

# The Evening Herald

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MONDAY, MAY 19, 1919

## TERMINAL FUND.

One of the necessary conditions upon which the railroad extension to Sprague river this summer depends is the raising of our Terminal Fund to \$50,000. This calls for subscriptions payable within a year, to the amount of \$20,000.

This is such an exceedingly small amount to pay for such a vast advantage that the people should seize upon the opportunity to show their public spirit and determination to put the city in the lead and keep it there.

No business man, nor any other citizen, can afford to refuse to do his full share.

How much is it worth to have mills and factories built here in the immediate future, increasing by a third the volume of cash paid out here every month?

The twenty thousand dollars in subscriptions payable at our convenience within a year, is a trifling amount when weighed against the permanent advantage to be gained.

The greatest cities of this country have been built by a spirit of unanimity among their citizens. Whatever shrewd business sense and sound public policy dictated, the people have supported. As a result, Chicago, Los Angeles, Spokane and other notable cities have grown and prospered beyond the dreams of the citizens who inaugurated and carried out sound, progressive policies.

Klamath Falls has adopted a plan that if carried out sanely and unanimously will make it a large and very prosperous city.

It is well to remember at this particular time that no city was ever built by letting "George do it."

Every citizen of the city, from the owner of the largest business to the owner of the cheapest lot will benefit in proportion. A few public spirited business men are sacrificing their time at much inconvenience and expense, to call upon our people today and tomorrow, to raise the terminal fund to the required amount. Our fate as a city will be decided before the last of this week.

If any man's property is burning, everyone turns out and helps if he can.

If the future prosperity of the city is at stake, everyone should turn out and vote and give to the terminal fund.

## FIGHTING THE PHONE RATE

Down in Glendale, California, the people are going to the bat with Czar Burtleson and are going to fight to a finish the robbing rates he is trying to ram down their throats. Nineteen hundred telephone subscribers have signed an agreement to kick out their telephones if the increase is not withdrawn and they have petitioned the city council to immediately begin the construction of a municipal system. That is the real American spirit, the spirit that planted the stars and stripes on the banks of the Rhine. That same spirit is showing itself throughout Oregon, and will eventually crystallize into a winning fight against the thieving policy that has been indorsed by that thing called a Public Service Commission.

The business men of the city have gone on record as favoring a municipal telephone system, and while we cannot take up such a proposal with the same enthusiasm that we would such a policy in other lines, we hope that there will be no backing down in case the Pacific Telephone and Telegraph company persists in the collection of the tribute it has been licensed to gather in by its servants. Klamath Falls should never consent to be robbed. Rather should we spend every dollar we can raise and teach that concern it never can carry thru such a crooked scheme.

## DON'T PAY FOR THE DESK PHONE.

The people of the city are urged not to pay the twenty-five cents a month that the Public Service Commission has permitted the telephone company to pick out of the pockets of the people of this city. You don't have to pay it. All you have to do is to call up the telephone company, or, better yet, notify them in writing, that you do not want their desk phone and order the installation of a wall phone. That will settle the matter. They will have to rustle for wall phones and rustle hard. The Corporation Serving Commission seems to have gotten cold feet on this proposition, or found out that they could not put across such an illegal proposition as forcing the people to pay for something they never ordered. However, don't pay the telephone company a cent you can avoid. Pretty soon it will be out of the hands of that fellow Burtleson and at the next election the people will kick out the Public Service Commission that has been nothing but the servant of the public utility corporations ever since it was created. Then we can make the Pacific Telephone and Telegraph company walk turkey, and if the people of Klamath Falls won't do it, then we don't know them.

## EAST OREGON ROAD REPORT

Lakeview-Plush—Open, but in rather poor condition, between Lakeview and Plush.

Chico—Open for wagon travel, but in poor condition. Autos should not attempt between Enterprise and Chico.

Powwaka—Open and in fair condition for wagon travel between Wallowa and Powwaka. It is rough thru the timber, with some mud holes, but passable for machines.

Promise—Open and in fair condition between Wallowa and Promise. There are rough places in the timbered section of this road.

Mitchell-Dayville—Open and in good condition between Mitchell and Dayville.

Prineville-Paulina—Open and in good shape for travel between Prineville and Paulina.

Baker-Cornucopia—Open entire length. Fair condition Baker to Carson. Passable for autos, Carson to Cornucopia.

Sparta—East Eagle—Open, but in poor condition. Sparta to Lily White. Closed between Lily White and East Eagle. No detours. Road probably will be open by May 29.

Imnaha—Open and in good shape between Enterprise and Imnaha.

Lakeview-Bend—Open and in fair condition, Lakeview to Bend.

Pendleton-La Grande—Open, but in poor condition, Pendleton to La Grande.

Lakeview-Klamath Falls—Open entire length, but in poor condition.

Lakeview-Alturas—Open for all classes of travel between Lakeview and Alturas. Muddy in places.

Paulina-Burns via Bear Valley—Open between Paulina and Burns. Muddy in Bear Valley.

Prineville-Mitchell—Open between Prineville and Mitchell. Rough between Ochoce Ranger Station and Beaver Ranger Station; otherwise in fair condition.

Prineville-Burns via Millikan—Open and in fair condition.

Bend-Fort Rock via La Pine—Open but in poor condition.

La Pine-Crescent—Open and in fair condition.

La Grande-Joseph—Open and in fair condition.

Paulina-Burns via Fife—Open and in fair condition, Paulina to Burns except a muddy stretch on Buck Mountain due to melting snow. Detour is possible via Gap Ranch. There are a few bad mud holes in Long Hollow.

Baker-Prairie City—Road is open between Baker and Prairie City. In fair condition, Baker to Whitney; poor condition, Whitney to Prairie City.

## NEW CLERK AT UNDERWOODS.

Miss Marie Rambo has taken a position at the Underwood Pharmacy formerly held by Mrs. Alvaro Peals. She assumed her new duties today.

## MYRIAD BOATS GUARD AIRMEN

SIXTY DESTROYERS, FOUR BATTLESHIPS AND OTHER BOATS STATIONED ON ROUTE TO AZORES AT 50-MILE INTERVAL.

WASHINGTON, D. C., May 17.—Coincident with the start from Trepassey Bay, N. F., of the American navy seaplanes in an effort to make the first trans-Atlantic air passage, the navy department made public an order, issued April 15th, which governs the action of every aircraft and naval vessel connected with the flight, and provides against almost every possible emergency which may arise during the aerial voyage. The order contains more than 2,000 words and is one of the most comprehensive ever issued by the department.

When the plan for the trans-Atlantic flight was first conceived, the task of safeguarding the seaplanes and of obtaining meteorological data necessary to the venture was placed in the hands of the commander of the destroyer force. The order, which was made public today, thus was issued by Captain Harris Laning, chief of staff, destroyers force.

The order provides for the stationing and subsequent movements of sixty destroyers, four battleships and a number of auxiliary naval vessels in connection with the flight. Although issued at New York a month prior to the actual start of the hazardous journey, the details of the order have been followed without the least hitch throughout the project.

The route which the seaplanes are to take to the Azores is marked by a string of destroyers stationed about fifty miles apart. These vessels have been on their stations for several days, and have kept the department here and the naval officials at Trepassey Bay constantly informed as to meteorological conditions along the course.

In addition to the destroyers four battleships, the Florida, Utah, Texas and Wyoming, have been stationed on the outskirts of the course to furnish further meteorological data throughout the flight.

The seaplanes are in constant communication with the naval vessels at all times. Every precaution has been taken to safeguard the fliers. In addition to the radio communication the destroyers along the route are provided with special illuminating torches, star shells and flares for use at night to mark the course and are in constant readiness to answer S. O. S. calls or other distress signals, should accident befall one of the big planes.

Twenty-one destroyers are stationed on Trepassey-Azores leg with four additional vessels in reserve to replace any craft which may be called upon to answer a S. O. S. signal or itself become disabled. As the seaplanes pass above a destroyer the latter obtains radio communication, ascertains the condition of the planes and indicates the true course to the next vessel.

During the night the destroyers on station one to sixteen will keep brilliantly illuminated to provide against the seaplanes missing a ship and thus losing the way. To guard further against this contingency the destroyers are ordered in the event the seaplanes have not been sighted at the approximate time they should arrive, to make smoke clouds, show searchlights, fire star shells and notify the next ship to the westward. The next vessel in the line will make the same signals for three quarters of an hour before the planes are due to arrive.

Upon being notified that it has been sighted by planes or when a station ship sights the flyers, the vessel will immediately stop smoking or firing star shells, will take the exact course to the next station and will steam slowly on that course to indicate the proper route, and will keep in radio communication with the flying ships.

Planes forced to land on the water during darkness will indicate their position and condition by radio, rockets and flares with the following meanings: Green star—Can get off the water again, no assistance required; red star or flare—assistance required. In the event that one plane is forced to land the others will remain in the vicinity until a report of her condition is received or assistance arrives.

## GOES TO SALEM.

Mrs. R. A. Emmitt left yesterday morning for Salem where she went as a delegate to the state lodge of Rebekahs.

## Deposed Crown Prince of Germany Talking With Native of Island on Which He's Exiled



One has a hard row to hoe when one has been a pampered crown prince and then has to go way off to a bleak Dutch island and hibernate. No retinue, no glitter. His father's familiar "Got mit uns" may help some, but the heir to the throne which doesn't exist, has found some relaxation in talking to the native Hollanders.

## PORTLAND ALSO PEEVED ABOUT PHONE RAISE

PORTLAND, May 16.—Criticism of the recent order of the public service commission raising the rates of the Pacific Telephone & Telegraph company has reached the city hall, and committee from organizations will meet with the city attorney in protest against the new rates. A strong sentiment for appeal of the decision is crystallizing, and it is possible that the city council will be urged to go to the courts by representatives of Portland organizations.

In the meantime, E. M. Cousin, city traffic expert, advises that telephone patrons delay payment of their bills, pending action that may be taken against the company. He points out that 15 days are allowed for payment and that action from some source may appear before that time. The city council will take up the case this week, and may ask for an injunction pending an appeal.

Business men are especially incensed at the recent raise. Mr. Cousins states they must bear the burden, he points out, and they feel the injustice of the new rates. The burden was foisted on the

## Glass of Hot Water Before Breakfast a Splendid Habit

Open sluices of the system each morning and wash away the poisonous, stagnant matter.

Those of us who are accustomed to feel dull and heavy when we arise; splitting headache, stuffy from a cold, foul tongue, nasty breath, acid stomach, lame back, can, instead, both look and feel as fresh as a daisy by washing the poisons and toxins from the body with phosphated hot water each morning.

We should drink, before breakfast, a glass of real hot water with a teaspoonful of limestone phosphate in it to flush from the stomach, liver, kidneys and ten yards of bowels the previous day's indigestible waste, sour bile and poisonous toxins; thus cleansing, sweetening and purifying the entire alimentary tract before putting more food into the stomach. The action of limestone phosphate and hot water on an empty stomach is wonderfully invigorating. It cleans out all the sour fermentations, gases, waste and acidity and gives one a splendid appetite for breakfast and it is said to be but a little while until the roses begin to appear in the cheeks. A quarter pound of limestone phosphate will cost very little at the drug store, but is sufficient to make anyone who is bothered with biliousness, constipation, stomach trouble or rheumatism a real enthusiast on the subject of internal sanitation. Try it, and you are assured that you will look better and feel better in every way shortly.—Adv.

## OREGON WILL NOT BE TRAINING SHIP

WASHINGTON, D. C., May 16.—Senator McNary has been informed by Assistant Secretary of the Navy Roosevelt that the plan for using the battleship Oregon as a training vessel cannot be entertained by the department, which stands on the offer to take the ship out of commission and turn it over to the state if the state will permanently maintain it at a cost estimated at \$20,000 annually.

## BRITISH TRIPLANE WILL CARRY 100 PERSONS

LONDON, May 19.—A triplane Triplane equipped with six engines and capable of holding 100 passengers will make its first flight this week. War Minister Churchill will be a passenger.

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## LOST—WHITE WORK HORSE

Branded A on left shoulder; black work mare, also blue saddle horse, both branded wagonbow on right shoulder, and sorrel pony branded bar-S on jaw and branded on left shoulder.

Finder notify  
**JOHN O'SHEA, MALIN, OREGON,**  
And Receive Reward.

## S-E-C-U-R-I-T-Y

WHAT IS IT WORTH TO YOU?

Security is worth a great deal to any drug buyer, yet it costs nothing at our store.

Of course it costs us something extra to employ the most efficient pharmacists, and our high grade drugs cost more than the ordinary kinds, but you are charged no more here for drugs and prescriptions than you pay elsewhere.

The increased business which comes to us through our reputation of giving best quality and service more than offsets the reasonable margin of profit which we receive.

Secure the best results from your physician's prescriptions by having them compounded here.

**"THE CUSTOMER'S SECURITY"**  
Is Our Slogan

# Underwood's Pharmacy

KLAMATH FALLS OREGON  
WHERE PARTICULAR PEOPLE BUY THEIR DRUGS

PURITY ACCURACY