

# The Evening Herald

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F. R. SOULE, President and Manager  
RUTH SOULE, Secretary-Treasurer  
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H. R. HILL, City Editor  
F. S. WAITE, Advertising Manager  
H. W. REYNOLDS, Mechanical Superintendent

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TUESDAY, FEBRUARY 26, 1924

## MASTER OF HIS OWN FATE

ATTEMPTING to gain some personal and partisan advantage for themselves, certain democratic leaders have been declaring that President Wilson was "crucified by politicians." They hope thus to profit by the general grief over the death of a former president of the United States.

Resort to such an expedient will be unsuccessful, for few there will be who will not discern its falseness and ulterior purpose. President Wilson was a man of high ideals and fought valiantly for what he believed to be best for the world. But his judgment as to the wisdom of American membership in the League was at variance with the judgment of a majority of the members of the United States senate, which body is charged with responsibility equal to that of the president in the making of treaties. When the senate refused to give its approval to the treaty with the league interpolation, Wilson undertook a campaign tour of the country in behalf of his opinion of what should be done. He was warned by his physicians that he was overtaxing his strength but such was his determination to make a minority prevail over a majority that he persisted, with the result that his strength gave way.

This is a statement of fact well known to the country. Wilson was not crucified—by politicians or otherwise. He undertook to force the country to accept a policy of entangling alliances with Europe. On his speaking tour it was apparent that although the country honored him as its President, it would not yield to his dictation. The more irresponsible his audiences to his League arguments, the greater became his exasperation and his determination to have his own way regardless of the judgment of any and all who differed with him.

There was only one way to induce Wilson to give up his campaign, and that was to yield to him. If the senate and the country must yield to any president who insists upon having his way, then representative government must yield to dictatorship. If men who disagree with a president are to be accused of "crucifying him" just because they will not yield their judgment to his, then the whole purpose of having a senate is overthrown.

Wilson was not the master of the American people—he was their servant. He was bound by certain constitutional rules adopted by the people, among which is that rule which requires that treaties negotiated by the president cannot become binding in any way until ratified by the senate. Wilson was not willing to let this constitutional provision prevail and tried to force the senate to adopt a treaty of which it did not approve. It was his persistence in that effort that brought his physical breakdown. If he had been content to say, "Let this question be settled in accordance with the will of the people as expressed in a constitutional manner," he would be a live and healthy man today.

No one was responsible for his course except himself. No one forced him or encouraged him to proceed as he did. In fact, his best friends advised him to desist.

To say now that he was "crucified" by politicians is to utter an obvious untruth.

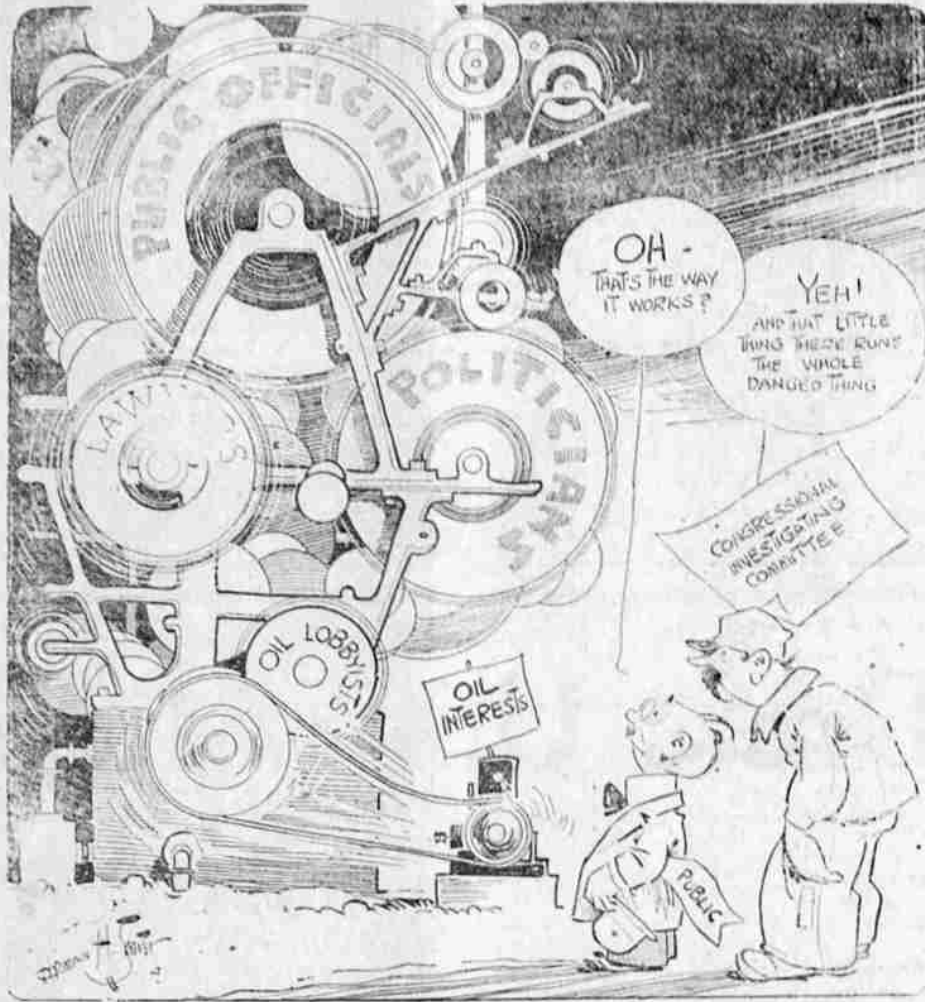
Newton Baker announces that he is not a candidate for the Presidency, and in view of his attitude the Democratic Party has decided not to draft him. It is about time that ex-Senator Jim Ham Lewis issued his quadrennial announcement to the same effect.

Of course, Daugherty ought to resign. He is not so obtuse as not to know that his presence in the cabinet is a very great embarrassment to the administration. He is a back-breaking burden for the Republican party to carry.—Portland Telegram.

Much of our Democratic Presidential timber is scrub from the cutover region.—Houston Post (Dem.)

It's funny. A man can't pick a chicken clean in thirty minutes, but a chicken can pick a man clean in thirty seconds.—Stamford Advocate.

## SEEMS TO BE THE WHOLE SHOW



## The Office Cat



Seventy-five young women marched out of a hotel in their night clothes during a fire in San Francisco recently. Yet they claim that it was smoke that overcame a fireman.

We have a new stenographer. Her name is Lizzie Lunk. Whenever this maid punctures, The accent's on the pun.

Another advantage in being common is that you can eat in the kitchen where it's warm.

Nine out of ten men favor short dresses because they are "sensible." (Not the men—the skirts.)

Few things are as bad as they might be, except a pen point I tried to use recently in a local bank.

One Way Out  
Wife—What's the matter, dear? You look worried.  
Husband—The books down at the office won't balance.

Wife—Can't you buy some new books?  
After due ceremony the Mellon tax-reduction program will very likely be carried out—and buried.

But What Makes a Woman's Nose Shine?  
We are told that it says somewhere in Ecclesiastes that "man's wisdom causes his face to shine." This probably explains why we so seldom see a man with a shiny face. On the other hand, too, we suppose, it is his lack of wisdom that causeth his nose to bloom.

Titus Wadd is so tight that an Christmas Eve he told his kids that Santa Claus just died.

The nice thing about being a farmer is, you never have to leave home to go to the country.

It's a wonder some inventive geniuses don't start a standing-collar style for fat ladies so they can hide their double chins.

In England, Henry Royce, maker of the Rolls-Royce, has had a statue of himself erected. That may work all right in England, but over here some guy in a Ford would knock it over before night.

The great trouble with the people who believe only what they hear is that they believe the wrong half.

Do not allow children to "hitch on" or steal rides from moving cars.

## RUBBER PAVING TESTS ARE MADE

AKRON, O., Feb. 23.—Paving with rubber blocks was laid out this month for the first time in the United States by the Goodyear Tire & Rubber company in a section of the streets fronting its Akron plant.

The rubber blocks resemble common paving bricks in size and shape, with the exception of a tongue and groove construction on two sides to join the blocks together in a close union. The bottom and wearing surfaces of the blocks are smooth.

Washed the ends and grooved sides edged in hot tar compound to form water tight joint, the blocks are laid on a concrete base covered with a coating of the tar compound.

Goodyear engineers received permission from the Akron city council more than a month ago to lay a section to test rubber block paving compounds and construction, as well as to determine the wearing effect of traffic upon the blocks themselves. A section 10 by 12 feet was laid in the street directly in front of one side of the factory entrance where loaded trucks passing in and out will give the paving a thorough trial.

Purpose of rubber block paving is two fold, engineers explain. First, it reduces traffic vibration found in other pavements, thus protecting the mechanism of vehicles riding over it. On the highway it is said to be the means of cutting down on the street work required to withstand vibrations, also maintaining crystallization of the asphalt, because the rubber takes up part of the shock created by traffic.

Second, rubber blocks reduce traffic noises and are expected to prove useful in deadening sound in residential quiet zones, apartment courtyards, station platforms and other places where trucking and travel are considerable.

## AUTOMOBILE TRAMP—COMMON ON ROADS

TOMBSTONE, ARIZ., Feb. 26.—The ancient "bigger on horseback" has nothing on the mendicants of today. Twice in the last few months Tombstone has been canvassed by women, carrying babies, seeking charity to purchase food, while nearby was parked a car in which was loitering an able-bodied man.

In such cases the couple were working their way to the coast. All over the South west complaint is made of automobile tramps, who provide themselves with new tires or other supplies from cars that are stripped in the towns and who even steal the gasoline needed for the road.

At Reason a hotel guest was stopped as he was walking away with a Navajo rug and a blanket from the room he had occupied. Both articles were to be used on his auto journey toward El Paso.

## TAX DEDUCTION FOR BUSINESS AUTO EXPLAINED

Deductions allowed taxpayers in connection with the maintenance and operation of automobiles are the subject of frequent inquiries from taxpayers in filing a federal income tax return. The following is for the guidance of owners and prospective owners. Such cost for garage bills, gasoline, repairs, etc., may be deducted as a business expense when an automobile is used wholly for business purposes, or in trade, profession or farming. When partly for such purpose and partly for pleasure or convenience of the taxpayer and his family, the cost may be prorated and that part attributable to business or to the other purposes mentioned deducted as a business expense.

The same rule applies with regard to the deduction for depreciation, which is allowed when an automobile is used wholly in business, trade, profession or farming, and must be apportioned accordingly, when used partly for such purposes and partly for pleasure. If an automobile is used almost exclusively for pleasure a deduction for depreciation is not allowed.

The purchase price of an automobile, even when used wholly in business, cannot be deducted from gross income. It is a capital expenditure, deduction of which is expressly disallowed by the revenue act. The 5 per cent tax which attaches to the sale of an automobile cannot be deducted by purchaser because it is a tax levied on the sale by the manufacturer and must be returned and paid for by him. The manufacturer may reimburse himself in the amount of tax by agreement with the purchaser in manner prescribed by the treasury regulations. So far as the purchaser is concerned the tax is a part of the cost to him of the automobile. The manufacturer may not deduct the tax in his return unless the amount is included in his gross income.

An automobile license fee is regarded as a tax and may be deducted whether the automobile is used for business or for pleasure or convenience. In the event of a collision between a truck and an automobile used for pleasure or convenience the owner of the truck may claim a deduction for damages, provided the truck is being used for business at the time of the collision. No deduction is allowed the owner of the automobile—because it was not being used for business purposes. Amount expended by owners of automobiles for pleasure or convenience in repairing damage thereto caused by negligent operation do not constitute deductible losses.

Taxpayers are advised not to be in the grip of their return. To do so results in confusion and congestion during the closing days of the filing period which ends at midnight of March 15.

## MANY ELEMENTS LESSEN LIFE OF MOTOR TRUCKS

BY ETHEL BERT FAVARY, Consulting Engineer, Moreland Motor Truck Company.

Vibrations cause fatigue (strain) in every metal structure. Even though the finest steels are used in the manufacture of all the reliable cars and trucks, they will wear out. The average life of a touring car is much longer than that of a truck, even though the touring car is driven at much higher speeds. The chief differences affecting the life of the two are in the tires and in the springs.

**Difference in Springs.**  
A touring car weighing 3000 to 4000 pounds, rarely carries a load in excess of about 1000 pounds, which is not more than about 25 per cent of its weight. A well-designed truck usually carries at full load, 100 per cent, or more, of its own weight.

A spring is most efficient when it is deflected considerably. In a touring car the spring is always under considerable flexure since the "live" load is comparatively small. In most trucks, on the other hand, the springs hardly give at all unless the truck is loaded, for if they would flex much at no load, they would hit bottom under full load.

**Tires.**  
A pneumatic tire has the ability to absorb small obstructions on the road without raising the axle. The tire will conform to the irregularity of the road surface, as the pressure on the outside overcomes the air pressure of the inside. Pneumatic tires are very quick in action, that is to say, even when going at high speed, the tire is very efficient in absorbing obstructions on the road and cushioning the vehicle.

A solid rubber tire, on the other hand, is slow in action. If a block of solid rubber is hit a rapid blow, it will give very little, whereas, if pressure or a load is applied slowly, it will "give" considerably more. The reason rubber is slow in "action" is that its shape changes under a load. Air can be compressed into a smaller space; rubber, on the other hand, cannot be compressed, it can only be depressed when there is room for it to spread in another direction.

In this respect, rubber acts like a liquid for instance, water, which is non-compressible.

This is the chief reason why it is impossible to run at high speed with solid tires, and that the vibrations and jolts increase very rapidly with speed. The increased hardness of solid tires begins to become very noticeable at about 15 or 16 miles per hour, depending on the quality of the rubber.

Furthermore, the softer the rubber, the more power will it take to propel the truck. This is due to the fact that "rubber is slow in action." When the truck is in motion the rubber in front of the wheel, where it first comes in contact with the road surface, is depressed, while where it leaves the road surface, it will not press back against the surface thus giving it a certain amount of forward kick, as is the case with the pneumatic tire. It takes time for rubber to be depressed, and it takes time for it to return to its original shape when the load is removed. This is the reason that the many rubber cushion tires which have been tried, have not been more generally adopted. The effect of soft, solid rubber tires, is the same as when traveling with ordinary tires in deep sand or mud.

**Increasing Truck Life.**  
One suggested remedy is to use springs which deflect sufficiently at light loads, and yet not hit bottom under full load and road conditions. Various spring constructions embodying this principle, have been used, some giving very good satisfaction. The underlying idea is to have a main spring and an auxiliary spring. At light loads the main spring carries all the load; as the load increases the auxiliary spring gradually steps in and helps the main spring. This is especially useful on trucks of larger capacity.

Another remedy is to use pneumatic tires. Unfortunately, pneumatic tires are not as suitable for heavy loads as solid rubber tires, and they cannot stand "overloads." The price of pneumatic tires, suitable for heavy trucks, is furthermore, very high.

One remedy, therefore, for increasing the life of light trucks, is the use of pneumatic tires; to increase the life of heavy trucks, auxiliary springs should be used in conjunction with the main springs. While this construction is more costly, the extra expense is saved many times over in reduced truck depreciation and in lower repair bills and cost of maintenance.

## U. S. CARS ARE DOMINATING ALL WORLD MARKETS

BY H. S. YANOR, Sales Manager of the Studebaker Corporation.

The ability to produce quality cars on a quantity basis is the underlying reason why the United States leads the nations of the world in the manufacture of automobiles. American cars, with few exceptions, compete successfully with the automobiles of the country into which they are shipped, and even in one of our countries, where seriously handicapped by high import duties, many American cars are sold.

Not less than 84 per cent of all the motor vehicles registered in the world in 1922 were manufactured in this country. Although final figures are not yet available it is conservative to say that, with the large increase in American automobile production in 1923, approximately 90 per cent of all automobiles now registered in the world have been made in the United States.

American exports of motor vehicles in 1922 represented 40 per cent of the entire production of motor vehicles by all other countries in the world for the same year. American exports in that year were 78,234—more than doubling those of the previous year—and figures for 1923 will show a large increase over 1922.

American cars enjoy many features of construction which make them more serviceable and satisfactory to operate.

**American Service Simplified.**  
They are built along the same general lines, first of all, and can be easily understood and repaired by mechanics. European cars, on the other hand, do not conform with any basic standard, and as a result, "trick" cars appear on the foreign markets. This, of course, makes it difficult to obtain service.

European cars do not have as much reserve power as the average American automobile. Where the Studebaker light six has an R. A. C. rating of 22.4 horse power, the greatest number of English and French cars are equipped with four speeds forward, instead of three, with the result that the driver must shift from fourth to third speed in order to climb the most ordinary hill. This fact, and the added flexibility of American-made motors, add favor to American cars in the markets abroad.

Sometime ago European cars could be operated with lower gasoline consumption, due to the smallness of the motors, but automotive engineers in this country have almost completely offset even this temporary European advantage by decreasing the fuel consumption required by the powerful American-made cars.

Generally speaking, European automobiles have lower road clearance than American cars. This is of little importance in England or France where highways are improved but it is a decided advantage, for example, when cars must negotiate the rugged roads of Australia or South Africa.

**Adopt American Methods.**  
European manufacturers, producing only a limited number of cars a day, must sell their products for prices greatly in excess of those of the American manufacturer with a capacity of hundreds of cars daily.

A European car, selling for an equivalent of \$1500, does not compare in intrinsic value with an American car at the same price, because in the manufacture of foreign cars many costs, such as excessive overhead per car, expense of complicated sales, etc., have to be absorbed.

Some foreign manufacturers are increasing their capacity and are adopting American large-production methods, because by operating on a smaller basis they have not been able to meet the price and quality of American cars. Moreover, they realize that the repetition of the same operation many times tends towards greater precision and skill in the worker and consequently results in a higher degree of accuracy and quality in the product itself.

## Ten Years Ago Today

February, 26, 1914—Bugs A Car—The latest Klamathite to point the ranks of the gasoline buyers is County School Superintendent Fred Peterson. He has just purchased a Ford runabout.

Feb. 26, 1914—Up From Merrill—Merrill—J. Frank Adams, accompanied by Mrs. Adams, drove up from Merrill Wednesday for a day's shopping in the county seat.

Run runners are not fish even though the biggest ones do get away.