

Do You Chew Wrigley's? Well, Here's Chance To Get Some Gum

W. D. Edwards, advertising representative, and H. J. Cook, district manager, for the William Wrigley company, the chewing gum manufacturer, were in the city today from Lakeview, in the interests of their specially prepared packages that are given away.



company. This city and Lakeview are both in the San Francisco territory. The men are traveling in one of the 227 advertising automobiles that are used to spread the fame of the Wrigley chewing gum.

sent to every telephone subscriber in the United States, approximately fifteen and a half millions, the packages being mailed from Chicago at the rate of fifty thousand a day.

NOTICE

Save money on Tire Mileage. The system we use is absolutely different from all other methods. Let us show you a real repair job, done by this modern repair system.

ACE TIRE SHOP 115 South Eleventh Phone 843J

Tunney Seeking Bout With Wills

ST. PAUL, Minn., Sept. 22. — Billy Gibson, manager of Gene Tunney, declared here today that Tex Rickard had offered \$150,000 to Harry Wills, the negro heavyweight, for a match with Tunney in New Jersey.

NORTHERN LINES GIVEN APPROVAL

(Continued From Page One)

1920 the official census gives this city a population of 4,801. We find Klamath Falls has enjoyed a growth of approximately 2,000 people within the last twelve months.

Present Facilities The present railroad facilities of Klamath county embrace the following: a line of railroad (Southern Pacific) from Weed, California, to Klamath Falls. A line of railroad, being built by the Southern Pacific known as the Natron-cut-off, from this city to Eugene, Oregon, and the Oregon-California and Eastern railroad, extending from this city to Sprague river, or Yalax, Oregon.

Proposed Construction There is an file with the Interstate Commerce Commission the



Meet Us Face to Face in the new

Brownsville Woolen Mills Store

Overcoats

Priced within the reach of the family pocketbook.

\$25 to \$45

The cloth for our beautiful garments is woven in our own Woolen Mills and the tailoring on the garments is done by our expert tailors.

Brownsville Woolen Mills Store

Main at Sixth

Most Powerful Car of Its Size and Weight —a One-Profit Value

THERE are (as you probably know) only two manufacturers who actually build their cars complete—make all their own bodies, engines, clutches, springs, gear sets, differentials, steering gears, axles, gray iron castings and drop forgings.

One of these is Ford—in the low priced field. The other is Studebaker in the fine car field. This one-profit principle of manufacture makes possible four great advantages.

- 1. It eliminates the extra profits and overhead that many other manufacturers have to pay and include in the purchase price to you. This keeps Studebaker prices low. 2. It enables us to build a better car because the vital parts are designed, engineered and manufactured complete by one organization. Being built as a unit—Studebaker cars function as a unit, with all of the advantages of unit over assembled construction. 3. It makes possible finer quality because Studebaker, being an independent manufacturer, with no subsidiary or allied companies to favor, is free to buy on the open market, demanding the finest materials at the lowest possible price. Studebaker purchasing agents are unrestricted in their search for quality and value. Studebaker designers and engineers are unhampered by outside interests.

4. And, finally, because of these one-profit savings, Studebaker is able to offer you a sturdier, more substantially built automobile. We pay a premium for the finest steel. We use hard wood in body construction. Plate glass in the windows. The finest grades of upholstery. Genuine full-size balloon tires. Unusually fine interior trim with no exposed tacks, and heavy hardware. Throughout the entire car—in hundreds of hidden places—you find the same high quality of materials and workmanship that you see out in the open.

The Standard Six Coach shown below is a splendid example of One-Profit value.

It offers greater power than any other car of its size and weight, based upon the rating of the National Automobile Chamber of Commerce. And luxurious riding comfort made possible by the big balloon tires, resilient springs, comfortable cushions and ample roominess.

But the only way to judge this car is see it—drive it! Feel the luxurious upholstery. Sit in the deep, soft, comfortable seats. Experience the surge of its tremendous power. And then compare it with other coaches.

The recent Studebaker price reduction and policy of "no yearly models" only serves to emphasize the logic of this reasoning.

If you seek a bargain in a quality car—by all means see this One-Profit Coach.

Studebaker Standard Six Coach, \$1460 Delivered or Cash in Klamath Falls

Or, under Studebaker's fair and liberal Budget Payment Plan, this Coach may be purchased out of monthly income with an initial payment of only \$487



DUNHAM AUTO COMPANY Sixth and Oak Phone 52-W

THIS IS A STUDEBAKER YEAR

Following applications for building in Klamath county, in the order of filing with the commission, they are as follows: (1) application of the Central Pacific to acquire an interest in the Strahorn railroad, (the O. C. & E. to extend this road to the point of Williamson river, and also to Silver Lake, and eastward to Lakeview. The Southern Pacific has acquired all of the common stock of the Nevada-California, and Oregon railroad from Lakeview to Wendell, California, and has agreed to broad-gauge that line. (2) Application of the Northern Lines to build a line of railroad from Bend, Oregon, southward, near the station Paulina, via the Sycan river, Bonanza, and to Klamath Falls. (3) Application by the Central Pacific to build south from Klamath Falls, via Merrill, Oregon, Corvallis, California, to a point connecting with the N. C. O., probably, at or near Alturas, California, which is on the line of the N. C. O. railroad, which is virtually the same route known as the Modoc Northern.

Recommendations Considering the present railroad facilities and the vast natural resources in Klamath county, both developed and undeveloped, and due to the fact that at the present time, and for some time to come, all eastern bound traffic would necessarily continue to be hauled in a circuitous route, via Roseville, California. Your committee recommends that this county must necessarily have a more direct eastern connection. The construction of the Natron-cut-off will not provide an eastern connection, which is so necessary to the adequate development of this community. At the present time, we are reliably informed that there is so much delay in shipping to eastern markets, that our manufacturers are unable to obtain proper credit relations with the eastern distributing points. Klamath agriculture, we find, according to statistics from the county agriculturist's office, is increasing between 20 per cent and 25 per cent each year, and must necessarily have additional railroad facilities, which are so necessary for the proper development of this great Empire, that this organization should endorse any program for additional railroad construction, we recommend that the following resolution be submitted to the membership of the Klamath

Removal Notice Mrs. Wm. Bessler, furrier, formerly of 625 Washington St., has moved to 436 Klamath Ave., between 4th and 5th St., next to Moose hall.

County Chamber of Commerce for their approval, and if approved, that it should be directed to the Interstate Commerce Commission, which body has set October 5, in Portland, Oregon, as the date on which it will determine the favorability of additional railroad construction in Klamath county and Northern California.

Resolution

Whereas, the railroad facilities of Klamath County are at the present time, inadequate for the economical transportation of Klamath, and southern Oregon products to eastern markets,

And Whereas, Klamath county has within its border and tributary to this district, approximately 30,000,000 feet of standing pine timber, and approximately 140,000 acres of irrigated lands, which must necessarily be paid in full production in order to pay reclamation and maintenance charges,

And Whereas, At the present time, even with the inadequate facilities, Klamath county has developed to the point where it is now the second largest timber shipping district in the state of Oregon, in timber and agricultural products,

Therefore, Be It Resolved, That we believe the greatest development of Klamath county can be secured thru the service of two railroads. We endorse the programs of construction as proposed by the Northern lines, from Bend to Klamath Falls, and the Southern Pacific lines from this city in a direct route to Ogden, Utah, and that we believe there is adequate potential tonnage within the border of Klamath county to warrant the construction of all roads so far proposed, and that the construction of such roads will mean the full development of Klamath county, the building up of Klamath Falls to a city of importance on the Pacific coast, and further, that our agricultural interests will receive the relief which they need in the marketing of their products, as well as adequately taking care of the lumber interests,

And Be It Further Resolved That, if in the opinion of the Interstate Commerce Commission, (which body is composed of men, best able to judge as to the necessity of railroad construction in any district) it is believed that there is not adequate tonnage in Klamath county, developed and undeveloped to warrant all the new construction proposed by the above railroads, that we do earnestly petition the Commission to grant permission, and furthermore, force the Southern Pacific railroad company to build the lines

of railroad which they propose in their various applications, particularly that line from Klamath Falls, Oregon via Merrill, Oregon, Corvallis, California, to Alturas, California, giving a direct eastern route via Ogden, Utah, thereby allowing our agricultural products a more direct route to the eastern and middlewestern consuming markets, and give Klamath lumber products a more direct haul to the larger lumber markets.

RAILROAD COMMITTEE.

- W. O. Smith, W. E. Lamm, Geo. H. Merryman, W. C. Dalton, C. J. Martin.

Anxious to secure further information on how soon the S. P. would construct the Klamath Falls-Merrill-Cornell-Alturas extension the railroad committee wired President Sproule concerning the matter. Following is the telegram received in reply from the railroad president:

Your telegram sixteenth. I can add little to the authentic public announcement heretofore made by us. We have attempted to place before the public clearly and unequivocally what the company proposes to do and under what conditions it will proceed with construction. Your present inquiry

deals particularly with the proposed lines from Klamath Falls through Tule Lake via Merrill and Cornell to a connection with the Nevada-California and Oregon Railway.

"Southern Pacific company proposes to build that line provided that the Interstate Commerce Commission approves our program for development of your territory and grants the necessary certificates which the law requires us to obtain, and second that the actual and potential traffic afforded by the Klamath territory is not opened to destructive competition such as would result from the entry of the proposed branch line extension of the Oregon Trunk railway south from Bend in Klamath county.

"The time of commencement and the time of completion are matters customarily specified in the orders of the Interstate Commerce Commission. The ease or difficulty of construction and consequently the time within which the work can be completed cannot be estimated with accuracy until the surveys are finished and the definite line of location fixed. However, it is our intention to proceed when the conditions above mentioned are met."

USED-OR ABUSED?

People have gotten over the idea that "Used Cars" and "Abused Cars" are synonymous. They now realize that it is purely a matter of judgment on their part; that is, judgment in choosing a dependable dealer to buy from.

WAKEFIELD MOTOR CO. 170 Main Street

DODGE BROTHERS DEALERS SELL GOOD USED CARS