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THE HOUSE OF MERIT

AUTO INDUSTRY ASKS FAIR DEAL

(Reprinted from Atlanta Journal)

Nothing could be more alien to the rightful purposes of the federal reserve act or in sharper conflict with business wisdom and fair-play than a singling out of the automotive industry for drastic restrictions of credit. For the sake of the principle involved, as well as the vast practical interests at stake, it is greatly to be hoped that the federal reserve board will in nowise countenance, much less recommend, any policy to this effect. A rumor is abroad, however, that the regional banks have received suggestions, if not explicit instructions, to cut automotive credits to the bone and marrow, leaving the development, indeed the very life, of this great province of industry and com-

merce helplessly crippled. That responsible heads of the nation's financial affairs should take such a position is almost unthinkable; certainly, it could find no support, but only condemnation, from the discerning rank and file.

The only conceivable justification for refusing needful credits to this or to any other sound and legitimate business, as long as funds therefor are available, would be to protect the essential against the non-essential and to check the extravagance which breeds inflation and dangerous instability. But assuredly no competent judge would assign motor vehicles and machines to that category. The most casual observer knows that motor trucks are as essential as railway cars, and that tractors are as functionally important as plow horses or farm wagons in the country's productive life. Nor is it measurably different with the passenger car, that indispensable means of modern travel and communication. Theoretically, of course, the doctor could revert to the dozing Dohlin or his ancestors, the commercial traveler to the dirge of the country "back" and the farmer, who now saves priceless hours and gains all manner of advantages by his automobile, could go back to the Arcadian jog of ox-cart or mule. Theoretically, we say; but in fact the automobile and its kindred machines were suddenly whisked out of our daily life and labor, what an aching hollowness there would be! What gaps in business and social currents! What failures to function and connect!

Years ago—a very grandiose past, it seems, though really but a score or so of summers—the automobile was regarded as a luxury for the few. Today it is a necessity for multitudes, a source of livelihood for two million American workers, the foremost promoter of good roads, the banisher of solitude and loneliness from unnumbered farmsteads, the bringer of rural health and freedom to families once pent in cities, the foundation of the world's largest second industry. There is scarcely a field of the country's productive interests that does not profit, one way or another, from the manufacture and sale of automotive machines. Particularly generous is the south's share of these benefits. For, as a



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writer in the Memphis News-Scimitar points out, even if there were not an automotive factory, assembling plant or sales agency in the south, still the automobile manufacturer would be one of her best patrons. For example:

"The cushions in the cars are padded with cotton. A good portion of the leather comes from the south; more of it would be used if more cattle were produced here. The wheels and bodies are manufactured from the choicest hardwoods in the south. . . . Automobile tops are made of cotton and cloth and a patented preparation, some of the ingredients of which are produced in the south. The upholstery, mats and carpets are made principally from cotton. The tires alone require more than three-quarters of a million bales of cotton annually. The gasoline that provides the motive power comes from southern wells. The chassis of the automobile is made of steel, and the largest mills in the country are located in our neighboring state of Alabama."

It is pertinent to add that some of the most substantial and promising of automobile manufacturing plants, as well as numerous agencies and assembling quarters, are established in the south, and that Atlanta is the center of the great industry for this region!

To hamstring the credit sinews of a business with which the common interests are thus vitally bound up, merely because persons here and there are extravagant in buying automobiles, would be as unwise and unfair as to stop the grinding of grain because certain foolish damsels squander their pin money on cream tarts, or gluttons now and then gorge themselves on hot cakes. Let the prodigals be rebuked as severely as common sense and public conscience can apply the rod; but let not the rights of a great prosperity-breeding industry be trampled down in the process.

NOTICE TO CREDITORS

In the County Court of the State of Oregon, for the County of Klamath. In the matter of the estate of Hiram C. Chamberlain, deceased.

Notice is hereby given by the undersigned, administratrix of the estate of Hiram C. Chamberlain, deceased, to the creditors of and all persons having claims against the said deceased, to exhibit such claims, with the necessary vouchers, within six months after the first publication of this notice, to the said administratrix, at the office of Wilson S. Wiley, Attorney at Law, Odd Fellows' Building, Klamath Falls, Oregon, which said office the undersigned selects as her place of business in all matters connected with the said estate of Hiram C. Chamberlain, deceased.

First notice published 10th day of August, 1929.

LAURA E. CHAMBERLAIN,
Administratrix of the Estate of Hiram C. Chamberlain, deceased.
Aug. 10-17-24-31-7

NOTICE INVITING PROPOSALS TO MAKE STREET IMPROVEMENTS.

Pursuant to ordinance and order of the Common Council of the City of Klamath Falls, Oregon, notice is hereby given that proposals will be received by said Council for making the improvement designed for Washington St. from First St. westerly to Ewauna Boulevard. Said improvement to be made in accordance with plans and specifications of the City Engineer and for one of the classes of improvement mentioned in said ordinance and specifications and the ordinance ordering said improvement, which said ordinance No. 517 was adopted on the 9th day of August, 1929, and approved by the mayor on the 11th day of August, 1929.

Said plans, specifications and estimates of the City Engineer being on file in the office of the Police Judge and in the office of said Engineer.

The proposed contract will be let in one contract, and the time in which the same is to be completed is fixed by said ordinance on or before October 15, 1929. Bids must be filed with the Police Judge for submission to the council not later than 8 o'clock P. M. of the 30th day of August, 1929, and the bids will be considered by the Council immediately thereafter at the council chamber in said city.

Each proposal must be accompanied by a certified check on some responsible banking institution in an amount equal to 5 per cent of the aggregate amount of the proposal, the same to be forfeited to the city by the successful bidder upon failure to enter into contract and bond for the faithful completion of the said improvement in accordance with the plans and specifications therefor.

The City of Klamath Falls reserving the right at all times to reject any and all proposals. The award to the successful bidder is hereby made contingent upon the sale of the bonds that will be authorized for providing funds for making such improvement.

The plans, specifications and estimates above referred to embrace and provide that the proposed improvement may be made, using bitulithic, oil macadam or cinder macadam pavement, and bids are invited for each class in addition to grading, curbing, drainage and cement sidewalks.

A. L. LEAVITT,
Police Judge of the City of Klamath Falls, Oregon.
Dated: August 18, 1929 18-28

NOTICE TO TAXPAYERS

You are hereby notified that the Board of Equalization will attend on September 13, 1929 (the second Monday in September) at the county judge's office in the oldest court house, and will remain in session for thirty days from that date for the purpose of examining the assessment rolls for the year 1929, and correcting all errors in valuation, description or qualities of land, lots or other property assessed by the assessor. It shall be the duty of all persons interested to appear at the time and place appointed.

All protests against valuations fixed by the assessor must be filed with the board during the first ten days of said session.

J. P. LEE,
Assessor of Klamath County.

26-11

NOTICE INVITING PROPOSALS TO MAKE STREET IMPROVEMENTS.

Pursuant to ordinance and order of the Common Council of the City of Klamath Falls, Oregon, notice is hereby given that proposals will be received by said Council for making the improvement designed for 6th St. from Pine St. to High St., 7th Street from Pine to Washington St. and High St. from 6th to 8th streets, including intersections. Said improvements to be in accordance with the plans and specifications mentioned in said plans and specifications and the ordinance ordering said improvement, which said ordinance No. 529 was adopted on the 16th day of Aug., 1929, and approved by the mayor on the 17th day of Aug., 1929.

Said plans, specifications and estimates of the City Engineer being on file in the office of the Police Judge and in the office of the said Engineer.

The proposed contract will be let in one contract, and the time in which the same is to be completed is fixed by said ordinance on or before October 15, 1929. Bids must be filed with the Police Judge for submission to the council not later than 8 o'clock P. M. of the 30th day of August, 1929, and the bids will be considered by the council immediately thereafter at the council chamber in said city.

Each proposal must be accompanied by a certified check on some responsible banking institution in an amount equal to 5 per cent of the aggregate amount of the proposal, the same to be forfeited to the city by the successful bidder upon failure to enter into contract and bond for the faithful completion of the said improvement in accordance with the plans and specifications therefor.

The City of Klamath Falls reserving the right at all times to reject any and all proposals. The award to the successful bidder is hereby made contingent upon the sale of the bonds that will be authorized for providing funds for making such improvement.

The plans, specifications and estimates above referred to embrace and provide that the proposed improvement may be made, using bitulithic, oil macadam or concrete pavement, and bids are invited for each class in addition to grading, curbing, drainage and cement sidewalks.

A. L. LEAVITT,
Police Judge of the City of Klamath Falls, Oregon.
Dated: August 18, 1929. 18-25

NOTICE INVITING PROPOSALS TO MAKE STREET IMPROVEMENTS.

Pursuant to ordinance and order of the Common Council of the City of Klamath Falls, Oregon, notice is hereby given that proposals will be received by said Council for making the improvement designed for Main St. from Spring Street easterly to City limits. Said improvement to be made in accordance with plans and specifications of the City Engineer and for one of the classes of improvement mentioned in said ordinance and specifications and the ordinance ordering said improvement, which said ordinance No. 518 was adopted on the 9th day of August, 1929, and approved by the mayor on the 11th day of August, 1929.

Said plans, specifications and estimates of the City Engineer being on file in the office of the Police Judge and in the office of the said Engineer.

The proposed contract will be let in one contract, and the time in which the same is to be completed is fixed by said ordinance on or before October 15, 1929. Bids must be filed with the Police Judge for submission to the council not later than 8 o'clock P. M. of the 30th day of August, 1929, and the bids will be considered by the Council immediately thereafter at the council chamber in said city.

Each proposal must be accompanied by a certified check on some responsible banking institution in an amount equal to 5 per cent of the aggregate amount of the proposal, the same to be forfeited to the city by the successful bidder upon failure to enter into contract and bond for the faithful completion of the said improvement in accordance with the plans and specifications therefor.

The City of Klamath Falls reserving the right at all times to reject any and all proposals. The award to the successful bidder is hereby made contingent upon the sale of the bonds that will be authorized for providing funds for making such improvement.

The plans, specifications and estimates above referred to embrace and provide that the proposed improvement may be made, using bitulithic and cinders, oil macadam and cinders or concrete pavement, and bids are invited for each class in addition to grading, curbing, drainage and cement sidewalks.

A. L. LEAVITT,
Police Judge of the City of Klamath Falls, Oregon.
Dated: August 18, 1929. 18-28

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EX-SERVICE MEN, ATTENTION!

The regular meetings of 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. Carahan, all of Klamath Falls.
FRED NICHOLSON, Secretary.

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Office Phone 177W Res 177R
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Physician and Surgeon
White Building
Klamath Falls Oregon

DR. F. R. GODDARD
Osteopathic Physician and Surgeon
Office and Residence
Phones 321
I. O. O. F. Temple

E. D. LAMB
PHYSICIAN AND SURGEON
Phones 17W Rooms 1 and 2
17R White Building

DR. T. C. CAMPBELL
PHYSICIAN AND SURGEON
I. O. O. F. Building
Phone 290
Residence—White Pelican Hotel
Residence Phone 5.

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Klamath Lodge No. 127
I. O. O. F.

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