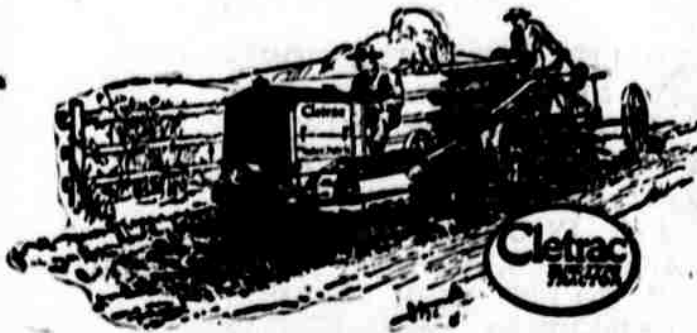


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12-20—\$1650 delivered on the farm



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WALLACE WOODS, Agent KLAMATH FALLS

R. R. SHIPS TIES EAST BY WATER

PORTLAND, Aug. 29.—Increased freights and cancellation of orders in great volume incident thereto, comprise the big problems now confronting the lumber industry, according to the latest report of the West Coast Lumbermen's association.

The transcontinental roads and West Coast Lumbermen's association have reached an agreement for a joint conference on the permanent freight tariffs which the carriers will file with the interstate commerce commission within the next two or three months.

This conference will be held in Portland, Oregon, at a date to be agreed on after both carriers and shippers have had an opportunity to put their problems in definite form.

The arranging of this conference has inspired the industry with the hope that it may result in a re-establishing of competitive conditions which will permit west coast shippers selling in long-haul markets on an approximately equal basis with short-haul producers.

At the meantime it is interesting to note that a recent large order for railroad ties placed for account of eastern railways has been diverted from rail to water delivery by the purchasing roads.

Under the adverse influence of increased freight charges, new business at west coast mills has fallen off sharply.

Reporting to the association for the week ending August 21, 129 mills show a total loss of 35 per cent in new business for rail delivery.

Notwithstanding unfavorable shipping conditions, mills generally will continue manufacturing for a time, absorbing losses for a month or so until they ascertain what the permanent rate policy of the transcontinental roads is to be.

The 129 mills above referred to produced 76,824,235 feet of lumber for the week ending August 21. That production was about 15 per cent below normal.

New business totaled 55,837,361 feet, of which a considerable volume is for water delivery. The total of new business was 40 per cent below normal. Orders for rail transportation which have been running in excess of rail deliveries, dropped to 26 per cent below rail shipments.

All shipments totaled 67,539,512 feet. The movement by rail was 1,402 cars; by domestic cargo, 9,656,409 feet; by export cargo, 4,812,797 feet.

Unshipped balances total 5,479 cars for transcontinental delivery; domestic cargoes, 39,175,349 feet; export, 58,367,511 feet.

Largest Motor Ship.

The Africa, which was launched at Copenhagen, Denmark, Dec. 11, 1919, by the East Asiatic company, is said to be the largest motor ship in the world. Her dimensions are: Length over all, 464 feet 6 inches; beam on frames, 60 feet; depth from awning deck, 42 feet; displacement, 18,000 tons, deadweight, 13,250 tons. Her main engines are two six-cylinder, four-stroke cycle motors of ordinary type. Each engine develops 2,250 indicated horse-power at 115 revolutions per minute. The diameter and stroke of the cylinders are 740 millimeters and 1,150 millimeters respectively.

Women Expert Life Savers.

One man at least chooses woman life savers in preference to men for patrolling his beach. That is Mr. Gray, manager of the parks pools in St. Louis, Mo. According to Col. W. E. Longfellow, life saving expert of the Red Cross, Mr. Gray declares that since trying women at this job during the war when the bronzed heroes were abroad, he would rather have them than men. Many women are now qualifying as life savers and are getting the training for their tests in the Y. W. C. A. and school pools throughout the country.

Gifted Imagination.

"Mrs. Ayres has great gifts of imagination, hasn't she?"
"I don't know. Why do you think so?"
"I heard her speaking of the first live in as 'our town house.'"—Boston Transcript.

In certain parts of the Himalaya mountains the native women have a singular way of putting their children to sleep in the middle of the day. The child is put near a stream of water, and by means of a palm-leaf or a tin scoop the water is deflected so as to run over the back of the child's head. The water pouring on the child's head apparently sends it to sleep and keeps it so, while the mother proceeds with her work in the fields.

AMERICANS ARE MENACED BY TURK BATTLES

CONSTANTINOPLE, Aug. 1. (By Mail).—Many Americans have had narrow escapes in the fighting which British and Greek troops have kept up for several weeks with the bandits which are harassing the eastern shore of the Bosphorus. Beikos, a summer place 10 miles north of this city reached by hourly ferry service, has been the chief center of the fights between bands of adherents of Mustapha Kemal Pasha, Nationalist leader, and the British-Greek soldiers operating under the artillery protection of British warships.

An American oil company is erecting two great steel tanks at Beikos which came well within the line of fire between the rival forces. The steel-riveters were compelled to flee for their lives and for several days bullets played a tattoo on the tanks which was nearly as constant as the tune of the riveting machines. Many Americans were in summer camps and cottages in the vicinity of Beikos the night the fighting began, but they speedily moved to the western shore of the Bosphorus, where it was possible for several nights to watch the fighting on the Anatolian hills by the light of the naval rockets and searchlights used in directing the gunnery. Robert college and Constantinople college for women, the two American institutions of higher learning on the Bosphorus, both commanded an excellent view of the struggle and were safely out of range of the Nationalist bullets.

Professor F. W. Kelsey, of the University of Michigan, was prevented by the fighting in Anatolia from making a survey of the famous battlefields of Caesar south of Samsoun. Professor Kelsey has been in Turkey for many weeks investigating old manuscripts and studying ruins of the Roman civilization. He hoped to make the trip from Samsoun to Zile, about which one of Caesar's best-known campaigns was waged, and had made all arrangements for motor transportation. But the unsettled political conditions and the activities of the various bands forced him to abandon the expedition.

Youth-

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Healthy, young skin creates the impression of beauty more quickly than any other asset. And there are Purolo Creams for every Summertime use—to protect your skin from strong sunshine or wind—to cleanse the skin—to build tissue—to keep your skin clean and young.

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ECONOMY OF FUEL

PARIS, Aug. 3. (By Mail).—New ideas for economizing coal and other fuel are sought by the authorities and 100,000 francs in prizes have been offered by the Seine department for ideas and inventions this fall.

Under the provisions of the Spa conference agreement, France will have, from all sources, slightly less

than 80 per cent of her needs in coal and now, in the sultry heat of summer, the people are beginning to worry about the shivers of the coming winter.

LIBERTY MATTINGS

Two complete mattresses every afternoon at the Liberty, starting at 1:30 and 3:30.

27-31

Comfort—Cleanliness—Reasonable Rates

The Central Hotel

New Throughout

IN THESE DAYS OF HIGH PRICES THE AVERAGE CITIZEN WILL BE GLAD TO FIND A PLACE TO LIVE THAT IS WITHIN HIS REACH AND WHICH FURNISHES EVERYTHING THAT HE COULD WISH FOR—A GOOD BED, A CLEAN ROOM, PERFECT VENTILATION. THESE YOU WILL FIND AT THE CENTRAL HOTEL. SEVENTY ROOMS IN THIS GREAT HOSTELRY ARE NOW READY AND THIS NUMBER IS BEING ADDED TO AS FAST AS THEY CAN BE FINISHED AND FURNISHED.

SPECIAL RATES MADE TO PERMANENT ROOMERS. NO BETTER SPRINGS, MATTRESS OR BEDDING ARE MADE THAN THOSE FOUND AT THE CENTRAL HOTEL.

J. J. KELLER, Manager.

MAKES LIVING KILLING SEA-LIONS

ASTORIA, Ore., Aug. 30.—William M. Hunter, known here as "king" of sea-lion hunters, recently collected \$880 bounty from the state for 352 sea-lion scalps, paid at the rate of \$2.50 each. Bounty is paid on the sea-lions because they are considered the Pacific coast salmon's worst enemy. They gather off the mouth of the Columbia river here to prey on fish bound upstream.

Sea-lion hunting is dangerous, Hunter says, and he tells of narrow escapes from angry bulls. Seals, he asserts, are not as awkward as they appear but can travel at a fast rate of speed. Recently one chased him over the rocks but was killed by Hunter's companion before it reached him.

Hunter works from a small launch while at sea. Much of his hunting is done on rocky beaches where seals congregate. He learned his trade—as he terms it—as a mountaineer hunting bear and deer in the Cascade mountains.

In addition to the government bounty Hunter is paid by salmon cannerymen for destroying seals. Esti-

mated on the 1919 pack the rate of the cannery bounty would be about \$2,000 for every 1,000 sea-lions killed.

Sea-lions destroy the fish by snapping off their heads, it is said. During the salmon running seasons in the spring, tons of the fish are victims of the sea-lion herds.

Skins of the sea-lions are used extensively in glove manufacturing. Oils and fats also are products.

EXCHANGE WORKS WELL IN PAYING MORTGAGE

RIVERSIDE, Cal., Aug. 30.—Charles Sanjo, Riverside, recently received word from his father in Jugoslavia that their ancestral farm near Ragusa was about to be foreclosed under a mortgage of 5,000 kronen. Sanjo sent his father \$200 with a promise that it would be followed by more money soon. In reply he received a letter stating his remittance, at the prevailing rate of exchange, had paid off the mortgage and left a balance of 10,000 kronen.

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