

The Klamath News

Official Paper for the City of Klamath Falls and Klamath County

EDWIN ROSE, Managing Editor

Published every morning except Monday by The Klamath News Publishing Company at 102-122 South Fifth street, Klamath Falls, Oregon.

NATE OTTERBEIN, President; BYRON H. HURD, Vice-President; WALTER STRONACH, Treasurer

Full Leased Wire; UNITED NEWS and UNITED PRESS (Largest in the World)

Subscription Rates: Delivered by carrier, month \$.50; Delivered by carrier, year 5.00; Outside Klamath County 5.00

All Subscriptions Payable in Advance; Subscribers failing to receive their paper, call Circulation Department between 8 and 9 a. m., and a copy will be sent to you.

Entered as second class matter at the postoffice at Klamath Falls, Oregon, November 15, 1923, under act of March 3, 1879.

Telephone 877

Member Audit Bureau of Circulation

GET HIS NUMBER

Any automobilist, who persistently sounds his horn after midnight, should be taught a lesson in public consideration. When this happens in town the most charitable conclusion is that someone has been drinking.

A TOURIST CENTER

The gypsy spirit of America is going to help the West, and the more people accustom themselves to the open stretches the more they will respond to the kind of country we have here.

Klamath is exceptionally located for outdoor enjoyment, and one of these days tourists will find us out. Today we are largely the connecting link between somewhere and Crater Lake.

A DAILY OCCURRENCE

It will help to a clearer understanding of a newspaper's problems if we rehearse one or two incidents of an ordinary day.

A man drops in to protest against rough treatment from certain officials and wants the News to fight his battle for him. When requested to prepare a written statement, duly signed and authenticated, he manages somehow to change his mind.

Another man comes with a decided grievance against court jurisdiction, and sees an opportunity for creating quite some disturbance. While appreciating fully his contention, we prefer, as in the previous case, to get something in writing, which for some reason seems not to be forthcoming.

In still another instance, we are asked and expected to lend full support and encouragement to a program which is nothing less than a money-making proposition for certain individuals. The fact that newspapers really cost big money to produce is not allowed to stand.

Haney Boosting Klamath County Among Friends

PORTLAND, July 27.—(United News)—Bert E. Haney returned to Portland Monday from a ten day visit in Lake and Klamath cities in furtherance of his senatorial campaign.

During the time he visited Lakeview, Paisley, Pine Creek, Klamath Falls, Merrill, Malin, Fort Klamath and other towns and spoke Thursday before the Kiwanis club and Friday before the Rotary club of Klamath Falls.

"Lake county has been too long neglected by the state," Haney said. "With the building of a highway now well along to completion from Klamath Falls to Lakeview the opportunity is here for Portland wholesalers to capture Lake county business which has been so long neglected."

"Klamath Falls is among the liveliest appearing cities in Oregon outside Portland. New opportunities are opening throughout the county, and with the Natron cut-off railroad scheduled to be in effect September 1, there will no longer be a reason for the vast Klamath territory to be lost to Portland jobbers and wholesalers."

Wealthy Matron Slowly Dying as Result Mistake

SEATTLE, July 27.—(United News)—Slow, but inevitable death faced Mrs. Bernice Boyd, 22 of Colorado Springs, physicians said today, because she took poison for headache tablets.

The mistake followed a party Sunday night, the girl said today as she lay awaiting her fate. The girl is the daughter of Dr. Basil B. Creighton, wealthy Colorado Springs physician.

RAIL CELEBRATION WILL BE ATTENDED

(Continued from Page One)

ceived from J. J. Miller, district freight and passenger agent, and which contained information relative to a special train.

It was stated in one of the letters that F. S. McGinnis, passenger traffic manager of the Southern Pacific company, that if sufficient business should develop from San Francisco that fare rates would prevail, or one fare for the round trip.

It was further stated fares had been decided upon from Klamath Falls to Eugene, as follows: A rate of \$9.25 will prevail both ways, by way of Kirk, or over the Cascade division of the Shasta route; a rate of \$14.95 will prevail both ways by way of Weed, while a rate of \$12.10 will prevail by way of Kirk, and one way by way of Ashland.

It is proposed, providing the train from San Francisco is operated, to either have it pick up the Klamath Falls special which will leave here early in the morning of August 19, or to operate a special train from this city, making the return trip the following evening. This would bring business men back home so that they could be here Saturday morning.

It was learned that those in charge of the Trail to Rail celebration, in cooperation with Southern Pacific officials, have extended invitations to San Francisco, Los Angeles and other sections of central California to join the excursion that will pass through Klamath Falls enroute to Eugene on August 19.

HURRICANE DAMAGE GIVEN AT MILLIONS

(Continued from Page One)

60-foot yacht that left Miami Sunday for the Bahamas with an excursion party and has not been heard from since.

The Danish steamer Wilhelm A. Reidmann sent out a wireless late today that she was in distress between Miami and Jupiter Inlet.

Meager reports from Palm Beach, where the storm struck was an 80 mile wind early this afternoon, told of heavy damage to the fashionable Ocean Drive, on which are the homes of many millionaires. Twenty yachts anchored to the yacht club pier, broke away despite the efforts of several yacht club members, and virtually were dashed to pieces.

These were uprooted, houses unroofed, plate glass windows shattered and other damage caused.

The weather bureau reported tonight that the storm was off the coast near Titusville and apparently moving out to sea. The edge only is expected to strike Jacksonville and Little, if any further damage is anticipated.

Legal Notices

NOTICE INVITING BIDS FOR STREET IMPROVEMENT Unit No. 33

Pursuant to Ordinance No. 788 of the City of Klamath Falls, Oregon, notice is hereby given that bids will be received by the Police Judge of said city, at his office in the City Hall, up to and including Monday, the ninth day of August, 1926, at the hour of 8:00 o'clock p. m., for making the proposed improvement of Alameda street from the northerly line of Melrose street to the easterly boundary line of the city; Pacific Terrace from the southerly line of Huron street to its intersection with Alameda avenue or street; Melrose street from the westerly line of Eldorado avenue to its intersection with Alameda street; Earle street from the westerly line of Eldorado avenue to its intersection with Alameda street; Eldorado avenue from the southerly line of Huron street to its intersection with Alameda street; and Erie street from the westerly line of Pacific Terrace to its intersection with Alameda street.

The proposed improvement to be made includes grading, rolling, drainage and curbing, and gutters, and five-foot cement sidewalks. Pacific Terrace is to have two 15-foot roadways, separated by a 40-foot central parking strip except at intersections; Alameda is to be improved only on the easterly side, 40 feet in width, and is to have a 24-foot roadway, with parking and cement sidewalks on the easterly side thereof only. Sanitary sewer systems are to be placed on Pacific Terrace and Alameda, where not already installed; also on Melrose and Earle streets. Catch basins and necessary storm sewers are to be placed where needed, with suitable discharges in the U. S. Government Canal; all in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

to the execution of plaintiffs' said mortgage lien be barred and foreclosed of all right, title, interest and/or equity in and to said mortgaged premises and every part thereof, which said mortgaged premises are described as follows:

Section 25 in Township 34, South of Range 14, East of the Willamette Meridian; The South half of the Southwest quarter of the Northwest quarter in Section 1, in Township 37 South of Range 14 East of the Willamette Meridian; the South half of the South half of the South half of the Southwest quarter of Section 25 in Township 34 South of Range 14 East of the Willamette Meridian; and the Northwest quarter of Section 5 in Township 37 South of Range 14 East of the Willamette Meridian, in Klamath County, Oregon, with all the water rights used with the above described lands as such water rights are owned by the grantors herein, and to such extent only, and also:

Beginning at the Northeast corner of the Northwest quarter of Section 2 in Township 37 South of Range 14 East of the Willamette Meridian, in Klamath County, Oregon, thence South 210 feet, thence west 810 feet, thence north 210 feet, thence east along the north line of said Section 2 to the place of beginning, containing four acres, more or less, with the water rights same as above.

And plaintiffs pray for such other and further relief as to the court may seem equitable.

This summons is served by publication thereof, in the Klamath News, a daily newspaper, printed, published and of general circulation in Klamath County, Oregon, by order of the Honorable A. L. Leavitt, Judge of the above entitled court, made and entered on June 19, 1926, which said order requires that this summons be published once a week for six weeks. The date of the first publication of this summons is July 14, 1926.

R. C. GROESBECK, Attorney for the Plaintiffs, Address: American National Bank Building, Klamath Falls, Oregon. J14,21,25—A4,11,18,25

NOTICE INVITING BIDS FOR STREET IMPROVEMENT Unit No. 55

Pursuant to Ordinance No. 768 of the City of Klamath Falls, Oregon, notice is hereby given that bids will be received by the Police Judge of said city, at his office in the City Hall, up to and including Monday, the 9th day of August, 1926, at the hour of 8:00 o'clock p. m., for making the proposed improvement of Oak street from the easterly line of Ninth street to Spring street. Eleventh street from the southerly line of Walnut street to a connection with the proposed improvement of Oak street, Market street from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Bids for this kind of pavement from Spring street to the existing pavement on Market street being the southerly line of Lot 10, Block 7, and the southerly line of Lot 30, Block 18 of Second Railroad addition to Klamath Falls, Oregon, Klamath avenue from the west line of Market street to the easterly line of Eleventh street, and Broad street from the south line of Main street to the north line of Oak avenue.

The proposed improvement to be made includes grading, rolling, drainage and curbing; all of the said pavement is to be full width except Market street, on which the cement sidewalks are to be omitted, although grading is to be full width. All roadways are to be forty (40) feet wide, back to back of curbs, except Eleventh street, where the roadway is to be 25 feet in width; all in accordance with the said plans, specifications and estimates, and with the plans and estimates of the City Engineer on file in the office of the Police Judge.

Said improvement shall be made of Portland cement concrete or Vibrolithic or Warrentite Bitulithic pavement with bituminous concrete base, or asphaltic concrete with asphaltic concrete base, or Warrentite Bitulithic with crushed rock base, or asphaltic concrete with crushed rock base, all of said proposed improvements to be made together with the materials to be used in accordance with the said plans, specifications and estimates of the City Engineer on file in the office of the Police Judge.

Foreign Cars on Streets Showed Various States

On the streets of Klamath Falls 10 foreign states were represented yesterday. It was shown by the license plates on foreign cars, heavily laden with dusty bedding carried thousands of miles over hills and prairies for a glimpse of the west.

There were scores of California cars. There was a Pennsylvania car, and close behind it a little ram-shackled car with a blazon Ohio license, flaunting from the top a pennant showing that the visitors had spent some time in Louisville, Kentucky.

A New York Cadillac moved slowly down the street eagerly eating every bit of "westernism" displayed. Behind it touted a car from North Dakota with a mattress on top covered with canvas to protect it from the prairie and highway dust.

A long, low bug from Texas scooted up to the curb. The occupants, two young men, from all indications just out of college, jumped out on the sidewalk.

"When do we eat?" they demanded of each other and made a dive into a restaurant.

Three Washington cars intermingled with far eastern tourists. One of the northern cars bore the insignia of the University of Washington.

A Nevada car, a car from Montana and one from Arizona, were found parked along the streets while the occupants were probably cold-creaming their faces to protect them from the dust of another long ride.

The majority of the cars bore registration stamps of the Crater Lake entrance fee. The others were on their way to Crater Lake, for it is seldom that visitors, even seasoned visitors from California, pass up this magic resort.

Among the cars to register yesterday at the chamber of commerce were, L. Kimald, Santa Rosa; Gans Sheppard, Marysville; Charles E. Perham, San Pedro; Frank D. Keeler, Los Angeles; Leander Levy, Los Angeles; F. B. Hughes, Berkeley; E. A. McBroom, Cecilville; Evelyn Rudolf, Los Angeles; Henry Exline, Sacramento; Harrison Haneworth, San Francisco; R. M. Morrison, Beverly Hills; H. W. Volkman, Santa Rosa; Dr. H. W. Lyon, Los Angeles; N. T. Olsen, San Francisco; Angus B. Cowan, Fresno; E. P. Lorenz, Lookout; F. P. Lawson, Oakland; W. E. Barr, San Marina; Mrs. Gertrude W. Stanley, South Pasadena; G. O. Swartz, Corvina, Cal.

Copco Company Is Granted Chiloquin Light Franchise

A franchise granting the California-Oregon Power company the privilege of furnishing power and lights to Chiloquin for a period of 50 years, was favorably passed upon by the Chiloquin city council at a recent meeting.

The franchise gives the company exclusive right to erect and maintain poles, wires and other appliances for the transmission of electricity to the citizens of Chiloquin. The council reserved for the city the use of five 60-watt lamps to be used in the proposed city hall building, free of all electricity charges. Company representatives readily acceded to the request.

PORTLAND THROUGH TRAIN IS PROMISED

(Continued from Page One)

between San Francisco and Chicago. The San Francisco Overland Limited will be an extra fare train, an additional \$10 will be charged between the two major terminals. The extra amount charged for the fast service will be graduated for intermediate points.

The Southern Pacific has placed an order for 11 new latest-type dining cars, some of which will be used on the new train. An improved type club car, comprising a barber shop, showers, buffet and card rooms, will also be carried on the train.

MOODY CONTINUES TO MAINTAIN LEAD

DALLAS, Texas, July 27.—(United News)—Attorney General Dan Moody, the man who overthrew the feminine dynasty of Texas, needed only 760 votes late tonight to regain the majority standing he once held in the democratic gubernatorial race.

Earlier in the day the red haired attorney general whose campaign battle cry was "down with Fergusonism," had slipped until he stood 3000 votes behind his majority.

Gaines Loses in Fight to Secure State Evidence

SEATTLE, July 27.—(United Press)—Wallace C. (Hob) Gaines, accused of murdering his daughter, Sylvia, was defeated here this afternoon in his second attempt to recover bloodstained clothing and other effects held by the state.

After he had refused a petition by Gaines' attorneys in which they sought to have investigators surrender the clothing, superior court Judge Robert M. Jones denied another motion by counsel for authority to inspect the evidence and have it impounded with the county clerk.

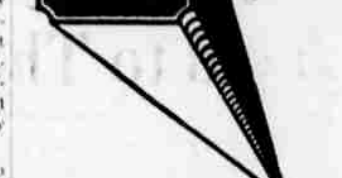
"The court can well see that to grant this motion, which in effect would reveal details of the state's evidence, might jeopardize the entire case," the court said.

For results use News Class Ads.

CHICHESTER'S PILLS



THEY OFTEN CORRECT INDIGESTION



LISTERINE THROAT TABLETS

Large advertisement for Kwik-Way System, featuring the text 'It's Here THE NEW Kwik-Way System' and a list of five advantages of the system.