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"—starts easier, climbs hills better and gives less trouble all around. And I believe the answer is this new Zerolene 'F' for Fords I've been using. It costs less than the oil I'd been using, but it actually seems to lubricate better."

Zerolene "F" for Fords gets to all the parts requiring lubrication—especially the wrist-pin bearings and upper half of the cylinder walls.

Zerolene "F" for Fords is made by the Standard Oil Company's patented vacuum process. It deposits a minimum of carbon, and because it lubricates better it enables the engine to develop a noticeable increase of power over and above what Ford owners have been accustomed to expect.

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SHIP BLOWS UP
BORDEAUX, France, Oct. 7.—(AP)—A ship laden with boats destined for the French forces in Morocco exploded in Bordeaux harbor today. There are many wounded.

Students to Seek Athletic Support

Under the direction of four business men of Klamath Falls, four teams of high school students will start out today on a canvass of those who have not as yet been lined up for the purchase of student sponsor athletic tickets, according to an announcement made yesterday.

All athletic as well as debate expenses will be taken care of through the money received. Over half of the goal has been reached and the \$2000 is expected to be raised within the coming week.

Those holding the season tickets, which cost \$10, are entitled to witness four football games at home, four basketball games and three debates.

It is hoped by the members of the Rotary, Kiwanis and chamber of commerce that the business men will give every aid in helping to secure the required quota before the end of this week.

Things quieted down in Washington one day recently long enough for them to hear the regular news.

STEVENS GIVES REAL TESTIMONY

(Continued From Page One)

conditions settle. It looks now as though it will take all the money in the United States to lick the Germans!" O. B. Riddle, statistician for the Spokane, Portland and Seattle for the Spokane, Portland and Seattle was on the stand a short time today. He read a mass of figures, showing that the first year the Oregon Trunk extension from Bend to Klamath Falls is operated it will show a deficit of \$121,000, but that the fifth year will show a net income of \$599,000.

Speedy Service
A. J. Davidson, general manager of the Spokane, Portland and Seattle and Oregon Trunk, told of the present service between Bend and Portland. He stated that it is proposed to operate passenger trains from Bend to Klamath Falls, 178 miles, in nine hours and fast freights in 12 hours.

Frank S. Bailey of Portland, with Grant-Smith and company, general contractors, said he had been over the proposed Oregon Trunk route and that the engineers' estimate of the cost of construction are approximately correct.

Eric V. Hauser, Portland, one of the largest general contractors in the west, substantiated Bailey's testimony.

Hanaker Testifies
Judge J. O. Hanaker, junior director of the Bonanza irrigation project and justice of the peace at Bonanza, stated that the building of the Oregon Trunk as surveyed will be a great boon to that irrigation district of 100,522 acres as well as to the Bonanza valley irrigation district of 12,174 acres.

The judge stated that it will not only aid in getting products to market quickly and bring in needed sup-

plies, but that it will tend to bring in settlers.

Will Bring Settlers.
"The Oregon Trunk, with its Hill line connections, will bring us settlers from the north, the kind we want down our way," he said. "These northern settlers are more desirable because they are used to winter weather. A man with an orange grove on his shoulders will get scared when he sees the snow begin to fly. And we do have winter down there."

Richard A. Hovey, timber dealer of Klamath Falls, stated that the mills would be required to haul their logs a very long distance or quit operations within three or four years. "The 12 or 14 mills there, each representing an investment of from \$200,000 to \$2,000,000, do not own timber enough to keep them operating more than three or four years, after which they will have to scrap themselves or haul their logs from as far as 100 miles away," he said. "The Pelican Bay Lumber company, the largest sawmill operators at Klamath Falls, now bring in logs from 60 miles away. The more transportation we have the quicker we can sell our timber," he stated.

Either Way
Hovey said it is a myth to say the Walker range divides the timber territory north of Klamath Falls between that city and Bend, declaring logs gleaned in this range could go either way. He stated that he had been buying timber heavily in the Spruce river district during the past year.

Jack Kimball, local representative of the Weyerhaeuser interests at Klamath Falls since 1906, was the first witness today.

"We think there is going to be a centralization of the lumber industry at Klamath Falls," he declared.

Much timber that has been declared practically worthless is really of value, he testified. Larch and red pine, he said, is finding a market with manufacturers. Also, he declared, there is much good yellow pine scattered through the Jack pine tracts.

"Even the Jack pine is worth something," he said.

Too Much Taxes
Timber interests in the district are suffering from excessive taxes, he said, indicating that they wanted to begin cutting extensively.

"While timber is selling from 50 cents to \$1.25 a thousand, it is assessed at \$1 to \$2.50, he indicated.

In reply to a question in cross examination he said that 2,000,000,000 feet of the Weyerhaeuser timber could be milled at Goose Lake, near Lakeview.

The Weyerhaeuser have been buying timber in the Klamath region for 20 years, he said, and are still buying when they can get timber at the right figure.

He said they estimated there was 37,000,000,000 feet of pine in the Klamath basin and 9,000,000,000 feet of mixed woods.

George S. Long, vice president and general manager of the Weyerhaeuser Timber company, after detailing at length the interests of his company in the Klamath basin, where he said he was anxious to begin operations, was cross examined by Ben C. Dey, Southern Pacific attorney yesterday afternoon.

Wants Oregon Trunk
Mr. Dey propounded the assumption that if car supply were adequate and his markets were reached satisfactorily over the Southern Pacific by the Portland gateway, with but 99 miles longer haul, would not that reconcile Mr. Long to doing business on the Southern Pacific alone?

"I am not doing business on assumptions," was the reply, "if I can get realities. I am not satisfied with assumptions; you cannot satisfy me because you are not sure yourself. If the Oregon Trunk builds, we will have our mill ready by the time the railroad gets there. If the Southern Pacific lines alone are built, I cannot say when we will start mill operations, certainly not until every means shall have been exhausted to get the other line."

Early History
On direct testimony Mr. Long gave some history concerning early activities of the Klamath region. He said he bought timber there as far back as 1905. A small mill on Klamath river, together with a logging road running up toward Klamath Falls, was purchased. Mr. Long said he tried to sell the road to E. E. Calvin, then vice president and general manager of the Southern Pacific. Mr. Calvin told him then the plans of Mr. Harriman for a road from Eugene across the Cascades to Klamath Falls. He told him also it was confidential information and he was not to divulge it. He said, too, Mr. Harriman, although a Wall street operator, had a remarkable sense of practical economics on railroading and that a route across the state from Ontario to Odell would be built by the Union Pacific to connect with the projected Southern Pacific road at Odell.

Bought Timber
"He told me not to tell this and

Ford

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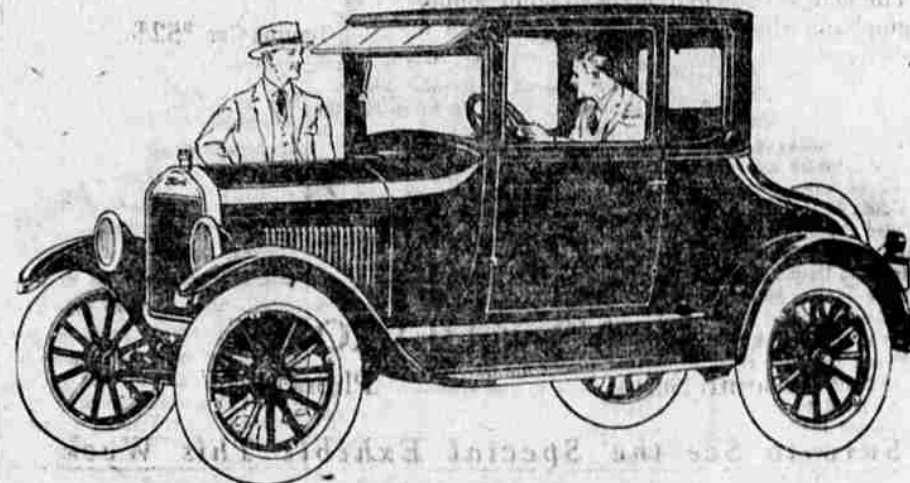
All the practical advantages which have made this car so universally popular, are here in greater measure. Every added feature gives comfort, style and good looks in addition to remarkable utility.

Read the partial list of newly added features at the right—then follow this up by a visit to the nearest Authorized Ford Dealer for a practical demonstration.

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Wrinkles

SOME WISE PEOPLE wear glasses so they can see better, easier and get more comfort without squinting and straining the eyes. This squinting causes wrinkles to form.

These wrinkles can be avoided by having glasses fitted so as to relieve the excessive strain on the muscles.

Which is best? Wrinkles, eye strain and discomfort or glasses?

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During the remainder of this month.

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and Calomines.

Cooked Food Sale to Be Staged Shortly

Members of St. Mary's Altar Society met last evening at Lyceum Hall for their regular meeting. Mrs. Tom McDonald, Mrs. Charles Riley and Mrs. W. O. Roberts were hostesses for the evening.

Following the business meeting the members enjoyed a social gathering. Plans were discussed for the cooked food sale to be held on Halloween when tempting dishes symbolic of the day will be placed on sale. Members are now busy working on articles for their bazaar which they have decided upon holding the 12th day of December.

DEATH SIGNS STARE AT COOK COUNTY'S RECKLESS MOTORIST

CHICAGO, Oct. 6.—(AP)—"One was killed here." Five hundred of these grim signs have been placed on Chicago streets in the campaign against further deaths of children from automobiles. There were 545 deaths from automobiles in Cook county for 258 days this year or an average of more than two a day. Many of these tragedies involved children as thousands of Chicago's youngsters have no other place to play but in the street.

In 1923, the year before the signs were erected, 692 were killed in Chicago by motor cars. In 1924 there were 554 deaths. This year's total is expected to mount to much higher figures.

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