

For the month of August

Easy, comfortable shoes for these hot days when your feet are tired and swollen. We suggest

John Kelly's

*Lady Walker, Arch Support Shoes
Noted for Fit, Comfort and Style*

To Dress Well and Look Successful Start at the Feet

Bostonians for Men
\$6.50 to \$10.00

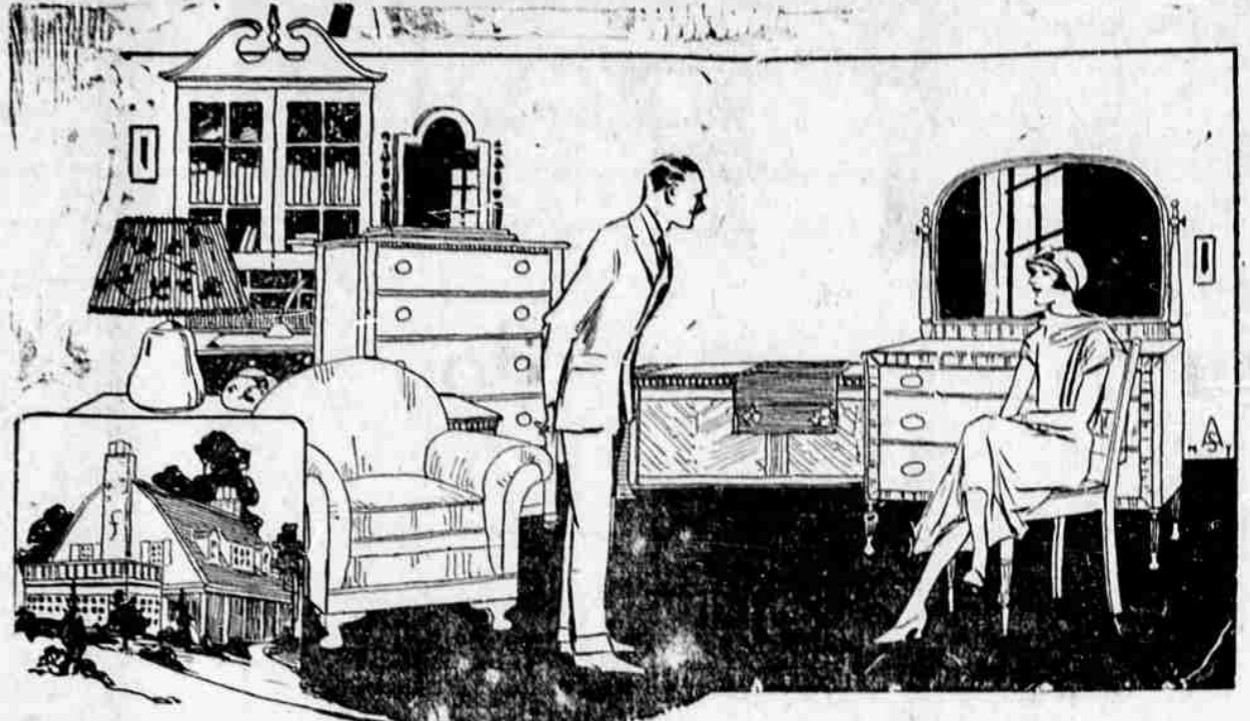
The lighter shades of tan are still going strong

For Children That Are Hard to Fit

We have that well known line of Simplex made by Weyenberg. In all the wanted styles of straps and oxfords. Very reasonably priced.

KLAMATH FALLS SHOE STORE

W. H. KITTO, Prop.
Service and Satisfaction



From Among the "Newest and Smartest" We Offer Real Values in Furniture

OUR COMPLETE LINE OF FURNISHING GIVES YOU A CHOICE OF SELECTION THAT WILL MEET EVERY NEED

We have SPECIAL on SALE NOW some wonderful values in individual Bed Room pieces and Feltex rugs.

FELTEX RUGS are exceptional values, of durable service, made in many choice patterns of splendid design and color combination.

Guaranteed by the Blabins Linoleum Rug Company

	Reg.	Now
9x12 Sizes, reg.	\$18.50	\$12.85
9x10 1-2 Sizes, reg.	\$16.50	\$11.35
7 1-2x9 Sizes, reg.	\$11.50	\$8.35
6x9 Sizes, reg.	\$9.50	\$6.75

You can obtain many choice pieces of individual bed room furniture at nominal cost.

MORDOFF & WOOLF

Opposite the Pine Tree Theater

S. P. RAILROAD PLANS (Continued From Page One)

built into the Klamath territory. Just how much we cannot say."

The railroad officials then proceeded to set forth their views on the uselessness of the Northern lines in building into Klamath. They held that they would not only be paralleling the main line of the S. P. but also the Williamson river extension of the Strahorn railroad. They pointed out that, according to their interpretation, the interstate commerce commission would not permit the paralleling of their lines.

Various reactions were evident from members of the railroad committee of the chamber.

Lamm Favors S. P.

W. E. Lamm, president of the Lamm Lumber Co., was frankly in favor of the S. P. lines and indicated that he favored the chamber of commerce getting behind the Southern Pacific lines, in order that Klamath might secure the railroad construction promised.

"I can not understand why the

Northern lines would build south into Klamath territory, and I was certainly surprised when I heard that the survey crews were actually at work," Mr. Lamm said. "I feel that we should do all we can to aid the S. P. They have come forth and given us something definite."

W. O. Smith was neutral, but asked many questions of the railroad men concerning tonnage. W. C. Dalton, urged that the chamber while doing all that is possible for the S. P., proceed slowly as far as favoring the S. P. over the Northern lines.

Advises Caution

"There is that chance of a split in the chamber and in the community over such an issue," he said. "We must know what we are doing first."

Mr. Lamm suggested that the committee meet next Tuesday evening and take up the proposition further. A meeting of the committee for that date was set.

Mr. Hinshaw explained to the committee, that the support of the S. P. by the Klamath public would be a great aid to the construction of the lines that are proposed. You can well understand that the favorable feeling of the public, would react in our favor before the interstate commerce commission.

Invest 32 Million

Total investment which would be included in the construction of the new lines which would be built in event of no "destructive competition" would be sixteen million dollars, it was estimated by Mr. Kelly and Mr. Ingram last night. At this time, the S. P. is expending sixteen million dollars on the completion of the Natron Cut off, which would make an expenditure of 32 million dollars by the S. P. in railroad construction in the general Klamath territory during the next few years.

The officials held that it was hardly fair to bring competition against a line which had been striving so hard to serve the territory of the Klamath basin.

Mr. Shoup and his party left for San Francisco yesterday. He signed the statement below late yesterday afternoon. The statement is the first comprehensive outline by the Southern Pacific company of future railroad construction.

Want Opposition Statement

"Now we would like to see the Northern lines come forth and tell the public what they intend to do one official declared.

Following is Mr. Shoup's statement:

"In response to requests that we clarify the situation with respect to our plans for the development of transportation facilities in Klamath Falls, Southern Oregon and Northern California generally, they have been matured to the extent that enables me to make the following statement on behalf of the Southern Pacific company, authoritatively—in making it comprehensive, statements heretofore published are to some extent reviewed therein:

1. The Southern Pacific has acquired subject to approval of the In-

terstate Commerce Commission as interest in the Strahorn railroad (the O. C. & E.) and application has been made to extend this road

to a point on Williamson River, and also, to Silver Lake; and eastward to Lakeview. The Southern Pacific has made application to the Interstate Commerce Commission for authority to extend its line southward through the Malin and Merrill territory forty miles to Cornell. The Southern Pacific which has acquired all the common stock of the N. S. O. subject to the approval of the Interstate Commerce Commission

has agreed to broad gauge the entire line into Lakeview.

2. The Strahorn Line (the O. C. & E.) if the taking over of an interest in this system is approved by the Commission, will within six months after their approval be made part and parcel of the Southern Pacific system so far as rate making is concerned. Mr. Strahorn having concurred in this plan.

3. Through the applications made and such other applications as are necessary the Interstate Commerce Commission will be asked for authority to create a line through from

Klamath Falls to connect with the Central Pacific, giving a route via Oregan that will be reasonably direct and avoid the present longer haul through Weed; and upon approval of the Commission we will promptly undertake the construction of this line and build it within the time set by the commission.

Our study of the territory to be served, construction costs, and operations are not yet complete, but we will complete these investigations within a reasonable time and upon their completion will announce the route to the east to be taken to

connect with the Central Pacific.

4. We have been asked whether or not there is any prospect that a cut-off between the Natron Line and the Strahorn Line (the O. C. & E.) at Williamson River would be constructed in the event we took over the Strahorn Line (the O. C. & E.) thereby placing Klamath Falls off the direct through route from Oregan to the east via the Central Pacific.

(Continued On Page Five)

Mens Fine Sox—Black and Tan colors—6 pairs for \$1. Klamath Clothing Company.—Adv. 31-8.

WOOD

Summer weather has melted down the price of

Block-Wood

to the extreme bottom. Low summer prices are now on. Don't hesitate but buy your winter's wood now. There will be no cheaper prices.

Green Slabs

Orders are coming in for that good cheap wood—green slab. Our trucks are delivering the best green slab we have ever sold. Order a years supply of blocks, and green slab, and you are safe—you can get no better wood.

Peyton & Co.

"Wood to burn"

601 Main Phone 535

STAR DRUG STORE

KODAK FINISHING DEPARTMENT

We use "Velox" only for ALL Kodak Work. Kodak work in at 9 a. m. out at 5 p. m. same day

We are now—

Taking Orders

for New Hay—Timothy, Rye and Alfalfa

We handle a fancy line of groceries as well as hay, grain and poultry supplies

We buy and sell on market prices



Truck for general Hauling

Anderson Transfer & Feed Co.

335 South 6th St.

Phone 795

THOR

Automatic Ironer

Try One in Your Home.
Get Our Special Proposition

UHLIG'S ELECTRIC STORE

Opposite Post Office

Phone 234