

# The Evening Herald

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TUESDAY, SEPTEMBER 22, 1925

### DISCOVERY OF CRATER LAKE

A bronze tablet to the memory of John Wesley Hillman, prospector, has been unveiled at Crater lake, commemorating the first white man whose eyes rested on that matchless water, and acknowledging his service, to posterity. Well, men have been remembered in bronze and their statues set in high places, for lesser services, and it detracts not at all from the prospector's quite incidental benefaction to consider that it must inevitably have been found by another, this reigning monarch of lakes, if not by him. It was Hillman who discovered the lake, and whose amazement is yours to this day, you who view Crater lake for the first time. "Deep Blue lake," he called it, but this was a futile groping for some phrase to fit the hue. No man has found that phrase.

In those times there was little work being done in behalf of western geographical knowledge. The intrepid trail blazers had roughly interpreted the country and its topography, and it remained for the settler, the prospector, the trapper or hunter, to fill in the white spaces. As Crater lake was discovered, so were the renowned Oregon caves, five years later. None suspected the existence of these extensive subterranean halls, wondrous to see, until a hunter trailed a wounded bear into the black depths of the caves.

Down California way they make much of the memory of James Marshall, who is credited with the discovery of gold in 1848. Since this discovery of gold unlocked the country, summoning to it the most vivid and remarkable rush of adventurers known to history, they somehow think of Marshall as the father of the commonwealth. Much tribute is due him, yet such are the merits of California that its destiny was assured, gold or no gold. Indeed, we venture the opinion that Hillman's discovery of Crater lake, an historically unimportant incident, was of more enduring worth. For the era of camp and mine is ended, but centuries hence there will be thousands of pilgrims gazing at the blue which defeats the phrase makers; as Hillman gazed, as now we gaze.—The Oregonian.

### Letters From The People

To The EDITOR:

Convenience adds to efficiency, efficiency leads to success and enthusiasm, the result of all. These are the fundamentals that must not be lost sight of in the growing of sugar beets, and especially so in the initial steps taken, and since it is taken in this county let us not let it die aborting through lack of support. Offer encouragement and give only good sound advice, let the grower beware of experimental and impractical schemes of handling the beet crop.

Owing to the unexpected lower prices of sugar and of course the reactionary conditions upon the beet crop make it much worse for the initial grower. But they should not be discouraged, for in all new ventures the price exacted of the pioneer is often far in excess of what it should be, usually caused through lack of material, time or the elements of weather over which the initial grower has little control, but the experienced may take advantage of. Now is the time to be on the guard to look out for convenience in harvesting and moving of the crop, in order to make the cashing-in process as successful as it is possible. So the writer will offer a few suggestions (supporting, of course, plans your field man have previously laid out.)

1st. Place all pile rows in field in regular order, four beet rows to one pile-row, piles ten or twelve feet apart in rows, except where beets are very small or a thin stand, in such cases should be further apart. Then place two untapped pile rows as they are being topped in one topped pile row, which will make eight rows of beets in each row of topped beets.

2nd. If the ground should be rough or stony, or hard, or absorb surplus moisture in them, or will or other material, you should make any sort of a wedge shaped go-devil to smooth out the ground between the untapped pile rows of beets, so that the toppers will have a smooth place upon which to throw the topped piles of beets. This will amount to quiet a saving in dirt ture to the grower.

3rd. In loading and hauling, where we do not have the special beet wagon and racks, we use any tight bottom wagon box, type is immaterial, but we try to load two rows at one time, one on each side, so that the greatest tonnage may be moved from the field in the shortest time and least power which is an object upon the soft ground. Do not attempt to top and load while topping as it is not practical and is retrogressive.

4th. Do not attempt to pile up the leaves, or such as shocks or hay-stalk affairs until they have weel cured as they will heat and rot very quickly, if necessary to move soon mix with them any dry fodder to Now a word of encouragement from observations and all elements considered, the growers have reason to feel proud of the results they have attained. They have proved beyond a doubt that this is a sugar beet country, and is equal to any of the sugar beet growing territories of the same elevation, and the growers should feel greatly encouraged in the extremely good fortune of a high sugar fat percentage of over 15 per cent, at this stage of maturity, and good purity test also a heavy initial tonnage. So the 1925 sugar beet crop is the beginning of a great industry and when completely established in this county will be better and safer than any mine.

5th. An experienced grower of beets, A Beet Grower,

## FROM ALL OVER OREGON

### Bits of News From Towns Throughout the State WHAT OTHERS ARE DOING

#### WAR VETS TO MEET

Plans for the first meeting of the fall months for General Lawton camp of the United Spanish War Veterans of this city are being made, according to officers of the camp. The meeting will be held at the armory Monday, Oct. 5, it is announced. As this is the first meeting since the suspension of the sessions last June there is a number of matters to be taken up, it is announced.

One discussion slated is proposed support for Jay Upton as nomination for governor. Mr. Upton is a Spanish War veteran and well known among the veterans of '98.—Eugene Guard.

#### GAME VIOLATORS FINED

Deputy Game Warden A. M. Fish and Charles H. McClees of Coos county are again working in this section after making two arrests in Canas valley.

Mrs. Lena Stoble and her husband were arrested by the deputies for game law infractions. Mrs. Stoble was fined \$75 for disguising the sex of a deer and \$50 for having an untagged deer in her possession.

Stoble was fined \$25 for acting as a guide without a permit and \$50 for wanton waste of game.—Marshfield News.

#### WILLAMETTE OPENS

A registration of 550 students this year is expected at Willamette university, according to word received from the registrar's office Friday. This shows a decrease of about 50 students over last year's registration, but the reason is given that last year's enrollment was abnormally large. Between 180 and 220 freshmen are expected to matriculate, with the class about equally composed of men and women.

Evidently the rise in tuition, which is now \$155 as compared with \$100 last year, has not curtailed the number of students to attend the university, the registrar declares. Nor has the stiffening of the entrance requirements made a difference that is noticeable in the freshman class.—Salem Statesman.

#### PIONEER PASSES

Perry R. Edmiston, a resident of Thurston for 50 years, died at his home at noon yesterday at an age of 82 years. He was well known in the county, being one of the early settlers.

Mr. Edmiston is survived by his widow, Mrs. Jennie Edmiston, and six children, Walter, John and Roy Edmiston, Mrs. Flora Price and Mrs. Ethel Platt, all of Thurston, and Mrs. Rose Baughman of Eugene.

He was born in Virginia, April 22, 1843. On August 12, 1875, he married Jennie Dalton and the couple moved to the west the following September. They settled at Thurston when they arrived here and have made their home there since that time.—Eugene Register.

#### ACCIDENT VICTIMS BETTER

Audley Egger, who is still in the Sacred Heart hospital in Medford as the result of the automobile accident on September 5, is showing steady improvement in his condition. He was able to have one eye open yesterday and the other is slowly opening. He is making satisfactory progress and will regain his normal eyesight, although it is expected to be rather weak for some time. Miss Gwen Millidge, who was also injured severely, was able to be down town yesterday for the first time. She is regaining strength rapidly.—Grants Pass Courier.

#### SALMON NOW RUNNING

Fishermen of the inner bay and Coos river yesterday brought in the biggest salmon catch of the season so far.

At Smith's seine on Coos river landed about 2600 pounds, mostly chinooks, the largest catch he has made this season.

The boats brought in fair catches of chinooks.

The price of silversides has been advanced from 4 cents, paid at the opening of the season, to 5 cents by Chas. Feller. He says the market price is still unsettled. He is now paying 7 cents for chinooks.

The offshore trollers have been catching mostly silversides, the run being unusually large. The fish are also choice this year.—Coos Bay Times.

#### DIAMOND LAKE TRAFFIC

Over one-half of the cars at Diamond Lake this year were from California, and came to that place as their final objective, and upon completion of the visit by the

parties went directly back to California, according to Forest Supervisor Carl B. Neal, who with his family returned last night from an extended trip through Eastern Oregon.

"The fame of Diamond Lake as a resort is rapidly spreading throughout California," Mr. Neal says, "and hundreds of cars from that state visited the lake this year. These cars went in from Medford, and went back out the same way, in practically every case, and came no further north than Medford. It is plainly evident that with the completion of the North Umpqua road that most of these will go in by way of Medford and come back through Roseburg.—Roseburg News-Review.

In New Jersey, a man claims a ghost chased him. Ghosts should know better than to run in this hot weather.

## STEWART'S WASHINGTON LETTER

BY CHARLES F. STEWART

NEA Service Writer

WASHINGTON.

—With President Coolidge back in the White House, politics in Washington has pepped up noticeably of late.

Senators and representatives are beginning to drift in. Plans for the coming session of Congress are being discussed.

The house ways and means committee is to meet October 17 to adopt a tax reduction program. There'll be a \$400,000,000 cut, according to Speaker Longworth. This is more than anybody has predicted yet.

Most of the cabinet members have returned to their desks.

The capital looks more like itself again. It's been a pretty dead place all summer.

President Coolidge's project for a lot of new—and much needed—government buildings in Washington is in difficulties right from the start.

"We're willing to vote for your bill," congressional arrivals in the city are telling the president, "on condition that you agree to a hun-

drod or two million dollars' worth of new federal buildings in our various home towns, too."

Practically none of this kind of "pork" has been dished out since 1914 and the whole country is starving for some.

Paying for it, however, doesn't fit in with the presidential economy policy.

"You increased your pay," the National Federation of Federal Employees will say to Congress next winter.

"How about increasing ours?" They want a minimum of \$1500 a year for grown up people in the civil service, not counting the post office.

Government workers never were very well paid, but before the war they could live decently at least, with due economy. Now it's a tough proposition.

The coast artillery folk are madder at Col "Billy" Mitchell and his disciples than even the navy is.

True, the colonel pronounced them equally helpless against air attacks, but whereas Mitchell hasn't been able to prove conclusively that the navy is obsolete, as he says it is, the coast artillery hasn't been able to prove conclusively that it isn't.

Thus the coast artillery's position is more humiliating than the navy's and it's correspondingly sore about it.

## Rate War Starts Between Carriers

SALEM, Ore., Sept. 22.—A passenger rate war involving fares to the Oregon state fair over all lines entering Salem has developed between railroads and stages, with the railroads having the upper hand so far, but the stages expected to make another play before the fair opens next Monday. The stage lines filed with the public service commission an excursion schedule of fare and a third, for round trip which has been the usual practice. To beat this the Southern Pacific company and the Oregon Electric company today came in with a schedule offering round trips over all their lines into Salem for the price of a one way ticket, which is a big cut under the special stage rates.

Do you know that any three year old child can get its portrait free at Stinson's, Thursday? See today's adv.

### Removal Notice

Mrs. Wm. Bessler, former-ly of 625 Washington St., has moved to 136 Klamath Ave., between 4th and 5th Sts., next to Moore hall.

# Lower and Better

Graham Brothers second price reduction in four months, announced September 9th, is simply a reflection of the public's confidence in Graham Brothers Trucks.

The new 1-ton Truck chassis price, f. o. b. Detroit, is—

# \$995

Without greatly increased production this latest exceptional cut would have been impossible—except for a sacrifice of the quality that has brought Graham Brothers so quickly to first position among the world's exclusive manufacturers of motor trucks.

The fact is that Graham Brothers Trucks are better than they ever were—and any owner will tell you they have always been remarkably good.

WAKEFIELD MOTOR COMPANY  
170 MAIN STREET

# GRAHAM BROTHERS TRUCKS

SOLD BY DODGE BROTHERS DEALERS EVERYWHERE