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Ashland Wins From Klamath

Ashland 15, Klamath County 9. In a game that was absolutely free from the fouling, nagging and other unpleasanties that are usually connected with inter-scholastic games, Coach Klam's football team, representing the Ashland High school, added another to their season's list of victories Saturday, at the same time ending all local hopes of Southern Oregon championship.

But considering the fact that several of the local players wore suits for the first time in their lives, and were up against a heavier and more experienced team, the local high school has no reason to feel in the dumps about it. The local boys played a good game all through, against a team that handed a much worse wallop to Grants Pass High.

The fireworks started in the first few minutes of play, when Ashland, after kicking into Klamath's territory, got the ball on downs, and sent Plymate across for the first touch-down.

In the same quarter Ashland secured the ball in Klamath's territory. From the fifteen-yard line three attempts at kicking field goals failed. In the kicking department Noel seemed to have a shade over the visiting booter.

In the second half the Klamath Falls team seemed almost certain to make a touchdown. The second costly fumble of the day was made at the fifteen-yard line, and Ashland, getting the ball, kicked out to safety.

As in the second quarter, most of the play in the third quarter was in the center of the field, with both teams fighting hard. At the last of the third Ashland made its second touchdown, but again failed at kicking the goal.

From this time on, the Ashland team kept working the forward pass, and when close to a goal would try field goals. After several attempts, sometimes blocked entirely by the Klamath onslaught against the line, Ashland's final three points were made in this manner.

The work of Noel for Klamath Falls was excellent throughout, and he proved a pretty consistent gainer. Another big factor in the Klamath makeup was little Gus Page, who proved to be the most effective man in breaking up the Ashland plays. Beales, who went in in the closing minutes of the game, also showed some fine flashes of real football.

Spencer's work for Ashland was noticeable at all times, while Delsman and Plymate were largely responsible for the Ashland victory. Neither team has a man who can be said to have shirked, and the result was a fast, clean game, with sportsmanship paramount.

O'Loughlin bunged up one hand and Anderson had an ankle hurt. These were the only injuries, and both men continued to play, although Anderson slowed up somewhat.

There was no lack of school spirit on the part of the local rooters. The girls turned out en masse, clad in red sweaters and white dresses, and like the boys, their heads were crowned with red and white caps. Despite the fact that their team was playing a losing game, the rooters kept up the racket, and instilled the fighting spirit into the gridiron bunch.

The line-up follows:

ASHLAND		
Wt.	Player	Position
145	Holmes	Right end
160	Young	Right tackle
150	Jones	Right guard
145	Frame	Center
143	Ashcraft and Jones	Left guard
160	Wakned	Left tackle
170	Mayfield	Left end
135	Spencer	Quarterback
165	Delsman	Fullback
145	Plymate	Left halfback
135	Anderson	Right halfback

KLAMATH FALLS		
Wt.	Player	Position
135	Kiehl	Left end
160	O'Loughlin	Left tackle
150	Everett	Left guard
140	Graves	Center
135	Short and McMillan	Right guard
145	Sanderson	Right tackle
135	Melchase	Right end
135	Noel	Quarterback
165	Motschenbacher	Fullback
135	Orem and Peal	Right halfback
140	Page	Left halfback

The following merchants closed their places during the game:

K. K. K. Store, Hurn Hardware, F. M. Upp, Star Drug Co., Golden Rule, Loewe Bros., Klamath Hardware Co., F. C. Davenport, M. Motschenbacher, Klamath Jewelry Co., K. Sugarman, Alt & Bodge, C. J. Garland, A. Armstrong, C. T. Clingenpeel, Stitts Dry Goods Co., Regal Shoe Store, Underwood's Pharmacy, Whitman Drug Co., J. F. Maguire, O. M. Hector, Virgil & Son, E. B. Henry, F. R. Olds & Co., R. E. Smith Realty Co., Browne Bros., Wm. A. Masten, Willis-Johnstone Furniture Co., Klamath Falls Music House, Jas. Maltons.

SINNOTT'S STAND ON PROHIBITION GIVEN

THE DALLES, Oct. 23.—During the absence of Congressman Nick Sinnott at his post of duty at Washington, the friends of George L. Cleaver, the prohibition nominee for representative from the second district are causing a house to house canvass to be made in Wasco and adjoining counties representing that Sinnott is "admittedly the supporter of the liquor interests." The "Out to Win" association of Portland is preparing to take a part in the political affairs of Eastern Oregon by flooding the state with circulars making a similar misrepresentation of Mr. Sinnott's position.

For months past Congressman Sinnott has replied to numerous constituents, both "wet" and "dry," who have written asking what position he would take when the question of a national prohibition amendment came up in congress, clearly stating that his vote on that amendment would be determined by the vote of the second congressional district on the liquor question at the coming election. In his platform filed with the secretary of state, Sinnott says, "If nominated and elected, I will, during my term in office, represent the views of the majority of my constituents." Sinnott holds that this plank embraces the liquor, as well as all other questions. He has consistently maintained this logical position all along.

A single instance will show how frank he has been with his constituents on this matter. During last August, Albert E. White, of Freewater, who is a believer in prohibition, wrote Congressman Sinnott asking him to state his position on a national prohibition amendment. Sinnott replied as follows:

August 7, 1914
Washington, D. C.

Mr. Albert E. White,
Freewater, Oregon.

My dear sir:—I write to acknowledge receipt of yours of July 31st and desire to express my appreciation of your kindness in writing to me and sending the enclosed clipping. As a candidate for representative in congress on the republican ticket, I do not feel it incumbent upon me to take part one way or another in the issue involved in state prohibition in Oregon and I do not intend to do so. The national prohibition amendment, known as the Hobson amendment, will not be voted upon at this session of congress for the reason set forth in the circular letter sent to members of the house by Congressman Hobson, a copy of which I herewith enclose. It will likely be voted upon at the next session, commencing in December. When it comes up for a vote, I expect, as the representative of the second Oregon district, to voice the views of the majority of my constituents in that district as expressed in the November election. I received my nomination on the platform which I filed with the secretary of state last March or April, a copy of which I enclose. You will note that I therein state, "If nominated and elected, I will, during my term in office, represent the views of the majority of my constituents." I intend to keep this promise, for I feel that it is the duty of a representative in congress to represent the views of the majority of his constituents, such representation being the very basis of our form of government. Kindly write me the name of the paper from which you took the clipping which you enclosed.

I trust that my position will meet with your approval and that I may continue to have your valued support. With kindest regards, I remain,
Very truly yours,
N. J. SINNOTT.

What Mr. White thought of the position taken by Congressman Sinnott is best shown by the following extract from his letter of reply to Mr. Sinnott, dated August 11, 1914: "I have your favor of recent date, and note your position which I think should be satisfactory to all your constituents as it is to me. Since in the state fight you are representing nobody but yourself, it is your privilege, and as a party nominee perhaps it is your duty, to reserve your opinion on this issue. In the national fight, where you represent thousands of us, it is unquestionably your duty to vote the sentiment of the majority of your constituents, if that can be determined. While state and national prohibition are not identical issues, they are so closely related that I believe you would be justified in viewing the former as an index to their probable view on the latter, and so I commend your decision to use the November vote of your constituents on the question of state prohibition as a factor to determine your vote on the Shepherd-Hobson resolution."

Congressman Sinnott has written

rays? How long a column on parade? The normal unit of an army is a division.

A division is the largest force that can be deployed into line of battle in one day, marching on one road.

It consists of three brigades, each of three regiments of infantry; one regiment of cavalry; two regiments of field artillery; one battalion of engineers; four ambulance companies, and four field hospitals. With it goes an ammunition train, a supply train and a pack train. A major general commands a division.

Down to the last man a complete division at war strength numbers precisely 19,850 souls; it might be as high as 22,000 with auxiliary troops; it could be as little as 16,000, as it would be soon after the carnage and disease of real war. Roughly, let us assume a division at 20,000.

Now with this division go animals and vehicles—a lot of them. There are 3,165 mounts and 1,400 draft horses; 89 mules for riding; 3,212 for draft work and 408 for the pack train—a grand aggregate of 8,265 animals of all kinds.

Then there are 48 guns and 144 caissons; 107 wagons and carts for combat (ammunition); 48 ambulances and 652 wagons for subsistence and forage. Here are 1,000 ve-

hicles for these 20,000 men and 8,265 animals!

And this is only one division. For a million men we must multiply everything by fifty—animals, guns, wagons and the equipment and food that go with them. This takes only the simplest arithmetic. We find for our million soldiers there are needed 413,250 animals and 50,450 vehicles, including cannon.

Now we have this vast array of men, animals, cannon and vehicles, and their supplies, and the order comes—

"Mobilize at New York!"

Railway trains are needed—a tremendous lot of railway trains, too. Remember, all the equipment must go on these trains—horses, mules, guns, wagons, food, forage, ammunition. So it takes a train for one battalion of infantry, a train for two troops of cavalry, a train for a single battery of artillery or a pontoon company of engineers.

There would be twenty-seven trains of oats. Striking an average of 25 pounds a day for each animal, what a problem for fodder!

There are 413,250 animals to be fed every day. Men can go without; animals cannot. The horses and the mules must have \$10,331,250 pounds

needed for the infantry, twelve for the artillery, six for the cavalry and four for the engineers of one division—forty-nine trains in all. When extra supplies and the medical troops are figured and a train for headquarters of the division, sixty trains would be a fair estimate for one division at mobilization time.

For a million men, then, 3,000 railway trains!

And what are 3,000 trains? Six of them would be a mile long. If all 3,000 were in one long train it would reach 500 miles. Or from New York to Washington and back. Six such trains in one would reach from New York to California.

For a camp a regiment of infantry with all its animals and wagons needs 19 acres; a cavalry regiment must have 60 acres; an artillery regiment 48 acres. A division needs 640 acres or a square mile, for all its infantry, cavalry, artillery and other troops.

Our New York camp for a million men, then, would occupy fifty square miles—twice the size of Manhattan!

And now to feed this vast army of men and animals?

The full day's ration for a man in the field weighs 4.4 pounds and costs about 30 cents, including everything. Item, \$300,000 a day for food for a million men. This is just a little matter of \$9,000,000 a month. This food would weigh 4,400,000 pounds—just the food for one day—or 2,200 tons.

One box car's capacity is 1,800 cubic feet. This will carry 9,172 rations—food for one day for 9,172 men. So, for one million men, all waiting impatiently for their grub, it would take 109 freight cars every day to bring along their rations—five trains of 21 cars each. And it is, mind you, only for 24 hours.

And the forage for the animals is yet to come. A horse needs 14 pounds of hay and 12 pounds of oats a day. A mule has 14 pounds of hay and 9 of hay and feed every day. This will fill 258 cars—hay is bulky.

If we add medical supplies and countless other items there would be 375 freight cars working every day to keep going these million men and their beasts for just 24 hours.

One railway car holds as much as 12 army wagons. To transport food and fodder for a million men and their animals would require 4,500 wagons—just for one day's supply. Of course they could go nowhere with this trifling transport. A division of an army must carry food and forage for at least ten days or two weeks. That means 45,000 wagons for one million men.

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