



H. J. OVERTURF

I herewith announce myself as a candidate for the nomination for the office of Representative for the Twenty-first representative district, subject to the will of the legal voters of the Republican party. If nominated and elected I will devote every energy to securing the irrigation and good roads legislation so necessary to the success of this district.

(Paid Advertisement)

FOR STATE SENATOR

WILSON S. WILEY

OF

Klamath County

(Paid Advertisement)

TRAVELING IN EUROPE NOW IS DIFFICULT

THE HAGUE, April 24. (By Mail).—The thousands of American tourists, who are expected to visit Europe this summer, will be disappointed if they look forward to all the comforts of the days before the war.

This verdict has been expressed to the Associated Press correspondent by many much-harrassed Americans who, in overcrowded trains between stops at overcrowded hotels, have run the gauntlet of passport bureaus, frontier controls and police registration offices, institutions which still prevail in many countries, only in a slightly less degree than during the war.

Passports, and passport visas, are necessary everywhere. Even to make the five-hour trip from The Hague, Holland, to Brussels, Belgium, requires days of preparation, and the days generally lengthen into weeks if one expresses the most extraordinary whim to make a round trip, or several round trips.

An American, for instance, having obtained in the United States a Dutch visa which permits him to land in Holland for a brief stay, desires to go to Brussels—just five hours away. On arrival in Holland he has had to register with the police, securing an identity card, permitting him to have a bread card, etc., (for bread is still rationed in many countries).

Desiring to go to Belgium, he must first go to his own legation or consulate, to have his American passport amended so as to be valid in Belgium. This done, after a solemn oath that it is necessary to go to Belgium, the would-be-traveler visits the Belgian consulate or legation, finds a long waiting line of persons with a similar desire, finally is attended to, and speeds off to the police bureau to have his identity card stamped in order that he may leave the frontier. But he must surrender his bread card first—and still another bureau, which is probably closed for the day. Armed with a receipt from the bread card bureau, he returns to the police bureau gets his stamped identity card and probably finds the last train to Belgium for the day has gone.

Even when he gets aboard the train, which may be so over-crowded that even with a first-class ticket, he may have to ride in a second or third-class compartment, his troubles are far from ended. There are waits and passport and customs examinations at both the Dutch and Belgian frontiers—one examination to get out of Holland and another to get into Belgium, waits in rooms like bull pens in which, if the train happens to be crowded, the scramble for a subway at a rush hour is play in comparison.

This condition, typical of travel between Holland and Belgium, is as nothing to the difficulties of getting from Holland into Germany.

Rapid progress is being made, particularly in Belgium, to restore railway traffic to normal, but the shortage of equipment, due to war losses, or shortage of coal, due both to strikes and war, has reduced the number of trains operated to a figure far below that of before the war and all generally are overcrowded. As a rule, no reservations of seats, except on very long trips, are possible.

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The regular meetings of the Klamath Post No. 8, American Legion, will be held at 8 o'clock p. m., at the City Hall in Klamath Falls, on the second and fourth Tuesdays of each month. All Comrades are invited.

Those desiring to join the Post may secure application blanks from G. E. Van Riper, Fred Nicholson, or I. E. Carnahan, all of Klamath Falls.
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