

The Evening Herald

Issued Daily, except Sunday, by The Herald Publishing Company, Office: 119 N. Eighth Street, Klamath Falls, Oregon.

E. J. MURRAY Publisher
W. H. PERKINS News Editor

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

Member of the Associated Press

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

The Evening Herald is the official paper of Klamath County.

SUBSCRIPTION RATES

Delivered by Carrier		By Mail	
One Year	\$6.50	One Year	\$5.00
Six Months	3.50	Six Months	2.75
Three Months	1.95	Three Months	1.50
One Month	.65	One Month	.65

Tuesday, January 12, 1926

FEDERAL LOSS ON RECLAMATION

When the secretary of the interior reports that \$26,000,000 out of \$200,000,000 spent by the government in reclamation is lost, that is no cause to condemn reclamation as a federal policy, nor to hold the states responsible for the loss nor to visit sweeping condemnation on the settlers. That the government itself is mainly responsible for the loss is implied by the board of survey, which found that more than \$27,000,000 was lost by settlers, "due to lack of fertility, inadequate water supply and other physical causes." It was the duty of the government to ascertain that soil was fertile before putting water on it and to put adequate water on fertile land.

If sound business methods had been applied to the reclamation of arid land by investment of their own capital, the government would first have ascertained that the land was fertile, omitting any parts of the area that were not, then would have ascertained cost of construction and possible production of the soil, compared the two to determine whether the scheme was financially feasible, if the conclusion was favorable, would have held actual cost close to the estimate and would have taken care to place settlers on the land who could and would make it produce crops sufficient to pay cost of maintenance and operation of the plant, interest on investment and to repay capital. The government did not proceed in any such manner. Actual cost often doubled estimates, barren as well as fertile land was included in its division of charges and was sold, settlers were not selected and not enough of them were secured to cover entire projects.

After having neglected these requisites to success, the government practically admits that \$173,000,000 out of its \$200,000,000 has proved a good investment. In view of its blunders it had no right to expect such a measure of success. When so much reliance has been placed on "bull luck and awkwardness" with such results that only 13 1/2 per cent of the investment is lost, the whole scheme of reclamation must be intrinsically sound and sure to repay its cost with good interest, provided it is handled with good business judgment.

Most of the blunders that caused loss were the result of the inherent incapacity of governments to do business in a businesslike manner. For that reason, to impose on the state governments the completion of the work after the nation has begun it would be an additional blunder. State governments do business no better than does the federal government, for the same mental deficiencies exist in both cases. Political motives lead their officials to do foolish things and to waste money, either to hold their jobs or because their jobs are safe and because the money is not their own. Construction of irrigation works by the federal government is unavoidable under the conditions, but government, either federal or state, should go no farther. Securing, selection and financing of settlers, by which final success of a project is to be assured, should be left to private enterprise operating under the state law and under contract with the reclamation bureau.—The Oregonian.

Old Scout



This is I-SHE-O, the only man in the United States army who can move by reduced from his rank (sergeant) or retired on account of age. Congress passed a bill providing this especially on his account in recognition of his services as a scout for the army at Fort Sill, Okla., where he's the only survivor of the famous Kiowa scout detachment.

GASOLINE MOTOR CAR SENT TO ALASKAN RAILROAD

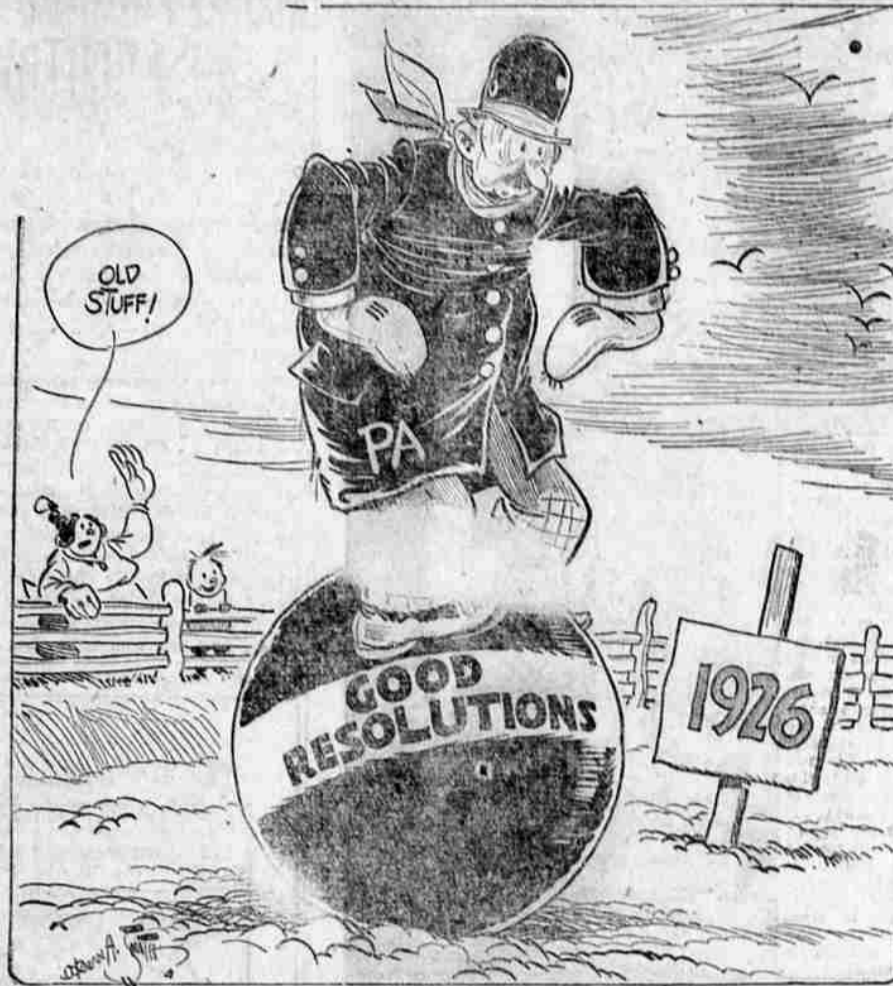
PHILADELPHIA.—Traffic problems on the railway in the land of the totem pole have resulted in shipment from this city of the pioneer gasoline rail motor car for the Alaskan railroad.

There it will be placed on the rails and will proceed to Anchorage where it is to be used for short distance runs. The car is a combination baggage and passenger vehicle, and is specially equipped with insulated walls, roof, and floor as well as storm sashes.

CHARGE EXPOSED

Lawrence Hansen backed up the charges the day after he was with Carrie G. Hansen, alleged maid and fishman treatment as a cause of action. The couple were married December 17, 1921. According to the complaint, the husband found his wife in company with another man, who inflicted aim and severely injured him about the face.

His Annual Stunt



TROLLERS HURT RUN OF SALMON

PORTLAND, Ore., Jan. 12.—(AP)—Inroads of off-shore trollers have cut the silversides salmon runs in coast streams 50 per cent. Commissioner Hayes of Bay City declared at the meeting of the state fish commission here today. About 100,000 cases of troll fish were canned this year, he said.

Hayes proposed that a survey of seven or eight coast streams, not commercially fished, be made with a view to building hatcheries on them to produce fish to stand the brunt of the trolling. Trolling would increase 20 per cent at least next year, he said. R. E. Clanton, hatchery superintendent, said it might increase 50 per cent. The demand for troll fish was heavy and prices were getting better.

Commissioner Eakin of Astoria agreed to the survey but demurred to the plan of building more hatcheries. "The ones we have are a disgrace to the state," he said. "We ought to get more out of them before we build new ones."

Clanton interrupted with the declaration that several hatcheries had been reconditioned since Eakin had seen them.

The survey was finally ordered.

Commercial fishing deadlines were established on several coast streams; Drift and Schooner creeks, tributaries of the Siletz, were closed above the Roosevelt highway bridges; Little Nestucca, above the county steel bridge; Big Nestucca above

NEVERS TO JOIN NEW YORK TEAM

JACKSONVILLE, Fla., Jan. 12.—(AP)—Ernie Nevers, former Leland Stanford full back, said today he is negotiating with the New York Giants professional football team to join them in a tour of the Pacific coast.

Nevers said he was advanced \$25,000 by a group of Jacksonville business men on his contract calling for five games and that while he wanted to make the tour he also wanted to see his backers protected as they had not obtained that much from the two games played before his team was disbanded. The manager of the Giants conferred today with Nevers' backers and a definite announcement was not expected today.

Nevers is at a local hotel recovering from a bruised back and strained ligaments sustained last Saturday and is expected to be able to play again in a few days.

CLOSES CANTILEVER BRIDGE NEARLY CENTURY OLD

LANCASTER, Ky.—The state highway commission has closed the longest single span wooden cantilever bridge, a romantic landmark across the Kentucky river.

A steel or concrete structure soon will make a memory of one of the few remaining covered bridges. Located just beyond Camp Nelson on the Lookout Mountain Airline Highway, it was built in 1835. Only lately when heavy buses began to cross the 240 foot span were there pronounced vibrations.

There is one wooden bridge left in the state. The Licking River bridge of 1837 resounded to hoarse beats of Morgan's men when they took Cynthia in the 'sixties.

Out Our Way



HOLDING HER OWN.

WHAT OTHERS ARE DOING

Bits of News From Towns Throughout the State FROM ALL OVER OREGON

TO REPAIR STEAMER

The river steamer Relief, which has been lying idle in the Willamette slough here for practically a year, tied up at the dock of the Spaulding Logging company, will be taken down the river to Portland next week, it was announced today. It will be towed down the river by the steamer Northwestern, which now operates on the run used by the Relief in the fall of 1924.

The lawsuit begun over the question of who was responsible for allowing the Relief to sink at the time of the severe cold spell here late in January, has extended into one of the longest suits in river front history. Litigation is still going on between C. P. Schaub, owner of the craft up to the time it sank, and the insurance company who had issued a \$20,000 policy on the boat.

At one stage of the legal proceedings, last fall, the Relief was sold at public auction for \$2100, being bid in by representatives of the insurance company. — Salem Journal.

WRECK VICTIMS SUE

Heirs of the 12 people who were drowned on the Coos Bay bar, December 16, 1923, when the C. A. Smith stuck on the south spit and was wrecked, are bringing suit against the Pacific States Lumber company, it was announced today. Pilot Ed Lund and Captain Lewis Hardy, of the tug Oregon were deposed before Andy Smith by T. T. Bennett, who is representing the law firm of Sooy and Hayward, of San Francisco, who in turn represent the plaintiffs. The case is now pending in the admiralty court of San Francisco.

It is believed here that about \$150,000 is the sum being sued for by the plaintiff. The hearing was held in the offices of Goss and Murphy.—Coos Bay Times.

STILLS FOUND

Deschutes county ranks well with other counties in Oregon of similar population, in prohibition enforcement activities, especially in confiscation of liquor making equipment, according to reports issued by the state prohibition department.

Fourteen stills were confiscated here since the first of May, when these records were instituted, the reports show. Only three were seized in Wasco county, and four in Klamath. Both of these counties are credited with greater population than Deschutes.

Twenty-four arrests and \$2,800 received in fines paid, in Deschutes county, ranks well in comparison with most counties, but is considerably below the Klamath county record, which was second in the state. — Bend Bulletin.

WRECK STORY PROBED

Sheriff Bower was notified this morning from Corvallis that a man claiming to be a brother of Charles Ray, the motion picture actor, wandered into Corvallis this morning claiming that he was traveling to California by airplane from the north and was compelled to make a forced landing about five miles south of Salem. He stated that being unfamiliar with the country he started out and Corvallis was the first place he had struck.

The Corvallis officers wished to find out if Salem authorities knew anything of the man, which they did not.

Corvallis authorities were inclined to scout the tale, believing the man to be demented and that the whole story was a fabrication or a hallucination. — Salem Journal.

FOX BREEDERS MEET

The Oregon State Fox Breeders' association held an all-day session at the Eugene chamber of commerce yesterday, discussed problems pertaining to their business and elected Dr. O. A. Welch of Oregon City president to take the place of S. B. Mason, formerly of Portland, who has moved to Bellevue, Wash. E. A. Stratton of the Mountain States fox farm on the highway north of Eugene, was elected vice-president. Thirty-four owners of fox farms from all over western Oregon were in attendance.

A discussion of ways and means of standardizing the quality of foxes to be raised and sold was held and drastic steps will be taken for the protection of purchasers against inferior animals and the care and feeding of the animals, it was decided.

R. U. Bolich of Portland, secretary of the association, said that there are 216 fox farms in Oregon and about 742 pair of foxes are kept at these farms. The best

ness during 1925 was about \$325,000. More than \$1,000,000 is invested in foxes and plants and equipment are valued at about \$250,000. Five farms in Oregon have more than \$50,000 each invested. — Eugene Register.

A REAL VETERAN

Oliver P. Chase of Dallas, who claims to be the oldest Oregon police chief in point of service, is a mere novice alongside Chief Jack Carter, Marshfield's veteran minion of the law.

"The boy had better go out and get some experience," commented Jack today when shown a clipping wherein Chase boasted of 13 consecutive years as marshal of Dallas and thereupon claimed the state title.

Carter is serving his 29th year as chief.

"I do not believe my record can be beat," said Jack.

Carter was elected as chief of police by popular vote, November 1897, for a two year term and has served continuously in that capacity ever since. Following his election Carter, who was young and powerful, struck fear in the hearts of the law violators, who in turn began protesting and wanted him ousted.

At the end of Carter's two year elective term, the council made the position appointive, and realizing that Carter was an important factor in enforcing the law he has been kept on the job ever since.—Marshfield News.



By CHARLES P. STEWART, NEA Service Writer

WASHINGTON.—One of our leading admirals took me out to the naval research laboratory, on the other side of the Potomac, not long ago, to see some scientific experimental work in progress there.

Just what it was has nothing to do with the story. I didn't understand it anyway.

The point is that the admiral is very much interested in it and wanted to stir up a little publicity in its behalf, with a view to extracting enough money from congress to develop it still farther.

"So we took a street car. We rode and we rode and finally we came to the end of the line.

"Now we gotta get a gasoline wagon," said the admiral. "Hey!" he called, to an African youth, standing alongside a venerable trolley nearby the street car terminal. "Can you take us to the naval laboratory? You know where it is, doncha?"

"Yassuh, yassuh," said the Senegambian.

"We took a sharp curve on two wheels. Far down the road ahead of us loomed a huge navy motor truck. From the rear a red flag fluttered.

"Slow bell! Slow bell!" yelled the admiral. "Great gosh! Explosives!"

The dusky driver turned calmly in his seat.

"Muh brake's no good," he observed placidly.

Well, we missed that truck by the breadth of a hair, to a chorus (though only one voice furnished it) of "Port! Hard o port! Port y'r hullum!" and landed alive at the naval laboratory.

"You can go home at 2:30 please," said the admiral, as we got out. "I'm going to take my airplane."

Captured Stills Prove Too Useful, Entirely

OKLAHOMA CITY.—Because they were too useful as models, trophies seized by prohibition enforcement officers have been relegated from the exhibition rooms of the Oklahoma Historical society here, to the storeroom.

Until recently an extensive collection of stills, apparatus and ingenious devices for hiding liquor was on exhibition.

"Many people came here for no other purpose than to look at the stills and ask questions about them," said S. B. Thoburn, secretary of the society. "Several even wanted to buy drawings of them."

"We decided we did not want this class of people to visit us, so we moved the stills out."