

The Evening Herald

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WEDNESDAY, AUGUST 20, 1919.

THE ALLEYS

The time limit for cleaning up the alleys expires this evening, and it is expected that tomorrow Chief Miller will begin his rounds of investigation and prosecution of those who have failed to comply with the law. There should be no leniency and no exceptions. Some have willingly complied with his request, others have done so half-heartedly, while others have entirely ignored it.

Some may have gained the impression that the time limit set by the chief has been extended, because no change was made in the published notice as it appeared originally, so that in last night's paper it read as it did on the first day. This was simply an oversight, and one that is not big enough for anyone to hide behind.

A LIVING DEMONSTRATION

The Canadian Pacific Railroad stands as the most convincing, living argument for private ownership of great transportation lines—a sharp contrast to the state of our own roads. It has been subjected to the severest tests of the war; heavier, even, in many ways than those borne by our own lines.

It gave good service to the government, at reasonable costs. Beyond that, it afforded very substantial financial aid; \$40,000,000 of its stock was loaned to the government, and it bought, of the second Canadian loan, \$12,477,000 of bonds.

Nor has it done this by any inordinate raise in prices to the public. The shipper and passenger are pleased, as they are getting good service. On the other hand, its employees are

well paid and have their full share in its prosperity. Threatened labor troubles were settled in advance, and it has had no strikes such as ours. Its men get the equivalent of the "McAdoo scale" as soon as ours did, and they had received earlier advances.

All this has been done by wise, intelligent, honest individual management. Does any sane human being imagine it could be duplicated under our methods? Are we so much less intelligent and capable than our Canadian brothers?—New York Sun.

WE MUST PRODUCE MORE.

Other countries than the United States are trying to solve the problem of the high cost of living, and there is agreement among leaders in those countries that the best way to reduce prices of necessities is to produce more necessities.

For example, in response to demands for summary action in Canada, the official report made by the parliamentary committee of inquiry said:

No material reduction in the cost of the commodities in regard to which inquiry was made can be expected except by increasing the volume at a lower cost of production, or by lowering the cost of distribution. Any parliament attempting reduction in the sale prices which the farmers are receiving would intensify the present difficult situation.

The British food controller, according to a recent report by one of our trade commissioners in London, maintains that "apart from the profiteer, the chief causes of high food-stuffs are increased consumption and decreased production." Demand for choice cuts of bacon is so great, he finds, that it is proposed under the food control act to increase the price of these cuts, now around 60 cents a pound, in order to make it profitable to sell the inferior cuts at a still lower price than at present.

Punishing profiteers will bring costs down only in part. At the bottom of the high cost of living is world-wide under-production and over-consumption. This means that we must produce more of the prime necessities of life, even if in order to do so we deprive ourselves of some luxuries. The world must get back to work.—Oregonian.

DEMAND FOR BETTER ACCOMMODATIONS

As a result of a conference of business men with Stephen T. Mather, director of national park service, resolutions were adopted urging an early visit to Crater Lake by a committee, with a view of submitting to the Portland and Oregon boards of commerce plans for providing accommodations there for visitors.

An important point in the resolutions is the recommendation regarding co-operative efforts between the different highway interests to safeguard and protect scenic attractions, maintain timbered areas along the highways and expedite road building. The resolutions, prepared by

W. D. B. Dodson, executive secretary of the Chamber of Commerce, pursuant to instructions by the conference, follow:

Resolved, That a committee of three prominent business men be named by the Portland Chamber of Commerce and the Oregon State Chamber, jointly, to visit Crater Lake immediately, and formulate a plan thereafter which shall be presented to the city and state for the proper development of accommodations within the national park there; and be it further

Resolved, That a committee be appointed by the two chambers to co-operate with the federal and state road building agencies to further the protection of the scenic beauties of Oregon's highways, to act as a force in urging appropriate legislation to this end, and to promote a state wide organization for his purpose; and be it further

Resolved, That the committees named, or another chosen especially for this purpose, shall consult with the state highway commission, the county authorities, the United States forestry service, the bureau of public roads, and large timber owners, relative to the preservation of timbered strips along scenic highways, either by reservation, donation or purchase, and to develop some plan whereby the means for this may be secured; and be it further

Resolved, That the committee or committees named by the two chambers shall co-operate with the forest service in securing federal legislation, that along scenic highways any privately owned land in or near the national forests may be exchanged for national forest lands and the preservation of the timber assured.—Morning Oregonian.

Give us your order for a box of fancy Rogue River Bartlett pears at \$2.75 per box. Sunset Grocery, 20-11

LEGAL NOTICES

Notice to Property Owners on Grant Street, That They Have 20 Days From First Publication of This Notice in Which to File Applications to Pay Their Assessments in Ten Annual Installments, in Accordance With the Following Notice of Proportionate Assessment.

Notice is hereby given that the Common Council of the City of Klamath Falls, Oregon, did, by Ordinance No. 474, duly adopted on the 11th day of August, 1919, and approved by the Mayor on the 19th day of August, 1919, declare the proportionate assessment upon each lot, part of lot, block and acreage property found to be benefited and liable for the cost of improving Grant street from Eleventh street northerly to Linkville Cemetery.

Notice to property owners on Tenth Street, that they have 20 Days From First Publication of This Notice in Which to File Applications to pay their assessments in Ten Annual Installments in accordance With the Following Notice of Proportionate Assessment.

Table listing property owners and their assessment amounts for Grant Street improvements.

Table listing property owners and their assessment amounts for Tenth Street improvements.

Table listing property owners and their assessment amounts for Tenth Street improvements (continued).

Table listing property owners and their assessment amounts for Tenth Street improvements (continued).

Table listing property owners and their assessment amounts for Esplanade, Pacific Terrace, and Portland Street improvements.

Table listing property owners and their assessment amounts for Esplanade, Pacific Terrace, and Portland Street improvements (continued).

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Large advertisement for Bevo beverage, featuring the brand name, 'The all-year-round soft drink', and a list of distributors including Mason, Ehrman & Co. in Klamath Falls, Oregon.