

The Evening Herald

Issued daily except Sunday by The Herald Publishing Company, Office, 199 North Eighth St., Klamath Falls, Oregon.

F. R. SOULE President and Manager
RUTH SOULE Secretary-Treasurer

Entered as second-class matter at the post office at Klamath Falls, Oregon, under the Act of March 3, 1879.

Member of the Associated Press.

The Associated Press is exclusively entitled to the use for republication of all news dispatches credited to it or not otherwise credited in this paper, and to all local news published herein. All rights of republication of special dispatches herein are also reserved.

F. R. SOULE Editor
H. H. HILL City Editor
F. S. WAITE Advertising Manager
PAUL L. GARY Circulation Manager

Phone your kicks to 88, before 8 p. m., or 518-W, after 8:30 p. m.

The Evening Herald is the official paper of Klamath County and the City of Klamath Falls.

SUBSCRIPTION RATES:
 Delivered By Carrier

ONE YEAR	\$6.50
SIX MONTHS	3.50
THREE MONTHS	1.95
ONE MONTH	.65

By Mail

ONE YEAR	\$5.00
SIX MONTHS	2.75
ONE MONTH	.65

INFORMATION FOR ADVERTISERS

Copy for display advertising must be in this office not later than 3 p. m. on the day preceding publication in order to be inserted in the issue of the paper of the next day.

Want ads and reading notices will be received up to 12 noon on the day of issue.

Advertising for fraternal orders or societies charging a regular initiation fee and dues, no discount. Religious and benevolent orders will be charged the regular rate for all advertising when an admission or other charge is made.

THURSDAY, MARCH 27, 1921

GOOD BUSINESS FOR U. S.

ONE of the best investments that the American government could make is contained in the Sinnott bill, carrying a nonappropriation of \$7,500,000 to be expended on roads and other betterments in the national parks in the next three years. The bill passed the house by unanimous consent.

We of the West realize what an asset we have in the tourist. Thousands of Americans are weekly taking passage for Europe, chiefly for pleasure trips. There can be no doubt that the expenditure of public funds which encourages these persons to remain in the United States and acquaint themselves with the vast opportunities for profit possible in the development of the United States, and particularly the western states, is good business.

Nothing more practical and effective in this direction can be done than construction of highways, trails and other improvements in the national parks so that travel therein may be pleasurable, safe and convenient.

American tourists spend not less than \$500,000,000 a year, and probably much more than that, on the other side of the Atlantic. If any considerable proportion of these tourists could be induced to remain in the United States the saving to the nation would justify the appropriation for road construction in the parks.

But that would be only a minor consideration. Even if this feature of the subject were given no consideration whatever, the benefits that would be derived by tourists who never think of leaving the United States would fully justify even a larger appropriation than proposed by the Sinnott bill. Many thousands of our citizens visit the parks every year. They travel over roads only 12 miles of which, in the parks, are paved. Very few sections of the road have anything that could be called hard surfacing of any character. Many of the roads are narrow, and the grades are unnecessarily steep. If the roads were adequately improved travel in the parks would be much more enjoyable, for those who are accustomed to go there from year to year and many more thousands would be attracted by the assurance that they would be able to travel in comfort.

It is surprising to read in the report submitted by Congressman Sinnott in behalf of his bill, that, since 1872, only \$3,450,000 has been expended by the federal government, in road building and improvement in our national park system, while it is estimated that since 1915 the states have expended nearly \$24,000,000 in improving approach roads to national parks. It is absurd that the road leading to Mt. Rainier national park has been improved at a cost of nearly \$4,000,000, but people who travel that road to the park entrance are required to purchase an automobile permit at a cost of \$2.50, and then find available for their use within the park a road only 20 miles long—a road unsurfaced and scarcely in a safe condition for travel.

The national parks are not local but national institutions. In fact, they are of more interest to Americans residing at a distance than to those who reside nearby. The greater number of people who enjoy the beauties of the parks the most, are those who come from a distance.

From every viewpoint, therefore, it is highly desirable that the government appropriate as much money as can be used to good advantage from year to year in the extension of roads making a larger area of the parks available for enjoyment by visitors.

DAN DOBB SAYS

Vacation days are coming. Better start saving up for them. A vacation would be a bad vacation.

Now a scientist says the earth is ten billion years old. India's ones are the Teapot Dome trouble will last about that long.

The only reliable substitute for good sense is silence.

A government job is a building

which has become a landmark by the time it is completed.

Never count your chickens before they return from a neighbor's garden.

Crop failure is causing a financial shortage in Scotland, proving nature can do what man can't.

In Lancaster, O., a man left \$16,000 to the U. S. because he liked the government. The really strange part is he was a farmer.

The new secretary of navy should be kept busy in Washington where everything is at sea.

FISHERMEN'S LUCK



Hunt's Washington Letter

By HARRY B. HUNT.

WASHINGTON, March 27.—Look! One Farm Bloc. What has come of it and what does its disappearance mean?

Somewhere in the shuffle of the last few months, the "Farm Bloc," which was such a great worry to the Regulars in the preceding Congress, has disappeared. One never hears it mentioned about Washington these days. Yet the men who composed it are still holding down their seats in the Senate.

The answer is that the bloc has out-grown its homespun rural garb and has been fitted to a new suit of clothes. It doesn't stress its farm interests exclusively any more. It has increased its acquaintanceship, extended its horizon, to things other than purely agricultural. And it has grown in the process.

If you seek the "Farm Bloc" today, you must look for it in that larger, blunter rounded, more promising "Progressive Bloc." The "Progressive Bloc" is the "Farm Bloc" plus.

The growth of the Farm Bloc into the Progressive Bloc is being studied with interests and even alarm by both old party leaders.

The Farm Bloc, when it first appeared in Washington, was a crude, unsophisticated country bumpkin. As the Progressive Bloc, it has reached that period where some signs of its ambitions and future strength are discernible. It is exhibiting surprising ability at eluding the pitfalls and traps set to entangle it and also indicates that it knows where it wants to go and how to get there. It isn't asking guidance from the old party leaders and declines to be led astray.

The next step in this evolution, the political biologists forecast, will be maturing of this stripping Progressive Bloc into a full-grown party.

That will mean that a crisis has arrived in the affairs of the G. O. P. and the Democrats. For a new party would result in a political realignment which might mean quick death to one of the existing major parties.

The line of cleavage naturally

would fall between Progressivism and conservatism.

The Republicans, with Coolidge as their candidate, may already be listed as accepting the conservative rule.

The Democrats, hampered in Progressive tendencies by a conservative South, wholly at sea as to whom they shall nominate for president, would be forced to occupy middle ground. Which, after all, may be the safest.

In the meantime, the constant demerit of investigation disfigure is all to the good for the Progressive Bloc. If, later, as it is whispered may develop, the barrage drop on Democrats as well as Republicans, the intrepid Progressives will only increase their cry for "a new deal." The bloodier the heads of both old parties, the more attractive will be the fresh, smiling visage of a new party with youthful enthusiasm and high ideals.

The leaders of the Bloc feel they are in no danger. At present they are fighting the fight of no party. They are only Bloc Heads.

But not "Bloc Heads."

BELL'S TOLL IS SHIP'S DEATH KNEEL

LONDON, March 27.—Lloyd's Underwriters have had the unusual experience of hearing the famous "Lutine Bell" twice in three days.

This bell was taken from the warship "Lutine" in 1799 and is used to announce the loss or arrival of overdue vessels.

Two strokes of the bell the other day was followed by an announcement that the overdue sailor "John," on which re-insurances had been paid, had arrived at Lisbon. Two days later the room heard two strokes of the bell again and also heard much to its amazement that the bark "Harald" had reached Chinwangtao, China, after being two months overdue. Re-insurances up to 75 guineas per 100 pounds had been taken out on the "Harald" which was last reported at B-B, Sumatra, in October, and it is very rare that a vessel arrives after such a high insurance rate has been paid.

The Office Cat



A man doesn't have to have a million dollars to live comfortably these days. He can do it if he has only \$999,999.99.

An uphill journey early in life strengthens your staying power.

The man who leaves his overcoat in the church vestibule has true Christian faith.

An Ace in The Hole.
 I've lost in cards—I'm in despair;
 I'll never play a hand again;
 No more shall chips my hands ensnare

I've lost in cards—I'm in despair.
 And yet, I might win back my glare
 So what's the use of saying then:
 I've lost in cards—I'm in despair;
 I'll never play a hand again?

An experienced wife is one who keeps still and provides noble rations when her husband has a pouting spell.

Parents give their children some weird names, but Jim Miller says he never heard of any being so crazy as to name their kids after Pullman cars.

We notice there's no mention made of the taxpayer's approval.—Jacksonville, Ill. Journal.

The cars swept past in a long line, and the sun broke through the leaden clouds, officially opening the new road, with even nature's approval.

Kisses aren't measured by clock ticks, but by heart beats.

Sent in: "Who took the hood out of brotherhood? That doesn't interest people much this cold weather as who took brother's hood."

The Best Yet.
 A Klamath Falls business man, upon leaving his office, put out a card saying he'd be back at three o'clock, and then finding he'd forgotten something, returned to his office, read the notice on the door, and sat down on the stairs to wait until three o'clock.

People who have been bothered to death by insurance men may enjoy reading that one has been put in jail at Akron, Ohio.

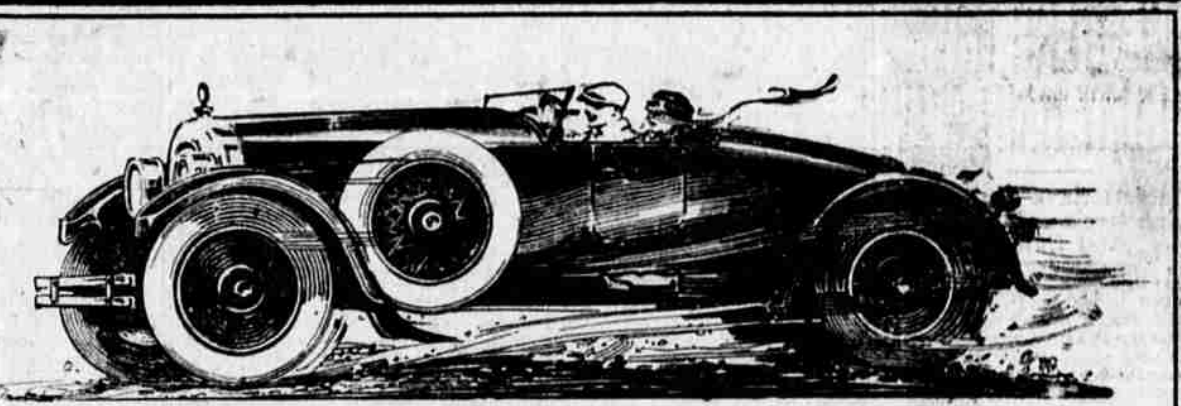
Chivalry has been described as the nobles quality in a man that makes him considerate of any woman who is beautiful and isn't married to him.

At 40 he prefers a girl of 20; at 60 anything over 15 seems shopworn.

One Benefit Assured.
 Though Congress may be busy now, it won't neglect the need Of those who swing a helpful plough And sign for garden seed.

Tom Dezell has discovered who not so many women are running for office. They can't throw their hats into the ring with the abandon men can.

Football players on the Fiji Islands do not wear shoes or any other football paraphernalia.



Make Yours
A Better Motor by simply
 improving the way it operates—try a 50-mile test

It is not necessary to change your motor in any way to get more pleasure from driving. For by a simple plan you can improve the operation of your car just as though you had improved the motor itself.

Result of Scientific Research

There are scientific reasons why you obtain these improvements in the operation of your car by the simple use of Union Non-Detonating Gasoline.

And the secret lies in the way it explodes. It's non-detonating gasoline which means progressive, sustained explosions. They are strong and steady—uninterrupted.

They result from a perfect chain of boiling points which is developed by 21 steps in distillation. No single step can be eliminated and still produce Union Gasoline. Yet some gasolines are made with but two steps.

The non-detonating feature of this gasoline means new speed, more snap in the pick-up and plus power on hills.

A 50-mile test will provide the evidence. Surely that's a reasonable request to make of you, if you want this greater motoring pleasure which thousands of other motorists have had. Simply use Union Gasoline, unmixed with any other kind.

We tell you what to expect. And merely suggest that you make a 50-mile test to prove the things we say.

New speed is yours to command when you want it. You'll find an added snap in the pick-up—an aid in escaping congested traffic.

And you'll climb grades on high which have required second gear work in the past.

These improvements, you or any other motorist can get by merely using Union Non-Detonating Gasoline, unmixed with any other kind.

Try it for 50 miles—one or two days' driving. Know then yourself.



Union Oil Company
 of California

Union Gasoline