

By Our Country Editors

MOUNT LAKE

Leo Houghton has moved his family to Klamath Falls from the Con Curtin place.

Jim Stewart and Will Kaylor returned home Monday evening from a few days fishing trip to Diamond Lake.

Mr. and Mrs. G. D. Grizzle and daughter Helen called on Mr. and Mrs. H. D. Morrison Monday evening.

Mrs. Herb Phillips and daughter June spent the latter part of last week and the first of this week with Mrs. Phillips' mother, Mrs. John Koontz.

Mrs. W. Kaylor and Mrs. J. Stewart called in Spring Lake district Monday.

Herb Phillips stayed at the John Koontz home Saturday night and Sunday.

Mrs. Dan Kaylor was a Klamath Falls visitor Saturday.

Nearly all the farmers in Mt. Lake and Fairview are putting up their first crop of hay.

Jay Fairclow was in Klamath Falls Saturday.

Mr. and Mrs. Harry Booth and Floyd Greeley were visitors at the Koontz home Sunday.

BLV

Mr. and Mrs. George Boyd went

over to Ashland on Sunday, returning home Wednesday. They were accompanied home by their daughters, Jessie and Iva, who have been visiting their grandmother in Ashland.

Jack McQuillite of Fort Klamath was a business visitor in Bly Tuesday.

The Rev. and Mrs. Belsap of Beatty were week-end visitors in Bly last week.

The ice cream social given by the Ladies Aid society last Saturday night was largely attended, and a nice sum of money for the erection of a church in Bly was netted.

Mrs. Dallas Givan left on Thursday for a visit with relatives in Texas and Colorado.

There will be dance at the community hall Saturday evening.

Friends of Miss Bernice Howard will be glad to know that she is recovering rapidly from her illness.

SPRING LAKE

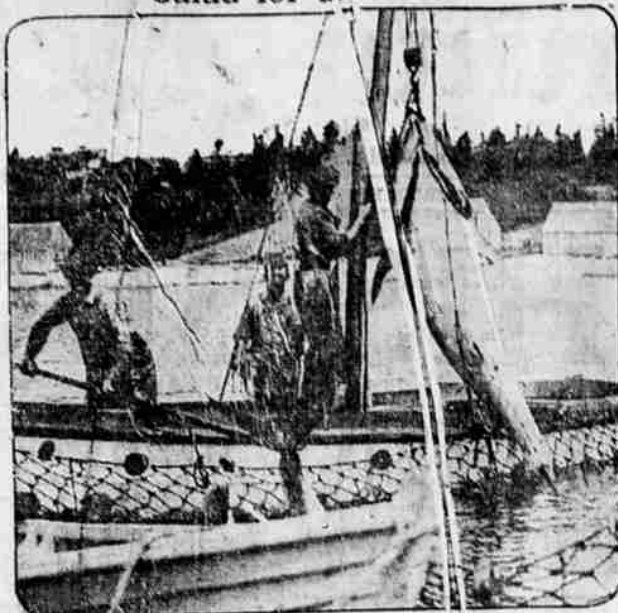
Mr. and Mrs. W. F. Folsom gave a dance Saturday night in honor of their son Andrew, who is here from California on a visit.

Most of the farmers around here are about through with their first haying.

Mrs. Larson is visiting with her father, Mr. Lyons.

Miss Ruby Schreiner visited a couple of days with home folks be-

Salad for a Week



This gives you some idea of the size of the tuna fish, most famous fish of the salad variety. These Nova Scotia fishermen employ a small derrick to lift him from the water.

fore leaving for California on her vacation. She accompanied Dr. and Mrs. Merryman.

BANK MESSENGERS ROBBED

TORONTO, ONT., July 26.—Six

automobile bandits today robbed messengers of three banks returning from the clearing house of large sums. Two bank employees were wounded in pistol battle.

ALBANY MEN CLEARED

PORTLAND, July 26.—Landis Philpot and Lynn Barclay, of Albany, were cleared in federal court today of charges of interfering with forestry officer last year.

fresh from the factory

Fuxedo

FRESH TOBACCO

now 15¢

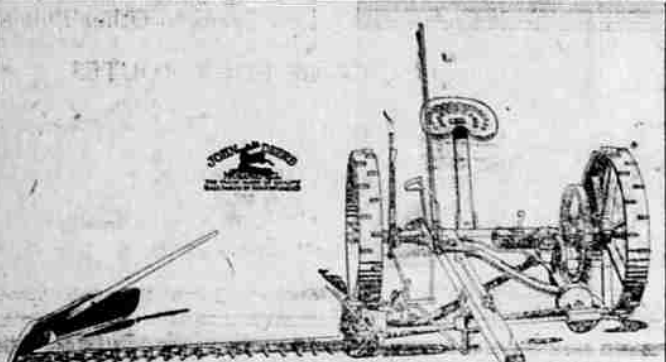
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The La Crosse Papers Attached

Just say
Folger's
if you want
unusually
Good
Coffee



Folger's GOLDEN GATE **Coffee**
unusually good

Don't Fail To Read the Herald Classified Ads



John Deere No. 2 High Lift Light Draft Mower

An inspection of this Mower will convince you of its wonderful improvements over former Mowers.

Baldwin Hdw. Co.
The Winchester Store

In Answer To Inquiries
The Oregon California & Eastern Railway Company
Announces its readiness to receive livestock and other shipments
FROM SPRAGUE RIVER VALLEY
In August, 1923.



Also invites general attention to the above map showing the
GREAT LAND OF OPPORTUNITY
and rich trade territory being opened up in Eastern and Northern Klamath County by our home railroad, the
OREGON CALIFORNIA & EASTERN

Announcement

THE STUDEBAKER CORPORATION OF AMERICA is pleased to announce to its customers, friends, and the public generally, its complete line of new

1924 Model Studebaker Cars

Avoiding the superlatives frequently used in automobile advertisements, the Corporation desires to faithfully state the facts concerning these cars and the reasons why the public should buy them.

THE CARS

In design, quality of materials, standard of workmanship, durability, refinements, performance, freedom from repairs, and price, the Studebaker 1924 Model Cars are distinctly the greatest intrinsic values the Corporation has ever offered.

Every improvement the safety and practicability of which have been verified by engineering tests is embodied in these new cars.

The Big-Six

THE BIG-SIX LINE comprises four models, mounted on the standard 126-inch chassis with 60 H. P. 3 3/4 x 5 inch motor:
7-passenger Touring Car - \$1750 5-passenger Coupe - \$2550
5-passenger Speedster - \$1835 7-passenger Sedan - \$2750
all prices f. o. b. factory

Refinements and a few minor mechanical changes have been made in the Big-Six, which has established an enviable record for five years. Our large production accounts for its low price. It is a car of the highest grade, comparable to the best.

The Special-Six

THE SPECIAL-SIX LINE comprises four models mounted on the standard 119-inch chassis with 50 H. P. 3 1/2 x 5 inch motor:
2-passenger Roadster - \$1325 5-passenger Coupe - \$1975
5-passenger Touring Car - \$1350 5-passenger Sedan - \$2050
all prices f. o. b. factory

Radiator, hood, cowl, and body changes have been made in the Special-Six, with minor mechanical changes and refinements in the chassis. The Special-Six has for five successive years added luster to the name STUDEBAKER. It is one of the most satisfactory and finest cars on the market. It is as good in every respect as the Big-Six, except that it is smaller, and costs less to produce, and therefore sells for less.

The Light-Six

THE LIGHT-SIX LINE comprises four models, mounted on the standard 112-inch chassis with 40 H. P. 3 1/2 x 4 1/2 inch motor:
3-passenger Roadster - \$975 2-pass. Coupe-Roadster - \$1225
5-passenger Touring Car - \$995 5-passenger Sedan - \$1550
all prices f. o. b. factory

No body or mechanical changes except refinements have been made in the Light-Six. Over 130,000 Light-Sixes have been produced in the new, modern \$30,000,000 Studebaker plant at South Bend, Indiana, under most economical and

almost ideal manufacturing conditions. In our judgment, it stands out as the greatest value and the closest approach to mechanical perfection in moderate priced cars yet produced.

THE REASONS WHY

With \$90,000,000 of actual net assets and \$45,000,000 invested in plants, Studebaker has ample physical facilities to manufacture most economically.

Studebaker's organization of manufacturing executives, engineers, metallurgists, chemists, inspectors, and skilled mechanics is second to none in the industry. The design of Studebaker cars and the workmanship upon them conform to the highest principles of engineering standards and mechanical practice known to the industry.

Best of Materials Used

Studebaker cars contain the finest known grades of iron, steel, aluminum, tires, electrical equipment, glass, bearings, etc. No better materials for automobile manufacture exist. Sheet aluminum has but one-third the tensile strength of sheet steel, and consequently, Studebaker uses sheet steel for its bodies.

By the manufacture of drop forgings, castings, stampings and the machining, assembling and finishing of motors, axles, frames, transmissions, bodies, tops, etc., and the consequent elimination of middlemen's profits, coupled with lower overhead factory costs per car arising from quantity production and low commercial expenses, Studebaker's costs are kept at an exceptionally low point possible of attainment only by manufacturers with vast physical and financial resources.

Bodies Unexcelled

The bodies of Studebaker cars are not excelled in quality of materials and craftsmanship, by any cars on the market. The Coupe and Sedan closed bodies are magnificent examples of the coach builder's art.

Merit Wins

The sales of Studebaker cars for the past six years have shown each and every year a progressive increase. 81,880 cars were sold in the first six months of 1923 as against 60,053 for the same period last year. Only products of merit can make such growth.

The Studebaker Corporation of America
A. R. Erskine, President

DUNHAM AUTO CO.

403 So. Sixth Street

THIS IS A STUDEBAKER YEAR

