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Swift & Company

Animal Food Department NORTH PORTLAND, ORE.

W. O. Smith Printing Co., printing, Co. Clerk's office 12.50
W. O. Smith Printing Co., printing, Assessor's office 1.50
Geo. L. Humphrey, board of prisoners 144.00
W. O. Smith Printing Co., printing, Sheriff's office 4.09
W. O. Smith Printing Co., printing, High School 46.15
W. O. Smith Printing Co., printing, School Supt. 8.75
Glass & Prudhomme Co., miscellaneous record, Clerk's office 36.25
Glass & Prudhomme Co., private bond record, Clerk's office 36.50
W. E. Bowdoin, printing, Clerk and Sheriff's office 13.75
Todd Protograph, check machine 42.29
The following High School claims were allowed and the Clerk instructed to draw warrants on the High School Fund for the respective amounts:
California-Ore. Power Co., services, library \$ 3.45
Whereupon Court adjourned to meet Monday September 8, 1919.
September 8, 1919, Monday.
Court met pursuant to adjournment, when were present Burrell Short and Asa Fordyce, Commissioners, when the following proceedings were had, to-wit:
In the matter of the State Highway Commission of the State of Oregon to advertise for macadam and grading that section north of Klamath Falls to the Klamath Indian Reservation.
Whereas, on June 3, 1919, in the County of Klamath, State of Oregon, a special election was held, said election having been conducted in the same manner as a general election, submitting to the voters of said county the question of issuing bonds for the purpose of raising money to be used for the construction and maintenance of permanent roads in said county, and a majority of the voters voting at said election did vote in favor of issuing such bonds in the sum of \$347,704.00, and
Whereas, the notice of said election, given in accordance with law, called for the expenditure of \$163,105.25 of the aforesaid total sum voted upon the construction and maintenance of that road designated as The Dalles-California Highway, beginning at the City of Klamath Falls, Oregon, and extending in a northerly direction in said Klamath County an approximate distance of 118 miles to the Deschutes-Klamath County line; and
Whereas, said Dalles-California Highway is to be so improved upon a basis cost of 50 per cent each to the State of Oregon and the County of Klamath; and
Whereas, it is now proposed by the State Highway Commission of the State of Oregon to advertise for macadam for that section of the aforesaid highway north of Klamath Falls, a distance of 1 1/2 miles, and for grading that section of said highway between Klamath Falls and the Klamath Indian Reservation, a distance of approximately 12 miles, the first unit including the 1 1/2 miles of macadam, the second unit including the grading, and said work to be done under the aforesaid co-operative plan;
Be it resolved, that the county court of Klamath County, State of Oregon, having met pursuant to adjournment the 6th day of September, 1919, all members being present, does hereby approve of the plans of the Oregon State Highway Commission to proceed with the aforesaid improvement of said units one (1) and two (2) of the said Dalles-California Highway, and does hereby further appropriate the sum of \$55,000.00 of the said sum of \$163,105.25 available for the improvement of said Dalles-California Highway for the aforesaid purpose of constructing said units one (1) and two (2), it being the intention that said fund of \$55,000.00 is hereby created out of the money so realized from the sale of said bonds to Morris Brothers.

I.C.C. REFORMS R. R. RULES FOR LUMBER LOADING

By a recent decision of the Interstate Commerce Commission on Tuesday the practice of the railroads serving the Northwest of loading a lumber cubical loading minima on lumber was pronounced "indefensible" and ordered abandoned within 90 days. This reform is one that has been sought by the lumber industry for many years and will result, it is predicted, in the latest bulletin of the West Coast Lumbermen's Association, in the elimination of numerous penalties, disputes, controversies and will put an end to much litigation.
Under the commission's decision the carriers are ordered to establish a loading minima based on the length of the car, and one which shall be generally satisfactory to the shippers. Otherwise the case will be re-opened for further hearing.
The proceeding incident to the decision were started on April 5, 1918, by the commission on its own motion as a result of a great number of informal complaints of shippers who questioned the justice of different carload minima from different producing regions to the same markets, and who also attacked the reasonableness of the cubical minima in and of themselves.
It was pointed out that in the Northwest the minima on Douglas fir lumber ranged from 42,500 pounds to 60,000 pounds according to the varying cubical capacity of the cars, while in other producing regions the cars 25 feet and over in length and 30,000 pounds for cars under 35 feet in length.
Disputes over the rules in connection with the cubical capacity minima have also been frequent, and, it is stated, have created considerable unjust discrimination and disadvantage to the shippers of the Pacific Northwest.
Hearings were conducted in Chicago in November 1918, L. S. McIntyre, Traffic Manager of the West Coast Lumbermen's Association representing the West Coast shippers. It was the contention of the lumbermen at the hearing that:
1.—Lumber by its physical character is not susceptible to cubic loading.
2.—The cubic minima basis result in unjust discrimination against the territory in which it is applied and unduly prefers other producing territories.
3.—The cubic minima basis results in discrimination between shippers in the territory in which it is applied.
4.—The present rules governing the application of the cubic minima basis are impracticable and result in discrimination and injustice and are too complicated to be understood by the shippers or the representatives of the railroad.
5.—It is impossible to devise rules governing cubical minima that would be fair or practicable.
6.—Cubical minima has caused formal and informal complaints, constant friction between shippers and carriers as well as innumerable claims for alleged overcharge.
The investigation developed the fact that lumber was the only commodity to which the cubical carload minima theory is now applied. It was the contention of the lumbermen at the hearing that inasmuch as lumber is loaded in varying lengths, widths, thickness, etc., that it is incapable of loading to cubic measure. It was pointed out that nearly 50 percent of the cars actually furnished in this territory were those which the shippers were prohibited by the tariffs of the carriers from ordering. It was also pointed out that shippers could not correctly determine the exact size of car necessary owing to the fact that cars of the same length frequently varied from 1000 to 1500 cubic feet in capacity, while not infrequently cars of large cubical capacity were found to be too short to contain lumber of varying lengths.
Transcontinental lines have resisted all changes in the loading basis for many years but now must effect changes, in accordance with the commissions' order within 90 days.
Feb. 11, 1920
West Coast Lumbermen's Ass'n.

RESOLUTION Resolution Proposing to Change the Grade of Portions of Eighth Street, Jefferson Street and Lincoln Street
Be it resolved by the City of Klamath Falls that the grades of portions of said streets be changed as follows:
Present elevations of Eighth St.—At Washington 176.00
At Jefferson 193.50
At Lincoln 217.00
At Grant 255.00 at center line
At Prospect 285.00 at center line
To be changed to the following grades:
EIGHTH ST.
West Sidewalk East Sidewalk
Washington St., south line 176.00 176.00 176.50—Center line of Wash.
Washington St., north line 176.50 176.50
Jefferson St., south line 193.50 193.00 193.00
Jefferson St., north line 193.00 194.00 194.00
Lincoln St., south line 217.00 215.50 214.00
Lincoln St., north line 223.00 216.50 215.50
100 ft. north of north line of Lincoln St. 234.00 231.00 230.00
Thence the curbs to have a uniform grade of 15.5 per cent to a point at right angles to Eighth St. opposite the northeast corner of Eighth St. and Prospect St. to elevation 284.00.
The easterly sidewalk on Eighth St. from Lincoln to Prospect to be as follows:
At Lincoln—Elevation 216.50.
107.5 ft. from corner of Eighth and Lincoln—Elevation 227.50; then steps, 4-6 inch risers, 3-18 inch tread.
132.5 ft. from corner of Eighth and Lincoln—Elevation 230.50; then steps, 4-6 inch risers, 3-18 inch tread.
160.0 ft. from corner of Eighth and Lincoln—Elevation 235.50; then steps, 5-6 inch riser, 8-18 tread.
Southerly line of Grant St.—Elevation 249.00; then steps, 2-6 inch risers, 1-18 inch tread.
13 ft. from southerly line of Grant—Elevation 251.00.
42.5 ft. from southerly line of Grant—Elevation 255.00; then steps, 5-6 inch risers, 4-18 inch tread.
57 ft. from southerly line of Grant—Elevation 258.50; then steps, 3-16 inch risers, 2-18 inch tread.
65 ft. from southerly line of Grant—Elevation 267.50; then steps, 15-6 inch risers, 14-15 inch tread.
The westerly sidewalk on Eighth St. from Lincoln to Prospect to be as follows:
Corner of Eighth and Lincoln Sts.—Elevation 223.00; thence, 130 ft. up Eighth—Elevation 237.50; then steps, 6-6 inch risers, 5-18 inch tread.
145 ft. up Eighth—Elevation 241.00 ;then steps, 6-6 inch risers, 5-18 inch tread.
160 ft. up Eighth—Elevation 245.00; then steps, 4-6 inch risers, 3-18 inch tread.
170 ft. up Eighth—Elevation 247.00.
250 ft. up Eighth—Elevation 263.00; then steps, 8-6 inch risers, 7-18 inch tread; level for 6 ft., then steps, 7-6 inch risers, 6-18 inch tread; level for 5.65 ft., then 7-6 inch risers, 6-18 inch tread; level for 6 ft., then steps, 8-6 inch risers, 7-18 inch tread.
JEFFERSON ST. GRADES.
North Sidewalk South Sidewalk
Jefferson St. at 130 ft. east of the east line of Eighth St. 185.30 185.00 185.30
LINCOLN ST. GRADES.
Lincoln St. at 100 ft. east of the east line of Eighth St. 202.50 201.70 200.70
State of Oregon, County of Klamath, City of Klamath Falls, ss:
I, A. L. Leavitt, Police Judge of the City of Klamath Falls, Oregon, do hereby certify that the foregoing is a duly enrolled copy of the resolution adopted by the common council on the 26th day of January, 1920, relative to changing certain grades on parts of Eighth, Lincoln, and Jefferson Streets.
10-20 A. L. LEAVITT, Police Judge.

COUNTY COURT PROCEEDINGS.
In the County Court of the State of Oregon for the County of Klamath.
Wednesday Sept. 1919.
Be it Remembered, That at a regular term of the Hon. County Court begun and held on Wednesday the 3rd day of Sept. A. D. 1919, at the Court House in Klamath Falls, Klamath County, Oregon, and continuing throughout the term; when were present Hon. R. H. Bunnell, Judge, Burrell Short and Asa Fordyce, Commissioners, C. R. DeLap, County Clerk, and Geo. L. Humphrey, Sheriff, when the following proceedings were had to-wit:
In the Matter of the cancellation of the Bond of J. H. Garrett.
This matter came on at this time to be heard and it appearing to the Court that the Bond of J. H. Garrett should be cancelled and further responsibility of said J. H. Garrett is exonerated from the Bond, dated Aug. 10, 1910, for \$8,499.90 with the United States Fidelity and Guaranty Company of Baltimore Company, Maryland.
It is therefore hereby ordered, that the Bond of J. H. Garrett with the United States Fidelity and Guaranty Company of Baltimore, Maryland, be cancelled, and the Bond and a copy of this order returned to the said sureties.
R. H. BUNNELL, Judge of the County Court of Klamath.
The following Road Claims were allowed and the Clerk instructed to draw warrants on the Road Fund for the respective amounts:
C. D. Wilson, bridge contract \$900.00
The following Current Expense Claims were allowed and the Clerk instructed to draw warrants on the Current Expense Fund for the respective amounts:
J. O. Hamaker, service road (Stephens Survey) \$ 17.50
C. T. Darley, service road (Stephens Survey) 24.40
Whereupon Court adjourned to meet Saturday, Sept. 6th, 1919, A. D. Saturday, Sept. 6th, 1919.
Court met pursuant to adjournment, when were present Hon. R. H. Bunnell, Judge, Burrell Short and Asa Fordyce, Commissioners, when the following proceeding were had to-wit:
In the Matter of Opening Wood Bids Heretofore advertised for.
This matter came on at this time in pursuance to advertisement in the Evening Herald and bids for the furnishing of 60 cords of wood for Court House use were opened by the Court.
It appearing to the Court that the bid of C. Mitchell and A. M. Jamison for 60 cords of 16 inch body wood at \$7.50 per cord is the best and lowest bid.

R. H. BUNNELL, Judge.
BURRELL SHORT, Com.
ASA FORDYCE, Com.
The following Road Claims were allowed and the Clerk instructed to draw warrants on the Road Fund for the respective amounts:
Leo Jardine, labor Midland road \$28.00
Asa Fordyce, mileage around lake (Upper Klamath) 11.00
A. Kruger, labor, Algoma road 7.50
J. Smith, labor Algoma road 10.00
J. H. Hossgis, labor Agency road 5.00
Jeff Kirkpatrick, labor Agency road 3.00
Ira Isaacs, labor, Agency road 15.00
C. W. Burns, labor Agency road 5.00
O. W. Eagle, labor Agency road 49.00
Roy Holt, labor Agency Road 12.00
Elmer Smith, labor Agency road 7.00
A. Wickstrom, cinders county roads 1443.00
Oliver Martin, labor (Merrill-Malin Road) 68.25
Richard Martin labor (Merrill-Malin Road) 46.50
J. H. Parker, labor (Merrill-Malin road) 54.00
Oliver Martin, labor (Merrill-Malin road) 57.50
John Spolek, labor (Merrill-Malin Road) 3.00
Frank Snaplot, labor (Merrill-Malin road) 5.50
Wm. Uhrman, labor Modoc Pt. road 116.00
W. G. Daniels, labor County Road 144.00
City Transfer, hauling, county road 1.50
Klamath Iron & Steel Works, caterpillar repairs Sixth Street Blacksmith Shop, truck repairs 121.05
The following Current Expense Claims were allowed and the Clerk instructed to draw warrants on the Current Expense Fund for the respective amounts:
W. Worden, rabbit bounty \$ 10.00
Burrell Short, salary and mileage 57.60
Asa Fordyce, salary and mileage 53.60
Klamath Valley Whse. Co., ice (Court House park) 45.00
Linton Cunningham, rabbit bounty 2.75
Joe Carlisle, rabbit bounty 6.25
Mrs. Brownell, grand jury witness Sullivan 2.20
Hiltrudus Sullivan, grand jury witness 2.20
G. K. Van Riper, deputy hire treasurer 25.00
R. H. BUNNELL, Judge.
BURRELL SHORT, Com.
ASA FORDYCE, Com.
The following Current Expense Claims were allowed and the Clerk instructed to draw warrants on the Current Expense Fund for the respective amounts:
Henry Baxey, removing dead animal for county road \$ 10.00
R. H. Bunnell, salary county Judge, July 125.00
R. H. Bunnell, salary county Judge, August 125.00
Calif-Oreg-Power Co., services, county poor farm 4.10
Calif-Oreg-Power Co. services county court house 36.80
Phillip Oden, rabbit bounty 2.50
O. W. Harris, rabbit bounty 4.60
N. J. Chapman, justice fees St. vs Chapman 11.45
N. J. Chapman, justice fees St. vs Geo. Isaacs 8.70
T. M. Durham, Constable fees St vs Geo. Isaacs 2.20
N. J. Chapman, justice fees St vs W. Dewey 8.95
Allen Sloan, Constable fees St. vs W. Dewey 2.20
N. J. Chapman, justice fees St. vs Percy Haskins, 7.70
N. J. Chapman, justice fees St vs M. Jackson 7.05
N. J. Chapman, justice fees St vs Jack Porter 12.70
Mrs. M. J. Beebe, witness fees St vs Jack Porter 1.70
J. F. Morley, witness fees St. vs Jack Porter 1.70
N. J. Chapman, justice fees St. vs Oscar Patacol 7.15
N. J. Chapman, justice fees St. vs Sid Frazer 4.95
N. J. Chapman, justice fees St. vs Carl Dierman 9.40
T. M. Durham, Constable Fees St vs Carl Dierman 2.20
N. J. Chapman, Justice fees St vs Bruce Parks 7.70
N. J. Chapman, Justice fees St vs John Doe 4.10
N. J. Chapman, Justice fees St vs A. Albert 7.70
N. J. Chapman, Justice fees St. vs L. Robinson 8.20

RESOLUTION BE IT RESOLVED by the Common Council of the City of Klamath Falls, Oregon, that the grades on Pacific Terrace, a street in the City of Klamath Falls, shall be changed from the grades now established to the following:
Southerly line of Huron 230.60 West Curbs 236.00 East Curbs 236.00
Huron on westerly line Pacific Terrace 230.00 South 230.00
Huron on easterly line Pacific Terrace 240.00 South 240.50
Northernly line of Huron 234.20 West Curbs 240.90 East Curbs 240.90
Thence by Stations—
50 ft. from Huron St. 236.45 243.33
100 ft. from Huron St. 238.70 246.75
150 ft. from Huron St. 241.35 248.18
200 ft. from Huron St. 244.70 250.60
250 ft. from Huron St. 248.30 253.40
South line Earle St. 300 ft. from Huron St. 252.00 South 257.00 North 253.50
Earle on westerly line Pacific Terrace 253.00 South 257.50
Earle on easterly line Pacific Terrace 262.00 South 262.50
Northernly line Earle Street 257.00 West Curbs 262.50 East Curbs 262.50
Thence by Stations—
50 ft. from north line of Earle Street 260.00 265.80
100 ft. from north line of Earle Street 262.00 268.20
150 ft. from north line of Earle Street 263.00 269.80
175 ft. from north line of Earle Street 263.30
200 ft. from north line of Earle Street 270.50
250 ft. from north line of Earle Street 271.25
South line Melrose, 300 ft. 266.50 South 272.50
Melrose on west line Pacific Terrace 267.00 East Curbs 272.00 South 272.00
Melrose on east line Pacific Terrace 275.50 South 275.50
Northernly line Melrose 268.50 West Curbs 273.40 East Curbs 273.40
Thence by Stations—
50 ft. from north line of Melrose 271.00 275.80
100 ft. from north line of Melrose 273.40 278.20
150 ft. from north line of Melrose 275.30 280.60
200 ft. from north line of Melrose 276.80 282.60
250 ft. from north line of Melrose 277.70 283.80
305 ft. from north line of Melrose 278.00 284.20
South line Portland, 360 ft. 277.60 North 284.00 South 284.00
Portland on west line Pacific Terrace 276.00 North 275.50 South 275.50
Portland on east line Pacific Terrace 286.50 North 286.00 South 286.00
Northernly line Portland 275.40 West Curbs 281.60 East Curbs 281.60
Esplanade on west line of Pacific Terrace 283.00 North 283.00 South 283.00
State of Oregon, County of Klamath:
I, A. L. Leavitt, Police Judge of the City of Klamath Falls, Oregon, do hereby certify that the foregoing is a duly enrolled copy of the Resolution adopted by the Common Council on the 26th day of January, 1920, relative to changing certain grades on Pacific Terrace.
10-20 A. L. LEAVITT, Police Judge.

LAST OF SACRAMENTO RICE CROP MARKETED.
SACRAMENTO, Cal., Feb. 20.—Five hundred thousand bags of paddy rice, the remainder of the 1919 crop in the Sacramento Valley, were sold this week, by the Pacific Rice Growers' Association to Louisiana dealers for a total of \$3,500,000. J. H. Stephens, president of the association, issued a statement in which he declared that California Rice Mills had combined to smash the market, that the association was forced to market the remainder of the crop in the South to protect its own interests.
Every census of the United States has disclosed women engaged in all kinds of odd and unusual occupations, and the census just taken is expected to be no exception to the rule. It is difficult to conceive, however, that it will bring to light any female avocations more curious than those recorded in the federal census of fifty years ago, which showed that women were then engaged in carrying a livelihood as professional hunters and trappers, stock herders, hostlers, draymen, steamboat pilots, guano laborers, gunsmiths, gas-stokers, gunpowder makers, and ship riggers.
USES STRAW TO MAKE INSULATION MATERIAL.
SACRAMENTO, Cal., Feb. 20.—The United States Fiber Products Company's new \$300,000 plant in West Sacramento will be opened within a week. It is the only plant of its kind in the world, utilizing straw in the manufacture of insulation material. The product will take the place of cork, felt and hair. The plant's entire output has been contracted for in advance by two large manufacturing concerns. The \$300,000 plant is the first unit of what will ultimately be a \$1,000,000 factory on a 17-acre site.

People's Market RIGHT OFF THE ICE you get our meats. Our refrigerator is maintained at a uniformly low temperature day and night the year round, and all meats here are kept fresh, tender, juicy and appetizing. Our roasts of beef, lamb, veal, mutton, etc., are of superior quality at all times. Order a "first cut" from us today. Phone 88

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