"CHICK" EVANS AND HIS TITLED CADDY.

Sir Thomas Tait (at left) and "Chick" Evans.

Caddies who advise golfers properly about a new course and keep an eagle eye on the ball are a rarity. Here is a caddy of the type and he refuses to play. He is Sir Thomas Tait, who caddied for Charles (Chick) Evans when Evans and three other of America's best amateurs made a week's tour of Canada to aid the Canadian Red Cross. Evans and D. E. Sawyer represented the West and Oswald Kirby and Gardiner White the East. They played at Hamilton, Toronto, Ottawa, Montreal and St. Andrews-by- the- sea. The eastern pair won three matches, the western two and three were square. Sir Thomas caddied for Evans at St. Andrews-by-the-Sea. Earle H. Eaton arranged the golfers' trip.

NAVY WILL BUILD GREAT HANGARS

$3,500,000 ARE TO BE SPENT TO HOUSE FLYING MACHINES OF ZEPPELIN TYPE—WILL COVER ONE SQUARE MILE

WASHINGTON, July 12.—Acting under specific authority granted in the new naval appropriation bill, the Navy Department soon will start construction on two of the largest dirigible hangars in the world. Rear Admirals Taylor and Parks, heads of the Bureaus of Construction and Repairs and Yards and Docks, respectively, today had instructions to speed up the preparation of the working plans, as an expenditure of about $3,500 000 for the two hangars to house flying machines of the Zeppelin type has been authorized. They will be located on the seaboard, probably in New Jersey, and possibly on the same site.

Ground area necessary for the construction of a double hangar will be about one square mile. Each hangar will be about 800 feet long, 250 feet wide and from 150 to 200 feet high. It is probable that all steel construction will be used and officials estimate that from six to eight months will be needed for their erection.

Provision for the purchase abroad of a Zeppelin type airship at a cost not to exceed $2,500,000 is made in the naval bill, and the construction in this country of a similar machine at a cost of $1,500 000. It is probable that the machine purchased abroad will be of the British R-34 model, although larger. It probably will be flown to this country by an American crew, the only other alternative being to attempt to tow it by cables made fast to a ship. Negotiations looking to the purchase have already been entered into with foreign nations.

After experiments with the foreign craft the construction of an improved American-built machine will be started.

Secretary Daniels said tonight that he had no further statement to make regarding the rumored trans-Pacific flight. Naval officers believe, however, that such a flight will be attempted shortly after the navy comes into possession of its first cruising dirigible.

MEN URGED TO KEEP WAR INSURANCE

SAN FRANCISCO, July 11—Many discharged soldiers are making the inquiry, "How do I convert my government insurance?" This question will be answered and any other information given by the insurance officer of the headquarters of the western department, room 501 Santa Fe building, Second and Market streets, San Francisco, who makes the following announcement:

"Word has just been received from Washington that the Bureau of War Risk Insurance is ready to accept applications for conversion of the War Risk Insurance carried by the soldiers while in the service. Many men who have dropped their government insurance have also inquired how they can continue their insurance. Upon discharge they did not realize the benefits and privileges of the government insurance, and only upon their return home, and when they understood the object thoroughly did they realize the folly of dropping insurance.

"The government policies are very liberal, and the rates are low. Because a man was in the military service of the United States the privilege of carrying government insurance is given him."

LONDON SOCIETY DULL AFTER WAR

NEARLY ALL SOCIAL FIXTURES MISSING THIS YEAR—GARDEN PARTY TAKES PLACE OF PRESENTATION OF DEBUDANTES AT PALACE

LONDON, July 12.—The first summer of the after-the war era is passing as a mere ghost of the old London social season which formerly for three months after Easter transformed Belgravia and Mayfair into a spectacle by day and night.

In other years, before the war wrought its changes, the early weeks of summer saw the great London houses thrown open for entertaining on a scale which no other European capital knew. Their blazing windows at night told of receptions and dances on a grand scale, Court was held at Buckinghom palace with an array of uniforms and jewels making an insurpassable show. By day the entire West End was packed with cars and carriages taking the women of society about for their calls and shopping.

There have been four blank years from 1915 to 1918, and now most of the establishments of the ducal and old landed families who were the pillars of the declining regime are closed, or their lives are ordered to a quiet and subdued tone. Not a few, bear the sign "For Sale" or "To Let," testifying to the devastation of old fortunes thru war taxation or the retirement of families in mourning.

Nearly all of the social fixtures are missing this year. No courts are being held at the palace for that presentation to royalty of debutantes and others which gave them the formal seal of rank among the socially elect. One big garden party is to take the place of these. The shepherding of the exclusive world into the royal enclosure at the Ascot races has been almost the only semi-official gathering of society, and pressure upon the Lord Chamberlain's office for admission consequently has been more fierce then heretofore.

To the stranger London may seem lively and even gay, but it is a restaurant and theatergoing liveliness like the customary life of New York and Paris. The war profiteers are spending recklessly in their way, but among old fashioned people there is a general sentiment that display is not in harmony with the times, and for many it would be impossible if they desired it.

Even the restaurant life is much curtailed. Suppers have been eliminated and there are hardly a dozen places in this largest metropolis of the world found open later than ten o'clock. The midnight wayfarer sees women in evening dress with men in Guards uniform or formal black buying coffee and sandwitches at a sidewalk coffee stall elbow to elbow with a crowd of soldiers, cabmen and miscellaneous night wanderers, a picture undreamable for the old London.

Still, with its life war-shorn of much that was almost acres to its ancient aristocracy, England could never be otherwise than picturesque and fascinating. The Derby came into its own again as the greatest popular sporting even of the world, as Ascot is the most patrician in its atmosphere. The Guards regiment performed the historic ceremony of trooping the colors in Hyde Park, on the King's birthday, although in dull khaki instead of the old array of scarlet and blue. The coach with the sleek four-in-hand starts from Piccadilly for Richmond with the stirring flourish of the horn altho there has been none on the Brighton road since Alfred Vanderbilt drove that course.

Boating, crocket, tennis and golf have burst forth with renewed enthusiasm after four years of sports famine. The Thames from London to Oxford and beyond is a long winding pageant of pleasure craft with white flannelled young boatmen and rainbow-tinted dresses everywhere.

The hundreds of young Americans at Oxford and Cambridge are learning a university life new to them, where students come to do everything but study in term time, and save their books for vacations.

WINNEK'S SPECIAL 11-2

Don't forget; the Elks will have a convention here August 14, 15 and 16. Get busy!

HUNS AND AUSTRIANS ATTEMPT TO ESCAPE

SYDNEY, Australia, July 11.—Several hundred Germans and Austrians made an attempt to escape by tunnelling from the Holdsworthy concentration camp here recently in order to foil the purpose of the Australian authorities to send them back to Germany and Austria.

The military authorities had previously notified the interned Teutons that they were soon to be returned to their native countries. Shortly before they were to be taken out of the internment camp, the authorities discovered a tunnel 150 feet long which led from one of the barracks underneath the fence enclosing the camp and thence to the surface outside. The tunnel was the work of about 150 men and apparently was begun as soon as the prisoners received warning of intention to send them home. They had planned to break free from the camp on the night before the sailing of the steamer for England.

Earth removed from the tunnel had been so disturbed around the camp that it was not noticed until the tunnel was almost completed. When the tunnel was discovered the Germans made a hostile demonstration but the guards suppressed it. The prisoners watched with chagrin the filling in of the tunnel.

The time is getting shorter every day for you to do what should be done before the Elks get here on August 14, 15 and 16. What are you doing?

WINNEK'S SPECIAL 11-2

Our First Anniversary

On July 16th this Bank will be one year old and our resources at that date will total

$350,000.00

And it is with sincere appreciation of the liberal patronage accorded us, that we make this announcement to our many friends and customers who have made this success possible.

Wishing you all kinds of success and prosperity during the coming year, we are

Yours truly

Klamath State Bank

"THE DAYLIGHT BANK"
Corner Sixth and Main

We Like to Sell You NEW SHOES

but can save you a lot of money by having your old ones repaired in our repair department.

You will be pleased with the neatness of our work and, besides, you will be helping to cut down the high cost of shoes, which is advancing every day.

Bradley Shoe Store

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JUST ARRIVED

One More Carload

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