side. A. L. LEAVITT, Police Judge. 31-101

Whereas, The Common Council deems it expedient to change the grade on certain portions of Washington street; Be it Resolved, That the grade on Washington street be changed as follows: At intersection of Washington and First streets, said grade is hereby changed: West side Washington street, from 270.0 on north side and 270.0 on south side to 270.0 on north side and 268.0 on south side. At intersection of Washington and East side Washington street, from 265.0 on north side and 265.0 on south side to 265.0 on north side and 263.0 on south side. A. L. LEAVITT, Police Judge. 31-101

"You're old enough to know better," says Hogan

Figure the real tobacco satisfaction you get out of a small chew of genuine tobacco and the way it lasts—and good old Gravely has got your ordinary plug backed off the map. Good taste, smaller chew, longer life is what makes Genuine Gravely cost less to chew than ordinary plug. Write to: GENUINE GRAVELY DANVILLE, VA. for booklet on chewing plug.

Peyton Brand REAL CHEWING PLUG Plug packed in pouch

The Gasoline Problem of Supply and Demand

The second of a series of three statements

The war directed attention to the need of petroleum conservation. Speaking on this subject, Mark L. Requa, General Director, Oil Division, United States Fuel Administration, recently said:

"The disproportion between the supply of and demand for gasoline is enormous and constitutes a critical problem.

"Projected at the percentage of increase, 1904-1914, we should require in 1927 something like 700,000,000 barrels of petroleum. In 1918 our total production was only 350,000,000 barrels."

To meet this situation both the petroleum and automobile industries have for several years been making every effort. The problem has been approached from every angle:

- (a) The oil producers are constantly prospecting for new fields. They have sunk many wells and are doing everything possible to increase petroleum production. (b) The oil refiners, with the help of their chemical engineers, are ever devising new and improved processes of refining by which they squeeze every possible drop of gasoline out of each barrel of petroleum. (c) The automotive engineers have aided much in gasoline conservation by their constant improvement of automobile engines and methods of carburization. Their efforts are to secure the operation of automobiles on grades of gasoline that permit the maximum production of this motor fuel from each barrel of crude oil and which, at the same time, will give the greatest power and mileage from each unit of gasoline consumed.

All these methods are succeeding to a marked degree, and yet gasoline consumption is increasing much faster than production.

Facing these bald facts last summer, it became evident to President Wilson and the United States Fuel Administration that there was a serious need for gasoline conservation as for food conservation.

In consequence the United States Fuel Administration requested Eastern states to discontinue entirely all non-essential use of passenger automobiles, and for a time this request was so extended that only automobiles in Government, emergency or war service were in use on Sunday. These limitations were not extended to the Western states, because at the time there was enough gasoline being produced in California for Pacific Coast needs and its distribution did not require the use of transcontinental transportation facilities needed for war.

It was part of this same campaign to conserve gasoline that led President Wilson to appoint a Government committee to determine and adopt standard

specifications for gasoline and other petroleum products.

This committee consisted of the United States Fuel Administration and representatives of the War and Navy Departments, the United States Shipping Board, the Director General of Railroads, the Bureau of Mines and the Bureau of Standards.

The committee was assisted and advised by technical experts from each of these departments and bodies.

After extended discussions, exhaustive tests and experimentation, this Government committee adopted standard specifications for gasoline, not only for aviation purposes, but also for general motor use on land and sea.

These United States Government specifications were drawn up with a view to providing a grade of gasoline that would meet every practical requirement and yet allow maximum production. They deal with the problem on the basis of the best utilization of our petroleum resources, and the maintenance of reasonable prices to the consumer.

Drafted as they were by impartial Government experts, these United States Government gasoline specifications are today being generally considered as the most practical standard for gasoline. They insure an efficient and satisfactory gasoline and at the same time have due regard for the necessity of petroleum conservation.

The gasoline being furnished today is more powerful and gives greater mileage than the gasoline of ten years ago. Its use is made possible by the improvements in automobile engines and methods of carburization. To go back to the gasoline of ten years ago would be to accept a more highly volatile but less powerful gasoline giving less mileage. It would also result in decreasing the production and increasing the cost of gasoline.

All Red Crown gasoline now being supplied in the Pacific Coast states is refined to conform with the United States Government standard specifications. It has the full, uniform chain of boiling points necessary for full-powered, dependable gasoline: Low boiling points for easy starting, medium boiling points for quick, smooth acceleration, and high boiling points for power and mileage.

STANDARD OIL COMPANY (California)

