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Klamath Klotting Kompany Leading Clothiers

LONDON, May 7.—In an effort to make good the depletion of English forests during the war, the forestry commission of the government this year has planted more than 30,000,000 young trees, covering approximately 16,000 acres. It is the intention to double this number of planting next year.

PUBLIC DANCE

Given by Pelican Muscovites

I. O. O. F.

MOOSE HALL

FRIDAY EVENING, MAY 8

Music by Houston's Orchestra

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SHEEP MEN TO ASK FOR WELLS

Cooperation of Congressmen Sinnott and Straker Will Be Sought

With a greater supply of water on the Modoc National forest, thousands more head of sheep could be grazed within the forest boundaries, it was brought out at a meeting of the Klamath Wool Growers Association. Taking the position that the government would be benefited as much as sheep men, the association decided to approach Congressmen N. J. Sinnott and Straker of California, on the proposition of asking the government to dig several test wells in the forest.

The wells would be dug in different sections of the forest, to ascertain whether there is a water supply that could be reached through drilling operations. If the test wells are proved a success, then the sheep growers at their own expense would dig wells at various points throughout the forest.

Association Justified

The association felt itself justified in asking the government to assume initial financial responsibility, because more wells in the national forest would mean more sheep grazed and hence greater revenue to the forest service for grazing privileges.

Unqualified condemnation of the movement to flood the lower lake in order to create a bird reserve was expressed by the association. The wool growers took the position that the best interests of the county would be served by allowing agriculture development in the lower lake section.

CAMP AND MILL NOW OPERATING

Modoc Pine Co. Still Logging and Utilizing Planer Despite Fire

The logging camp, planing mill and dry kiln of the Modoc Pine company are still in operation, according to word received here today from V. D. C. Beach, manager of the mill.

How long operation will continue is not known at this time, although Mr. Beach doubted whether the planing mill and dry kiln would be continued much longer.

Approximately one half million feet of lumber must be put through the planing mill and the timber in the dry kilns will be shipped to buyers in the rough.

Whether or not the logging camp would continue to operate throughout the summer is not known at this time. The Modoc Pine company has been shipping logs to the Big Lakes Box company. Whether or not the force at the camp will be maintained will depend largely upon the demand of the Big Lakes company for the logs, it was said.

L. B. Menefee of Portland, owner of the mill is at Asperove inspecting the site of the destroyed mill. No announcement of construction of a new mill was made today although officials of the Modoc Pine company admitted that the proposition was being considered.

BURLINGTON TO BUILD NEW LINE

(Continued From Page One) lists who planned to rebuild the historic old structures and stock it with blooded stock. That is, Beers told that when he talked at all, and he was not noted for his loquacity. He was, ostensibly, to be the manager for the syndicate.

Work Quietly

The agents for the company worked quietly, so quietly, in fact, that no one in northern California knew what was going on with the possible exception of the Southern Pacific, which had its agents checking the records as the deeds were filed. These agents came in the morning and left in the afternoon and they were conspicuous by their reticence.

Behind the purchases is said to be the organization of the holding company to prevent possible holdups in the purchase of the rights of way, which has been almost consummated without a hitch. It is said that the company is the child of the Chicago, Burlington & Quincy, one of the Hill lines.

Nearly a quarter of a century ago a survey down the Klamath river from Klamath Falls was made at the direction of "Jim" Hill, the surveying party being under the direction of H. V. Gates, the builder of the original water and electric light plants in that city. It is now believed that since the officials now in charge of the Hill lines have announced their determination to carry out the original program of the late Empire Builder, that the construction of a line to the water will be carried out down the Klamath river by water grade to the Horn ranch near Horabrook where it is suggested that a division point will be made. This report is advanced because of the large acreage in the Horn ranch and the natural advantages the ranch presents for such an undertaking. From the Horn ranch the rumored right of way will run down the Klamath river on water grade to Eureka.

Just why the Burlington is associated with this transfer of property is hard to tell. Some years ago there was a line projected from Boise, Idaho, to this city, and on to Eureka. At that time it was rumored that the Burlington was the moving spirit back of this line, while from other sources it was credited to the Chicago and North-western. It has been the ambition of the owners of the latter line to reach the Coast, and its entrance on the scene would not be surprising.

OREGON TRUNK FILES PROJECT

Application for Rail Extension Formally Given to the I. C. C.

WASHINGTON, May 7.—A project for constructing 250 miles of new line in Central Oregon, was filed today with the Interstate Commerce Commission by the Oregon Trunk Railway, a corporation controlled by the Northern Pacific-Great Northern, Burlington group.

The projected line will run from Bend, Oregon, in a general southerly direction 170 miles to Klamath Falls, via Bonanza and Olena. In addition 80 miles of additional main line would be built through northward from Klamath Falls along the west side of Klamath Lake and returning to the main trunk again at a junction point called Slocokum.

The line would open an avenue of transportation for very large timber tracts, the application said, and in addition there would be some traffic from agricultural and grazing interests. It was further said that the Oregon Trunk was affiliated with other railroads which operate 27,000 miles of line and that these corporations were prepared to finance the extension.

CHURCH WORK OUTLINED

Stressing an interesting phase of the work undertaken during the prayer meetings called on Wednesday night by Rev. Arthur L. Rice of the Presbyterian church, Sunday school lessons taught to both boys and girls have been brought up. At each meeting a member of the Senior Bible class instructs and every application of the lesson is taken up from the classes of older boys and girls to that of the primary grades.

George Grizzle had charge of the meeting last night, with Mrs. E. L. Cramblitt scheduled to conduct the meeting on Wednesday of next week in the church.

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CLEAN-UP WEEK MAY 16-MAY 21

Miss Clara Calkins, Chairman, Zones City into Sections for Work

Assisted by an able committee of eight women, Miss Clara Calkins who was appointed by the Women's Library club to serve as chairman of Clean Up Week has outlined the work throughout Klamath Falls and each zone designated given to some resident in the city to see that that portion of the city is cleaned. Dates designated are May 16 to May 21.

The committee consists of Mrs. Howard Perrin, Mrs. William Duncan, Mrs. R. E. Geary, Mrs. R. E. Wright, Mrs. Marjorie Olds, Mrs. Harry Ackley, Miss Florence Porter and Miss Margaret Worden. This committee will have charge of the Wednesday noon luncheon in the chamber of commerce. They will also advertise the week through the city schools in order to entice the boys and girls into the proposition of cleaning up Klamath Falls streets and lots.

As the city is zoned off, the following were appointed to be in charge: Riverside, Mrs. Garrett Van Riper and Mrs. Marjorie Olds; Conger Avenue, Mrs. William Duncan; Mrs. John Boyle; Conger to Juniper, Main to High, Mrs. C. I. Roberts; Juniper to Second, Main to High, Mrs. R. E. Wright; Second to Fourth, Main to High, Mrs. W. W. McNealy; Fourth to Sixth, Main to High, Mrs. Jennie Hurn; Sixth to Eighth, Main to High, Mrs. Marion Hanks; Eighth to Tenth, Main to High, Mrs. Howard Perrin; Tenth to Canal, Main to High, Mrs. J. E. Howie; High to Jefferson, First to Third, Mrs. W. A. Jones; Third to Fifth, High to Jefferson, Mrs. A. M. Worden; Fifth to Seventh, High to Jefferson, Mrs. J. L. Beckley; Seventh to Ninth, High to Jefferson, Mrs. W. D. Miller; Ninth to Canal, High to Jefferson, Mrs. Jack Hershberger; Ewanna to Third, Jefferson to Grant, Mrs. W. P. Myers; Third to Fifth, Jefferson to Grant, Mrs. W. C. Davenport; Fifth to Seventh, Jefferson to Grant, Mrs. Fred Houston; Eighth to Tenth, Lincoln to Jefferson, Mrs. J. I. Beard; Ninth to Canal, Jefferson to Grant, Mrs. Fred Cofer; Hot Springs, to Crescent Avenue, Mrs. George Walton and Miss Florence Porter; Hot Springs, Mrs. Warren Hunt, Mrs. James Foster and Mrs. J. S. Elliott; Main to Walnut, Fourth to Sixth, Mrs. L. F. Willis and Mrs. Virgil; Main to Walnut, Fourth to Sixth, Ruth Lindsay; Main to Oak, Sixth to Eighth, Mrs. Harry Peltz; Main to Walnut, Eighth to Tenth, Mrs.

Frank Frankford; Main to Walnut, Tenth to Twelfth, Mrs. Tony Molatore; Walnut to Plum, Third to Sixth, Mrs. A. J. Powell; Mills Addition, Mrs. Burt Hawkins.

ROCK CREEK ROAD PROJECT HELD UP

Completion of the last unit of construction on the Rock Creek road is now up to the city, County Judge R. H. Bunnell announced today.

Until the county court has definite assurance that one of three spans of the Rock Creek bridge will be built by either the city or the property holders, and also assurance that Conger avenue will be improved by property holders, the bridge will not be built.

"We can not go ahead with the letting of the contract for the

bridge, until we know what the city and property holders are going to do," Judge Bunnell said. "The county will build two of the spans of the new bridge—those from the east side of the river to the west bank. It will be up to the city to construct the span that will bridge the California Oregon Pipe company pipe line and connect it to the road on the side of the hill. Conger avenue must improve the road in order to take care of the traffic that would be routed on the new road. We could not go ahead unless we were assured this would be done.

"I understand the city has sufficient funds to put over its part of the bridge. The only way in which this could be accomplished would be to create an improved district."



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