

The Evening Herald

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WEDNESDAY, OCTOBER 4, 1922

CARPING CRITICS

THEY'RE picking the state re-
publican platform to pieces. It
doesn't suit the firebrands, who are
terribly disappointed because every
little issue that promises a fierce
fight, in the party or out of it, isn't
blazoned forth in glaring red type
in the pages of the document.

Such is the effect of the fighting
spirit in the human animal once
aroused. Instead of seeing the utter
absurdity of the "problems" that
politicians are raving about, and the
vital importance of the matters
touched upon in the platform, they
see only the likelihood of being cheat-
ed out of a fine old strap.

The rabble in Oregon and their
demagogic leaders are like a pack of
alley toughs gathered to watch a dog
fight, recking nothing of the condi-
tions in which they live. Their
clothes may be in tatters, their
homes dilapidated hovels, but as long
as the dogs fight well, they're hap-
py. Their philosophy of life isn't
calculated to develop a fine residen-
tial district, or to people the neigh-
borhood with prosperous and indus-
trious citizens—but what's the dif-
ference as long as they can serge
up the dogs for a fight on every pos-
sible occasion.

Fortunately the rabble and the
demagogues do not control Oregon
—and Tammany hall methods will
not go in Oregon.

The clear-thinking majority of this
state—when they have had time to
think it over calmly—will decide
which are the major issues.

One critic says the republican plat-
form is deficient, that it side-steps
great issues, because it does not
praise or condemn the president
specifically for vetoing the bonus bill.

The platform commends the na-
tional administration and the chief
executive in perfectly plain language.
It is to be assumed that the bonus
action is included in the general ap-
praisal. Nor that all republicans
agree with the President's course.
Probably many do not. But they
give him credit for honestly doing
what he thought was right.

Then, says another, it doesn't re-
cognize the great religious issue that
has been raised in Oregon. It doesn't
say anything about the compulsory
educational bill.

Shades of all the political bosses,
living and dead! The republican party
in Oregon is not trying to make a
state for party voters, nor to cram
down their throats any unwarranted
advice as to how they shall exercise
their sacred right of suffrage.

The republican leaders of this
state are seeking to develop a party
conscience—as well as party con-
science—not to siffle it. They
cannot expect to create party con-

sence by throttling the free will of
individual voters.

But the critics of the platform are
hurried by the greater weight of sup-
porters, those who realize what the
real issues are. Here is a sample,
from the Bend Press, of the opinion
of those who see the menace in this
continued course of disruption in
America, and who are bending every
effort to the restoration of harmony:

The party pledges there con-
curred in constitutes a document
which is saliently American in
principle, and an assurance of compet-
ent citizenship in America when
the practice of such is in such
great demand.

There is not a phrase of impor-
tant state and national issues which
these pledges have failed to cover.
And, in this present period of crisis
in Oregon when issues of varied
nature and importance have served
to divide public sentiment and
political aspiration, it is commenda-
ble that Oregon finds available a
vast representation of the entire
state capable of stepping up and
out of the mire to a higher plane
which savors more of the principle
of the great state constitution and
the constitution of the United
States.

Republicans, Democrats, and all
Independents, there are no great
party lines in Oregon this year.
The issue is clearly American. Our
first duty is to our nation when
support of national principles is
demanded. Our second service should
be our state. Unless the interests
of these two institutions are
properly guarded there can never
be any such thing as protection for
the community and the home.

It would be impossible for any
individual or group of individuals
to resolve upon a more ethical
American and Oregonian plan of
procedure than has been resolved
upon by the Republican party of
Oregon as the result of the recent
convention. The adoption of these
pledges and their practice would
mean the accomplishment of those
American ideals which are so
cherished by all of us; would mean
the assisting of America to properly
perform the great world ser-
vice which is hers as a just herit-
age.

ARGONAUT DISASTER
RECALLS SIMILAR
CASE IN KERN CO.

OAKLAND, Cal., Oct. 4.—Imprison-
ment of forty-seven miners nearly
a mile underground at Jackson, Cal.,
last month, recalled to many the na-
tion-wide attention directed in 1906
to a similar accident in the Kern
River canyon, near Bakersfield, Cal.,
in which Lindsay B. Hicks was bur-
ied alive for 15 days.

Hicks was one of six American
miners who went to work in a mine
in the Kern River canyon Dec. 7,
1907. Soon after they entered the
mine, there was a cave-in 70 feet be-
low the surface and three were killed
on-the-spot. The others, including
Hicks, survived in the debris, but
two died before help reached them.
Hicks was pinned to the ground but
fortunately underneath a tramway
car. On the surface hope that the
men were alive was given up.

Three days later, workmen who
were excavating the tunnel preparing
to recover the bodies heard queer
tapping on one of the tramway rails.
Some believed it was an echo, it was
so faint, and others could not hear
it at all. However, when the men
rapped on the rail, their signals ap-
peared to be answered. Then, when
a tapped answer came to the miners'
"signal blast" the workmen knew
someone was alive in the mine.

It was decided to force a half-inch
pipe along the flange of one of the
tramway rails. When it reached the
entombed man he thought it was a
pick or drill and believed his rescuers
near. Finding it a pipe, he called
through it and told the men on top
that he was still alive and had sub-
sisted by chewing tobacco. His right
hand was free and with it he brought
forth from his pocket a new plug of
tobacco he had purchased before en-
tering the mine.

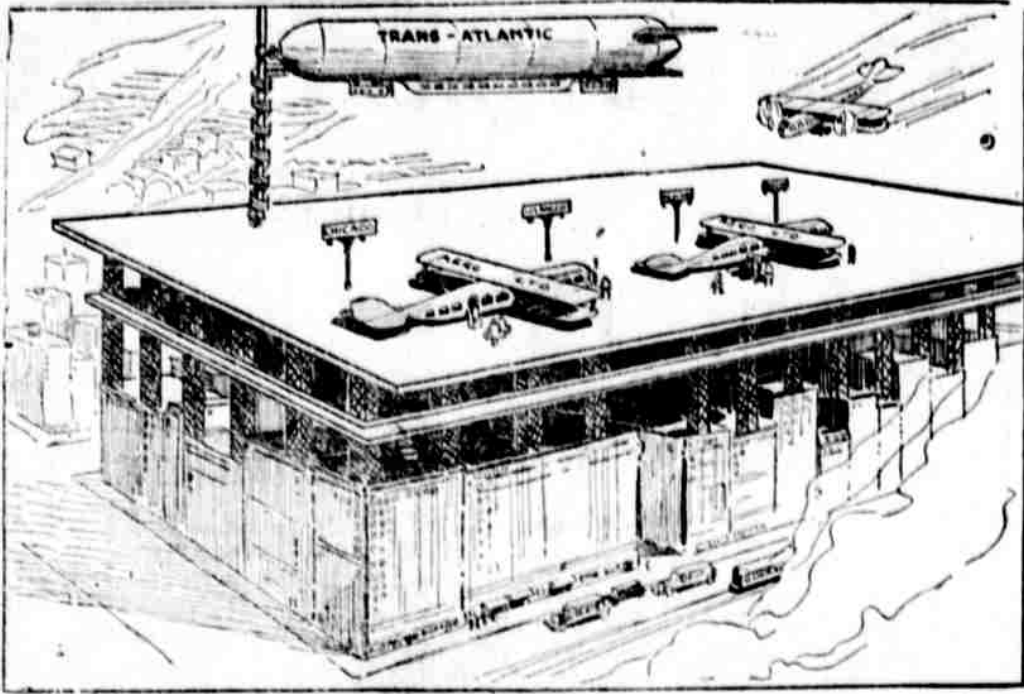
The first pipe was withdrawn and
another of the same size, but perfor-
ated on the side and inserted and li-
quid nourishment was transmitted to
Hicks. A surgeon stood on the out-
side end of the pipe and prescribed
the amount of milk and other stimu-
lants to be sent. Hicks talked thru
the pipe, told how he battled mental
torments and insanity, how he heard
rats gnawing in the pit. A phono-
graph was installed and Hicks lis-
tened by the hour to the music. This
was on the twelfth day and he laugh-
ed like a child.

Meanwhile the outside world watch-
ed the progress of the rescue. News-
papers from many sections sent cor-
respondents and photographers.

Rescuers reached Hicks one mid-
night, tied a bandage over his eyes
to protect them from "the outside
light, placed him on a stretcher and
carried him out. When the news of
the discovery reached Bakersfield
there was a big celebration.

Hicks displayed no serious ill.
Cases of chewing tobacco and even
marriage proposals came to him. He
went on the lecture platform but in-
terest in him soon died out. Later
he was hired by a Chicago museum
to tell how it felt to be buried alive.

HITCHING POST AND LANDING FIELD WAY UP IN THE AIR



By CHARLES F. REDDEN

Board of Governors of the Aero-
nautical Chamber of Commerce

NEW YORK, Oct. 4.—Roofed-
over shipping districts will be com-
mon sights in



American cities within the next
few years. From
those roofs giant
airplanes and air-
ships will be fly-
ing on railroad-
like schedules, car-
rying passengers
and freight from
city to city.

Commuters will
think nothing of
coming to business
daily from a dis-
tance of 100
miles. San Fran-
cisco will be only
a day's ride from
New York.
The city will project itself into
the country, and the country will
invade the city—with many advan-
tages to both. Billions of dollars
will be added to the rural real es-
tate values of the United States;
whole new areas will come in for
development; and city congestion
will be largely reduced.

I say these things from knowledge
of what has already been accom-

plished. There is nothing of the
fantastic in these predictions.
150,000 Flights Without a Fatality
Commercial aviation is already a
success. Regular lines have been
established in many parts of the
country, and are operating success-
fully.

Where thoroughly responsible
concerns are doing the flying, ac-
cidents are almost unheard of. Re-
ports collected by our organization
show that over a period of 12
months, 499 commercial aircraft
made 159,736 flights, traveling 2,-
997,245 miles, without a single
fatality.

During the last 14 months, the
U. S. air mail service has traveled
nearly 2,000,000 miles with only
one fatality. Most of the accidents
you read about are caused by
"gyrates" or "stunters"—and com-
mercial flyers don't stunt. They
know that no human pilot is as
stupid as the law of gravity.

Except for the seaplanes, which
can go up or come down wherever
there's water, the present chief bar-
rier to the development of com-
mercial aviation is the lack of land-
ing fields.

Consider the situation in New
York. An airplane can bring a
passenger from Washington to the
landing field in Garden City, Long
Island, in two hours. But it takes
another hour to convey the pas-

senger by motor to Wall street.

It should be practical to roof
over Grand Central terminal or
other railroad yards with steel gir-
ders and glass, thus providing air-
craft landing facilities in the heart
of the city. I predict it is only a
matter of a short time until such
spaces are provided in every large
city.

Flying Cost Coming Down

Flying costs are bound to come
down as the public learns it has
nothing to fear in using properly
operated airways. Quantity con-
sumption of airplane tickets will
eventually bring rates for high speed
air travel within a reasonable dis-
tance of the rates for slower rail
travel.

It is conceivable that the day
may come when airplanes will be
punched out in quantity production
like flyovers; and when every fam-
ily can own one. I am more in-
clined to the belief, however, that
the immediate development of com-
mercial aviation will be in the
hands of common carriers operating
large capacity planes over regular
routes.

And I should strongly advise ev-
ery city in America to have its
city planners get busy on the sub-
ject of a local landing field—for the
cities that have adequate terminal
facilities will be the first on the
airways map.

ADVERTISING IS
WINNING METHOD

Progressive Concerns Spend
One Per Cent of Gross
For Publicity

CHICAGO, Ill., Oct. 4.—Advertis-
ing day after day, week after week,
month after month—as the best
method by which public utilities may
overcome public prejudice, was
strongly urged by W. H. Sawyer,
president of the East St. Louis &
Suburban Railway Co., speaking
here today before the American
Electric Railway association conven-
tion.

"Few really going progressive
concerns in any other business spend
less than one per cent of their gross
on advertising, many spend five
per cent," he declared. "The aver-
age street railway company can, to
good advantage, as a business prop-
osition conducive to the welfare
not only of the company but of the
community served, spend one per
cent of its gross earnings on paid
advertising.

"I believe in consistent advertis-
ing, not defensive advertising
brought about by necessity, but ad-
vertising calculated to prevent the
need of a stone wall defense. I want
our customers to know the condi-
tions of their street railway com-
pany; I want them to know it all
the time so that when any question
arises they are fully informed.

"Advertising is not the solution
of all our troubles. We may still
be unfairly and unduly attacked but
advertising is a duty which we owe
to our public, our customers, and
it is good business.

"I am using paid newspaper space
to give the public the facts. I use
a considerable amount of it and I
doubt if I am using enough."

Mr. Sawyer's address was part of
a public relations advertising sym-
posium. Others who talked includ-
ed: M. C. Brush, Philadelphia; H.
B. Flowers, Baltimore; Britton I.
Budd, Chicago; Baron G. Collier,
New York City; J. P. Barnes, Louis-
ville, and P. S. Arkwright, Atlanta.

HEADQUARTERS FOR
AIR RACES DETROIT

DETROIT, Oct. 4.—The Detroit
district has become the aeronautical
headquarters of the country with the
assembling at Selfridge Field, Mt.
Clemens, near here, of one of the
greatest arrays of American air-
planes ever seen, in preparation for
the Pulitzer race, world's speed clas-
sic, to be held October 14.

Aerial experts for weeks have been
perfecting the motors and at least a
dozen of America's latest designs of
aircraft will compete in the races
marking a three day air speed pro-
gram. Entries include types from
the army, navy, and commercial
fields.

Twenty three entries have been
confirmed in the Pulitzer Trophy
race, to be flown over a triangular
course above Lake St. Clair, with
Selfridge Field as the starting and
finishing point. Measures to safe-
guard lives of the airman have been
taken. Navy, coast guard and pri-
vately owned airplanes will patrol
the sky paths and keep from the
race courses any machines that are
not active participants in the con-
tests. Medical branches of the army
and navy are arranging for a tempo-
rary hospital at the field. Soldiers
of the regular army will act as po-
lice on the field and in the grand
stand during the races.

In conjunction with the aerial
dashes the second annual aerial con-
gress will be held here at which a
permanent organization probably will
be formed for furthering the inter-
ests of aviation, especially from the
standpoint of airplane production
and operation. The latter discus-
sion is expected to bring about recom-
mendation of a complete set of aerial
traffic rules.

About 150 planes will compete in
the various racing programs. Ap-
proximately twenty civilian planes
already have been entered in the "On
to Detroit" race that will feature the
arrival of delegates to the congress.

COUNTY TREASURER'S NOTICE

Notice is hereby given that there
are funds in the County Treasury for
the redemption of Klamath County
ROAD WARRANTS protested on or
before June 17th, 1922.
Interest on the same will cease
from this date.
Dated at Klamath Falls, Oregon,
this 4th day of Oct., A. D. 1922.
G. K. VAN RIPER,
County Treasurer.

NEW TODAY

WANTED—To rent for the winter,
furnished house by responsible
people. Phone 137R. 4-6*

Furnished one room cabin. Colo-
ral Rooms, 11th near Main. 4-6*

PIANO FOR SALE—or will trade for
lot. O. E. Roe, Triangle Cafe. 3-3*

CARRIER BOY WANTED
Trustworthy boy, over 12, to carry
Herald Route in Mills addition. 4-1

FOR SALE—Furnished house at 317
N. Tenth or furniture will be sold
alone. 4-7*

BICYCLE FOR SALE—356 Lincoln
4-6*

FOR SALE—Furnished three-room
house; bath; built-in; corner lot;
ample space for addition; half block
from White Pelican hotel; good in-
vestment; will bring in \$35.00
month; \$1500 cash or \$175.00 with
\$500 down and balance \$35.00 month
or mortgage. 1205 Pine Street. 6-7*

ROOM FOR RENT, with board. Lady
preferred. \$30. Phone 614. 4-6

FOR RENT—Furnished cabin. 2115
6th St. Mills Add. 4-6*

FOR HIRE—Three logging trucks.
Chauncey Florey, Medford, Ore. 4

NOTICE FOR PUBLICATION
(Publisher)

DEPARTMENT OF THE INTERIOR,
U. S. LAND OFFICE at Lakeview,
Oregon, Sept. 18, 1922.

NOTICE is hereby given that Char-
ence O. Mouchun, of Box 39, Fort
Klamath, Oregon, who, on May 4,
1921, made Homestead Entry, No.
011563, for Lots 3, 6 and 10, Sec-
tion 2, Township 34-South, Range
6-East, Willamette Meridian, has fil-
ed notice of intention to make three-
year Proof, to establish claim to the
land above described, before C. R.
Delap, Clerk of the County Court,
at Klamath Falls, Oregon, on the
4th day of November, 1922.

Claimant names as witnesses:
Merle Looney, of Fort Klamath,
Oregon.

B. F. Looney, of Fort Klamath,
Oregon.

D. J. Blackmore, of Chiloquin,
Oregon.

C. I. McWilliams, of Klamath
Falls, Oregon.

F. P. LIGHT, Register.
S 29.27 O 4.11.18

"The Storm" is here! 3-4

DANCE with the CROWD at the White Pelican
WEDNESDAY EVENING, 9 O'CLOCK
BEST MUSIC — BEST FLOOR
BEST PROGRAM
HARRY BOREL'S ORCHESTRA
Teachers Specially Invited
One Dollar Per Couple

URGES OWN CODE FOR INSURANCE MEN
HOT SPRINGS, Ark., Oct. 4.—If
insurance men set up their own
standard of qualifications and busi-
ness conduct and carry them
through, the need of legislation will
be forgotten, E. D. Dunning of Du-
luth, Minn., regional vice-president
of the National Association of In-
surance Agents, told delegates to
the convention of that organization
here today.

TONIGHT AT The Liberty Theatre
Will be given the final showing of
"THE STORM"
which is without a doubt one of the most spec-
tacular productions ever filmed. The story is a
single one—the agonized story of a man and a girl
—and it will interest you. But the surroundings
—the settings—the color—the action—all com-
bine to make one of the most interesting even-
ings you will spend in a long long time.
Matinees 10c and 25c
Evenings 25c and 50c
Thursday Frank Mays in
"Caught Bluffing"
A great story of the Klondike

SANTFORD & CO.
426 Main Phone 34 Klamath Falls, Ore.
Bear in Mind!
Polar Bear Flour Is King
It makes more loaves to the sack

DANCE
Cole McElroys Orchestra
—of—
Portland, Ore.
Monte Austin
Famous Tower of Jewels
Singer at Last World's
Fair.
White Pelican Hotel
Thursday, Friday,
Saturday
Admission 25c to all
then 10c per dance.