

The Evening Herald

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TUESDAY, OCTOBER 19, 1920.

OUR PADDED PAYROLL

We cannot blame the business men of the United States for being furious at the way affairs of government have been directed. That's why business men of the land, regardless

of politics, are trying to hurry the day when they can cast votes for a republican business administration. Business men are tired of democratic wastefulness; one has to merely refer to the long list of federal employees to learn why business men want a change that will result in a re-adjustment of the fat jobs which are being held by democrats. While the war was on no one uttered complaint about the large number of salaried employees, but now that we have peace, it is difficult to understand why so many persons are on the government pay roll. Business men know that the big salaries call for big taxes.

The number of federal employees at the various years named has been as follows:

1816	6,337
1863	49,212
1881	107,095
1909	208,315
1920	740,000

Population has increased tenfold; of federal officeholders more than one hundredfold. Those with a taste for mathematics can figure out at what date the last taxpayer will be

absorbed into the company of tax consumers.

An administration that came to power pledged to end republican extravagance and to restore good old democratic economy has done well in avoiding a keeping of its word. "Deserving Democrats" as Mr. Bryan lovingly called them, have appeared in undiminished array. Western Oil Derrick, (Okla.)

NIGHT SCHOOL OPEN; 31 ARE ENROLLED

Night school opened last night at the high school with an enrollment of 31. This is an encouraging number for a first night and it is believed that there will be a noticeable increase as time goes on, but it is advisable that those planning on taking the course start no later than Thursday.

Classes asked for were bookkeeping, typewriting, shorthand, general science, geometry, algebra, spelling, correspondence, English, mechanical

drawing, Spanish, shopwork, commercial arithmetic.

There were not enough enrolled in all classes, however, to justify forming some of them, but Robert Goetz, principal of the high school, will open as many of them as possible as soon as the number of students makes it advisable.

POLITICAL MEETING IN MILLS ADDITION

Mills addition voters will hold a meeting tonight at the Mills addition hall at which all candidates, city and county, will be welcome to express their convictions on the issues that they consider important in their respective campaigns.

There will be no admission charge, collection, supper, dance or other features. The meeting is designed to be a straightforward political forum and all interested persons will be welcome.

Several candidates said today that they planned to attend and indicate

tions are that practically every person who is seeking office this year will be on hand.

GETS INSURANCE ON BURNED AUTOMOBILE

J. E. Thomas, special agent for the Fireman's Fund Insurance company, arrived in the city last evening for the purpose of adjusting the insurance on the W. E. North automobile that was destroyed by fire on the Fort Klamath road about a week ago. The insurance was paid today through the J. H. Driscoll agency.

PIONEER HARDWARE MAN PASSES IN PORTLAND

PORTLAND, Oct. 19.—James F. Felling, 73, head of the oldest hardware concern on the Pacific coast, died here last night. He was one of Oregon's oldest pioneers, coming here in 1853 via Cape Horn.

It has been found that the collarbone is more frequently broken than any other bone in the body.

REBEKAH BRAD WILL BE HERE TONIGHT

Miss Ethel Fletcher of Salem, president of the Rebekah Assembly or Oregon, will pay an official visit to Prosperity Rebekah lodge tonight. A special meeting has been called to meet her tonight at the I. O. O. F. hall. All members are urged to be present.

McCOPPEN BUYS SHARE IN ATHLETIC CLUB

B. G. McCoppen of this city better known to his many friends as "Buddie," has purchased a half interest in the Klamath Falls Athletic club. Mr. McCoppen will handle the business end of the club and assist in the training of the boxers, he having spent considerable time in his younger days as a 118 pounder.

A new use for the phonograph is the teaching of parrots to talk. The machine is "charged" with the desired sentence, placed near the bird's cage, and set working.

Announcement!

WE HAVE TAKEN THE COMPLETE PACKARD LINE OF MOTOR CARS AND TRUCKS FOR ALL OF SOUTHERN OREGON. WE CAN MAKE IMMEDIATE DELIVERY ON

Packard Twin Sixes and Packard Trucks

Packard Trucks—Six Sizes—Ask the Man Who Owns One

WE ARE AT YOUR SERVICE AND WILL BE GLAD TO FIGURE WITH YOU ON YOUR LOGGING, LUMBER AND ROAD JOBS. WE ARE NOW TAKING ORDERS FOR FEBRUARY 15 TO JULY 1 DELIVERY ON THE NEW PACKARD SINGLE SIX. IF YOU WANT ONE OF THESE CARS THIS SPRING OR SUMMER, IT WILL BE NECESSARY TO PLACE YOUR ORDER NOW. NO TRADES.

PACKARD Single Six

THIS NEW MODEL, WHICH IS LIGHTER THAN THE TWIN-SIX, BUT OF THE SAME QUALITY, AND WHICH SELLS FOR A MEDIUM PRICE, IS NOW ON THE MARKET AND WE WILL HAVE A DEMONSTRATOR REAL SOON. THE RECORD THIS NEW CAR HAS MADE IN THE TESTS, WHICH HAVE COVERED THE EQUIVALENT OF MORE THAN THREE YEARS OF HARD SERVICE, INDICATE THAT IT MARKS THE OPENING OF A NEW ERA IN THE MANUFACTURE OF LIGHT-WEIGH AUTOMOBILES AS RESPECTS BOTH PERFORMANCE AND ECONOMY.

SPECIFICATIONS.

- Motor—6 cylinders, cast enbloc, 3-point suspension.
- Cylinder—L-head type; bore 3 3/8 inches, stroke 4 1/2 inches.
- Horsepower—S. A. E. rating, 27.84 brake horsepower 54.
- Fuelizer—Exclusive Packard feature, standard equipment on all Single Six cars.
- Crank Shaft—Drop forged high carbon steel, 7 bearings.
- Ignition—Generator, battery and Packard-Delco distributor.
- Frame—Pressed steel, 7 inches deep, with torsion tubes at front and rear.
- Springs—Semi-elliptic front and rear. Front 38 inches long, 2 inches wide; rear 54 inches long, 2 1/4 inches wide.
- Lubrication—Pressure feed, 20 to 25 pounds pressure at normal speeds, increasing with power requirements.

WESTERN UNION TELEGRAM

DETROIT, MICH., 4:08 P. SEPT. 25, 1920.

SEELY V. HALL MOTOR COMPANY, MEDFORD, OREGON.

WE HAVE HAD SEVERAL INQUIRIES IN REFERENCE TO PRICES OF OUR PRODUCTS. EXISTING CONDITIONS DO NOT JUSTIFY ANY REDUCTION IN THESE PRICES AND WE DO NOT ANTICIPATE MAKING ANY REDUCTIONS. NEVERTHELESS, THIS COMPANY WILL GUARANTEE ITS DISTRIBUTORS AGAINST ANY REDUCTIONS MADE PRIOR TO JULY FIRST, NINETEEN TWENTY-ONE IN THE PRICES OF NEW PACKARD CARS AND TRUCKS OF CURRENT MODEL UNDELIVERED TO CUSTOMERS AS OF THIS DATE. YOU ARE REQUESTED TO NOTIFY YOUR CUSTOMERS ACCORDINGLY.

PACKARD MOTOR CO.

Prices on the Standard Bodies and the Specifications of the car are as follows:

Touring Car, five passengers	\$3640.00 F. O. B. Factory
Roadster, two passengers	\$3640.00 F. O. B. Factory
Sedan, five passengers	\$4950.00 F. O. B. Factory
Coupe, three passengers	\$4835.00 F. O. B. Factory
Chassis	\$3000.00 F. O. B. Factory

SPECIFICATIONS

- Clutch—Multiple disc dry plate type; 4 driving plates.
- Transmission—3 speeds forward and reverse; selective type.
- Brakes—Internal emergency and external service; 14 inch drums.
- Starting System—Atwater-Kent starting motor, independent of generator.
- Lighting System—Head lights, auxiliary lights, dash light and rear light. Current furnished by Atwater-Kent generator, 6 volts.
- Cooling System—4 gallon capacity, with the thermostatic control of water temperature.
- Wheel Base—116 inches.
- Tread—56 inches.
- Turning Radius—16 feet, 8 inches.
- Tires—33x4 1/2; rib tread front and non-skid rear. Cords.

WRITE OR WIRE US

Seely V. Hall Motor Co.

AGENTS FOR PACKARD MOTOR CARS AND TRUCKS FOR ALL SOUTHERN OREGON.

NORTH GRAPE ST., MEDFORD