

The Klamath News

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Official Paper for the City of Klamath Falls and Klamath County

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THE KLAMATH SPUD

Klamath county potato growers are taking the right step. They're proud of the grade of potatoes grown on Klamath soil, and they are taking steps to brand the best grades shipped out of the county.

Klamath has long been known as an ideal section for potato growing. The soil yields big crops and the potatoes bring big prices.

The branding of the best grade of potatoes under the direction of the Potato Growers' association will bring greater fame to Klamath's favored potato land. It will bring home to the consumer the fact that Klamath county grows the best potatoes to be found anywhere.

All hail the Klamath spud!

THEY'RE GOING TO FIX IT

Motorists and citizens generally will rejoice over the news that south Sixth street is to be repaired immediately. Over a period of years the pavement and macadam have disintegrated until the street at the present time is a succession of chuck-holes and distressing bumps.

South Sixth is a part of The Dalles-California highway. It is one of the main thoroughfares leading in and out of the city. In addition, it likewise serves hundreds of local people who are building homes on the many tracts east of the city.

There is a continuous flow of traffic over this street from morning to night. Traffic will continue to increase as the city grows and as the county grows.

Long delayed though it has been, this is one street improvement that will meet with universal commendation. Here's hoping that the work will be rushed to early completion.

THE COMING AUTO SHOWS

The automotive industry has evolved an automotive year, containing but two seasons, instead of nature's four, and marking its "New Year's" with the New York automobile show, which has come to be generally accepted as the inaugural of the automobile year.

These annual expositions of the automotive industry have created for themselves a wide and interested following, such as is not enjoyed by any other industry. This interest extends beyond present and prospective owners of automobiles, encompassing all classes, types and sexes.

How else can this universal engrossment with the automo-

bile and its development be explained than that it has become an important part of national life, having long since taken its place as one of the foundation stones of the national existence and progress of this country.

The automobile itself exerts a universal appeal and there is no better place to satisfy this curiosity than at the automobile shows, which have taken their place among the foremost events of the winter season. To these shows the public looks for its information on the latest developments in automotive engineering and designing and for an opportunity to make those comparisons and leisurely inspections necessary to the intelligent and wise purchase of an automobile.

Stewart's WASHINGTON LETTER

WASHINGTON—A gentleman of Montgomery, Ala., has formulated a plan for world peace and submitted it to one of our most distinguished senators. The plan has novelty, to say the least. The Montgomery gent worked on it for four months, and it cannot be better described than in his own words, as addressed to the senator.

"I would like to give you my plan, which I think will keep the United States at peace with the rest of the nations, a thing not yet possible," writes the gentleman. "My plan is this, taking Great Britain and the United States as examples. First, Great Britain is to choose 200 of our best citizens of the United States, about four from each state. These persons are to live in England. The United States government is to pay each a salary of \$15,000 annually, a total expense of \$3,000,000, a small amount compared with the cost of a battleship.

"Now if war is declared or commenced by either party, then 10 percent of the United States representatives, 20 men, and 10 percent of the British representatives, 20 men, are immediately executed. These men are to be chosen by means of lot. If war should continue 30 more days, 20 per cent of the remainder are to be put to death by both parties. This may seem hard, but think of the lives lost in the World War.

"This plan could also be made with other strong nations, such as France, Italy, Germany and maybe Japan.

"Now do you think that the citizens of the United States would permit having Billy Sunday, Al Smith, McAdoo or Taft executed? Well you bet they wouldn't. Well if we declared war 10 per cent of the 200 men with characters equal to the four men mentioned above, would be executed. Would the citizens of the United States stand for it? Of course they wouldn't.

"There would be but one way to stop the death of these men, and that is not to declare war, but to have peace."

Who said the average citizen wasn't interested in international problems?

Anyway, this proves that all the brains of the country aren't in the Senate.

KLAMATH

Population 12,500. Altitude 4,000 feet. Monthly payroll of \$1,000,000. 140,000 acres of irrigated lands. The center of the greatest stock raising. Klamath has tributary to it 28 mills and factories. Climate clear and cool in summer and mild in winter. 1,000,000 undeveloped horse power on the Klamath River. It has one of the twenty-four United States reclamation projects. More undeveloped resources than any other county on the coast. This city is second of Oregon in amount of freight shipment out by rail. There is tributary for manufacture 40,000,000,000 feet of soft pine. The largest box shock manufacturing center in the United States. Postal receipts, from \$37,345 in 1923, are now \$62,415, a gain of 21 per cent. In bank clearings the business has grown from \$11,000,000 in 1923 to \$21,000,000 in 1925. Its lumber business reaches \$10,000,000 a year and the agricultural income over \$5,000,000. The largest percentage of growth in telephone and telegraph service of any city on the coast. The school census in nearly 6,000. About 500 are enrolled in high schools and nearly 1,700 in the grades, in addition to those in the Sacred Heart academy.

Beyond the Alps Lies Italy?



Notice to property owners whose property has been found liable for the cost of installing the improvement known as the eighth sewer unit of Klamath Falls, Oregon. That they have twenty days from the first date of publication of this notice in which to file application to pay their assessments in ten equal annual installments.

NOTICE TO PROPERTY OWNERS WHOSE PROPERTY HAS BEEN FOUND LIABLE FOR THE COST OF INSTALLING THE IMPROVEMENT KNOWN AS THE EIGHTH SEWER UNIT OF KLAMATH FALLS, OREGON. THAT THEY HAVE TWENTY DAYS FROM THE FIRST DATE OF PUBLICATION OF THIS NOTICE IN WHICH TO FILE APPLICATION TO PAY THEIR ASSESSMENTS IN TEN EQUAL ANNUAL INSTALLMENTS.

WHEREAS, the Common Council of the City of Klamath Falls, Oregon, did by Ordinance No. 997, duly adopted on the 23rd day of May, 1927, declare the proportionate assessment on each lot, part or parcel of acreage property found to be benefited for a proportionate share of the cost of installing the improvement known as the 8th Sewer Unit of Klamath Falls, Oregon, as more fully and in detail shown on the plans and specifications of the City Engineer on file with the Police Judge of said City, in the matter of said improvement and embracing the property hereinafter and described, as follows:

That the docket of City liens has been made up as provided by Section 268 of the Charter of said City, and below will be found a list of the names of the owners whose property has been so assessed as aforesaid, and against which liens have been docketed, as by said Ordinance provided, together with the total amount so assessed against each specific owner and holder.

Reference is hereby made to such lien docket for a detailed description of each lot, part of lot, block or parcel of acreage property so assessed.

Further notice is hereby given to the respective owners of property so assessed and hereinafter listed, that such assessments are now due and payable, and will be delinquent from and after the expiration of twenty days from the date of the first publication of this notice, which said first publication will be made the 7th day of June, 1927.

The owners of property so assessed as aforesaid must either pay in cash or make and file with the Police Judge of the said City on or before the 25th day of June, 1927, their respective applications to pay such assessments in ten equal installments.

ing vacated alley, School District No. 1, \$1,119.17; lot 1, block 6, Keith K. Ambrose, \$562; lot 2, block 6, W. W. Irwin, \$86.24; lot 3, block 6, Carroll H. Holmes, \$86.24; lot 4, block 6, Earl Whitlock, \$86.24; lot 5, block 6, Mrs. A. Brearcliffe, \$86.24; lot 6, block 6, Lawrence Moteschenbacher, \$86.24; lot 7, block 6, M. H. Ralph, \$86.24; lot 8, block 6, M. H. Ralph, \$86.24; lot 9, block 6, Oscar H. Cornish, \$86.24; lot 10, block 6, Arthur R. Leavitt, \$86.24; lot 11, block 6, William Reid, \$86.24; lot 12, block 6, Jasper Bennett, \$86.24; lot 13, block 6, Margaret S. Hall, \$86.24; lot 14, block 6, Edward R. Ellassen, \$86.24; lot 15, block 6, A. P. Rhodes, \$86.24; lot 16, block 6, W. L. Frain, \$86.24; lot 17, block 6, Merwin and Vera M. Donelson, \$86.24; lot 18, block 6, Merwin M. and Vera M. Donelson, \$86.24; lot 19, block 6, Louise Vaughn, \$86.24; lot 20, block 6, Harry and John Ackley, \$86.24; lot 21, block 6, Harry and John Ackley, \$86.24; lot 22, block 6, E. L. Seymour, \$86.24; lot 23, block 6, J. A. Goldsmith, \$86.24; lot 24, block 6, H. A. Goldsmith, \$86.24; lot 25, block 6, J. A. Goldsmith, \$86.24; lot 26, block 6, E. L. Seymour, \$86.24; lot 27, block 6, J. A. Goldsmith, \$86.24; lot 28, block 6, E. L. Seymour, \$86.24; lot 29, block 6, J. A. Goldsmith, \$86.24; lot 30, block 6, E. L. Seymour, \$86.24; lot 31, block 6, J. A. Goldsmith, \$86.24; lot 32, block 6, E. L. Seymour, \$86.24; lot 33, block 6, J. A. Goldsmith, \$86.24; lot 34, block 6, E. L. Seymour, \$86.24; lot 35, block 6, J. A. Goldsmith, \$86.24; lot 36, block 6, E. L. Seymour, \$86.24; lot 37, block 6, J. A. Goldsmith, \$86.24; lot 38, block 6, E. L. Seymour, \$86.24; lot 39, block 6, J. A. Goldsmith, \$86.24; lot 40, block 6, E. L. Seymour, \$86.24; lot 41, block 6, J. A. Goldsmith, \$86.24; lot 42, block 6, E. L. Seymour, \$86.24; lot 43, block 6, J. A. Goldsmith, \$86.24; lot 44, block 6, E. L. Seymour, \$86.24; lot 45, block 6, J. A. Goldsmith, \$86.24; lot 46, block 6, E. L. Seymour, \$86.24; lot 47, block 6, J. A. Goldsmith, \$86.24; lot 48, block 6, E. L. Seymour, \$86.24; lot 49, block 6, J. A. Goldsmith, \$86.24; lot 50, block 6, E. L. Seymour, \$86.24; lot 51, block 6, J. A. Goldsmith, \$86.24; lot 52, block 6, E. L. Seymour, \$86.24; lot 53, block 6, J. A. Goldsmith, \$86.24; lot 54, block 6, E. L. Seymour, \$86.24; lot 55, block 6, J. A. Goldsmith, \$86.24; lot 56, block 6, E. L. Seymour, \$86.24; lot 57, block 6, J. A. Goldsmith, \$86.24; lot 58, block 6, E. L. Seymour, \$86.24; lot 59, block 6, J. A. Goldsmith, \$86.24; lot 60, block 6, E. L. Seymour, \$86.24; lot 61, block 6, J. A. Goldsmith, \$86.24; lot 62, block 6, E. L. Seymour, \$86.24; lot 63, block 6, J. A. Goldsmith, \$86.24; lot 64, block 6, E. L. Seymour, \$86.24; lot 65, block 6, J. A. Goldsmith, \$86.24; lot 66, block 6, E. L. Seymour, \$86.24; lot 67, block 6, J. A. Goldsmith, \$86.24; lot 68, block 6, E. L. Seymour, \$86.24; lot 69, block 6, J. A. Goldsmith, \$86.24; lot 70, block 6, E. L. Seymour, \$86.24; lot 71, block 6, J. A. Goldsmith, \$86.24; lot 72, block 6, E. L. Seymour, \$86.24; lot 73, block 6, J. A. Goldsmith, \$86.24; lot 74, block 6, E. L. Seymour, \$86.24; lot 75, block 6, J. A. Goldsmith, \$86.24; lot 76, block 6, E. L. Seymour, \$86.24; lot 77, block 6, J. A. Goldsmith, \$86.24; lot 78, block 6, E. L. Seymour, \$86.24; lot 79, block 6, J. A. Goldsmith, \$86.24; lot 80, block 6, E. L. Seymour, \$86.24; lot 81, block 6, J. A. Goldsmith, \$86.24; lot 82, block 6, E. L. Seymour, \$86.24; lot 83, block 6, J. A. Goldsmith, \$86.24; lot 84, block 6, E. L. Seymour, \$86.24; lot 85, block 6, J. A. Goldsmith, \$86.24; lot 86, block 6, E. L. Seymour, \$86.24; lot 87, block 6, J. A. Goldsmith, \$86.24; lot 88, block 6, E. L. Seymour, \$86.24; lot 89, block 6, J. A. Goldsmith, \$86.24; lot 90, block 6, E. L. Seymour, \$86.24; lot 91, block 6, J. A. Goldsmith, \$86.24; lot 92, block 6, E. L. Seymour, \$86.24; lot 93, block 6, J. A. Goldsmith, \$86.24; lot 94, block 6, E. L. Seymour, \$86.24; lot 95, block 6, J. A. Goldsmith, \$86.24; lot 96, block 6, E. L. Seymour, \$86.24; lot 97, block 6, J. A. Goldsmith, \$86.24; lot 98, block 6, E. L. Seymour, \$86.24; lot 99, block 6, J. A. Goldsmith, \$86.24; lot 100, block 6, E. L. Seymour, \$86.24.

Second Fairview Addition. Lot 1, block 1, J. M. and Vera P. Spetz, \$193.49; lot 2, block 2, V. Tator, \$193.49; lot 3, block 3, H. G. Enders, trustee, \$193.49; lot 4, block 4, John Berglund and A. Westman, \$193.49; lot 5, block 5, Mary J. Sutton, \$193.49; lot 6, block 6, C. T. and Ana Price, \$193.49; lot 7, block 7, Mildred V. Hemstreet, \$193.49; lot 8, block 8, Chas. P. Stewart est., \$193.49; lot 9, block 9, Mildred Elder est., \$193.49; lot 10, block 10, Mildred Elder est., \$193.49; lot 11, block 11, Mildred Elder est., \$193.49; lot 12, block 12, Mildred Elder est., \$193.49; lot 13, block 13, Mildred Elder est., \$193.49; lot 14, block 14, Mildred Elder est., \$193.49; lot 15, block 15, Mildred Elder est., \$193.49; lot 16, block 16, Mildred Elder est., \$193.49; lot 17, block 17, Mildred Elder est., \$193.49; lot 18, block 18, Mildred Elder est., \$193.49; lot 19, block 19, Mildred Elder est., \$193.49; lot 20, block 20, Mildred Elder est., \$193.49; lot 21, block 21, Mildred Elder est., \$193.49; lot 22, block 22, Mildred Elder est., \$193.49; lot 23, block 23, Mildred Elder est., \$193.49; lot 24, block 24, Mildred Elder est., \$193.49; lot 25, block 25, Mildred Elder est., \$193.49; lot 26, block 26, Mildred Elder est., \$193.49; lot 27, block 27, Mildred Elder est., \$193.49; lot 28, block 28, Mildred Elder est., \$193.49; lot 29, block 29, Mildred Elder est., \$193.49; lot 30, block 30, Mildred Elder est., \$193.49; lot 31, block 31, Mildred Elder est., \$193.49; lot 32, block 32, Mildred Elder est., \$193.49; lot 33, block 33, Mildred Elder est., \$193.49; lot 34, block 34, Mildred Elder est., \$193.49; lot 35, block 35, Mildred Elder est., \$193.49; lot 36, block 36, Mildred Elder est., \$193.49; lot 37, block 37, Mildred Elder est., \$193.49; lot 38, block 38, Mildred Elder est., \$193.49; lot 39, block 39, Mildred Elder est., \$193.49; lot 40, block 40, Mildred Elder est., \$193.49; lot 41, block 41, Mildred Elder est., \$193.49; lot 42, block 42, Mildred Elder est., \$193.49; lot 43, block 43, Mildred Elder est., \$193.49; lot 44, block 44, Mildred Elder est., \$193.49; lot 45, block 45, Mildred Elder est., \$193.49; lot 46, block 46, Mildred Elder est., \$193.49; lot 47, block 47, Mildred Elder est., \$193.49; lot 48, block 48, Mildred Elder est., \$193.49; lot 49, block 49, Mildred Elder est., \$193.49; lot 50, block 50, Mildred Elder est., \$193.49; lot 51, block 51, Mildred Elder est., \$193.49; lot 52, block 52, Mildred Elder est., \$193.49; lot 53, block 53, Mildred Elder est., \$193.49; lot 54, block 54, Mildred Elder est., \$193.49; lot 55, block 55, Mildred Elder est., \$193.49; lot 56, block 56, Mildred Elder est., \$193.49; lot 57, block 57, Mildred Elder est., \$193.49; lot 58, block 58, Mildred Elder est., \$193.49; lot 59, block 59, Mildred Elder est., \$193.49; lot 60, block 60, Mildred Elder est., \$193.49; lot 61, block 61, Mildred Elder est., \$193.49; lot 62, block 62, Mildred Elder est., \$193.49; lot 63, block 63, Mildred Elder est., \$193.49; lot 64, block 64, Mildred Elder est., \$193.49; lot 65, block 65, Mildred Elder est., \$193.49; lot 66, block 66, Mildred Elder est., \$193.49; lot 67, block 67, Mildred Elder est., \$193.49; lot 68, block 68, Mildred Elder est., \$193.49; lot 69, block 69, Mildred Elder est., \$193.49; lot 70, block 70, Mildred Elder est., \$193.49; lot 71, block 71, Mildred Elder est., \$193.49; lot 72, block 72, Mildred Elder est., \$193.49; lot 73, block 73, Mildred Elder est., \$193.49; lot 74, block 74, Mildred Elder est., \$193.49; lot 75, block 75, Mildred Elder est., \$193.49; lot 76, block 76, Mildred Elder est., \$193.49; lot 77, block 77, Mildred Elder est., \$193.49; lot 78, block 78, Mildred Elder est., \$193.49; lot 79, block 79, Mildred Elder est., \$193.49; lot 80, block 80, Mildred Elder est., \$193.49; lot 81, block 81, Mildred Elder est., \$193.49; lot 82, block 82, Mildred Elder est., \$193.49; lot 83, block 83, Mildred Elder est., \$193.49; lot 84, block 84, Mildred Elder est., \$193.49; lot 85, block 85, Mildred Elder est., \$193.49; lot 86, block 86, Mildred Elder est., \$193.49; lot 87, block 87, Mildred Elder est., \$193.49; lot 88, block 88, Mildred Elder est., \$193.49; lot 89, block 89, Mildred Elder est., \$193.49; lot 90, block 90, Mildred Elder est., \$193.49; lot 91, block 91, Mildred Elder est., \$193.49; lot 92, block 92, Mildred Elder est., \$193.49; lot 93, block 93, Mildred Elder est., \$193.49; lot 94, block 94, Mildred Elder est., \$193.49; lot 95, block 95, Mildred Elder est., \$193.49; lot 96, block 96, Mildred Elder est., \$193.49; lot 97, block 97, Mildred Elder est., \$193.49; lot 98, block 98, Mildred Elder est., \$193.49; lot 99, block 99, Mildred Elder est., \$193.49; lot 100, block 100, Mildred Elder est., \$193.49.

Adding Machines & Cash Registers. Dalton Adding Machine Company Sales & Service. George D. Knox. Klamath Falls, Ore. Valley Hotel.

GLASSES. Eyes Examined, Fitted and the Glasses Ground in our own factory to suit your individual requirements. Broken Lenses Replaced. DR. GOBLE'S. 703 MAIN STREET. Repairs Quick Service.

Go to PAUL WIESE. Reliable Swiss Watchmaker and Jeweler. All kinds of repairing. 1038 Main St.

Have Your Broken Automobile Glass Replaced Quickly While You Wait. BOB RYAN'S AUTO TOP SHOP. 1415 Main St. NOTE: See Bobby Ryan about your car awning.

UPAN ADAM. "A cauliflower ear usually grows on a cabbage head."

NOTICE THE CITY TRANSFER is now located in New Stage Depot, Klamath Ave. at Eighth St. Storage, Baggage, Crating and Packing Local and Long Distance Hauling PHONE 433