

The Evening Herald

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SATURDAY, JUNE 18, 1927

How Patterson Can Win

It is not often in public life that a governor wins when he is defeated. That, however, is exactly what will happen to Isaac Patterson, governor of Oregon, who very unwisely decided to take the state's financial affairs over and underwrite them with his state income tax. If that tax is beaten on June 28th, as it now looks like it will be beaten, it will make Patterson.

He is by nature an economical man and when he is confronted with defeat of his pet idea on state income tax we believe he will take charge of the Board of Control and refuse to erect any of the building program in the state.

If he kills the building program there will be no deficit of consequence, and probably not any. The people will at once arise in support of Patterson's stand, with the exception of the immediate localities where buildings were to have been erected. Naturally, those localities will resent any loss of "political pork," but as a whole, the state will support the governor's move for economy, if he makes it.

On the other hand, if such a thing should be possible that the Board of Control would attempt to build public buildings on a warrant basis, then there would be trouble and lots of it.

Governor Patterson has a fine opportunity to win back a lot of his lost support if his income tax is beaten and if he practices that rigid economy so many talk about and few adopt.

Where's the Irish?

Building railroads today appears to be quite different from the oldtime railroad building.

The Southern Pacific has a construction crew on the Modoc Northern near Merrill, but we do not find any Irish on the job.

When middle west was developed with railroad construction years ago, the first thing seen on a new job was a bunch of Irishmen with short pipes, lots of energy and plenty of wit.

Today the steam shovels and trucks and iron men are operated by the Irish in many instances, but they are bright young college chaps who have graduated from an engineering course. They have shown the world that brains to properly direct machinery means a great deal more to railroad building than an army of the oldtime boys with pick and shovel.

Yes, the Irish are around, but they are not working with their hands like their ancestors worked. They don't have to. They have shown the world easier and better methods.

It has been wonderful to live in the period dating back to pick and shovel and now see the modern methods used in building railroads.

The Interstate Commerce Commission may have been far-seeing when they discarded all attempts to bring the Southern Pacific and Northern lines to an understanding and bid the lines to fight it out. Today, as a result of their action, the Oregon Trunk and the Southern Pacific have adopted a common user agreement and it seems probable that Northern line trains will be running into Klamath Falls before the end of the year. Thus is brought nearer possible consummation of the hope of southern Oregon for rail connections with the deep water at Crescent City.

Bishop Remington saved a little ten year old girl from drowning at Pendleton a few days ago. The Bishop is one minister who is not afraid of the water, and he has plenty of courage to take a plunge when he can save human life.

Californians have just about decided that Oregon prunes are best. This decision was reached after it had been determined that California would not enter the prune raising business to any extent herself.

All cities visited are keeping "Lindy" on the jump, but for some reason he likes to jump—even across the Atlantic.

Do Your Feet Hurt?

Have you weak or flat feet? Have you corns, callouses, ingrowing nails, warts or bunions?

DR. J. M. INGALLS
Foot Specialist, Registered Chiropractist, At the
BUSTER BROWN
SHOE STORE

Monday and Tuesday, June 20, 21.

FREE EXAMINATIONS

ARCH SUPPORTS

NEWS of the CHURCHES

Zion Lutheran Church.
1025 High Street.
G. W. Hoffmann, pastor.
9:30 a. m., Sunday school.
10:30 a. m., morning service.
Sermon: "He that dwelleth in love dwelleth in God, and God in him." There will be no evening services.

St. Paul's Episcopal Church.
Rev. J. Henry Thomas.
Phone 216-R or 216-W.
Celebration of Holy Communion, 11 a. m.

Special invitations extended to all communicants to be present at this service when the Bread of Life will be broken.

The Rector will resume his Sunday duties. There will be no church school or any other service.

Christian Science Society.
Tenth and Washington.
Sunday school, 9:45 a. m.
Sunday service, 11:00 a. m.
Subject: "Is the Universe, including Man, Evolved by Atomic Force?"

Free reading room and free lending library open from 2:30 to 4:30 on Tuesday, Thursday and Saturday. The public is cordially invited to attend the services and use reading rooms.

Immanuel Baptist Church.
11th and High.
R. R. Mulholland, pastor.
Rev. Rex Horton of Linfield college will speak at the 11 o'clock service. Theme, "The Measure of A Man."

Evening subject: "Where Are The Dead?" Is anyone at present in Heaven or Hell?

Bible School at 9:45 a. m. Young People at 7 p. m.

We are having a Daily Vacation Bible School from 9 to 11 each day except Saturday. Everybody Always Welcome.

The Salvation Army.
619 Walnut Street.
Ensign and Mrs. H. R. Briggs, Officers in charge.
Young People's Demonstration Saturday, 8:00 p. m. Program: An Auction Sale of Children. The Pearly Gates, Admission Free.

Program Sunday:
Holiness Meeting, 11:00 a. m.; company meeting for children, 2:00 p. m.; young people's legion, 6:30 p. m.

Sunday evening, special music by the young people. Subject for the month, "Good Boys Who Became Great Men," by Ensign Briggs.

First Christian Church.
V. K. Allison, Minister.

An excellent bible school with 255 on time last Sunday morning. The Men's Bible class taught by the Pastor had 32 present. This class is after an enrollment of 100 men.

Next Sunday morning at 9:45 the First Christian church orchestra will open the bible school service with a number of selections. This orchestra will soon be one of the best musical organizations in the city.

The Lord's Supper at 11 a. m. The newly organized choros under direction of Walter Clark of Eugene will render the music at both morning and evening services.

The Pastor will speak from the subject, "What Are We Here For?" at 11:30 a. m.

Christian Endeavor at 7 p. m. Evangelistic services begin with an enthusiastic song service led by Clark and his choir. The sermon subject following will be, "Is There a Hell?" You will enjoy the fine music, the strong gospel preaching and the friendly fellowship. Come worship the Lord.

Leaving For Portland—
Mrs. John Clenson and daughter, accompanied by Mrs. G. I. Stebbins and little daughter plan to leave on Sunday for Portland where they will visit for a fortnight with friends.

Shopping from Pine Ridge—
Mrs. E. Gullispe and daughter spent the morning hours shopping in the city from their home at Pine Ridge.

"Our Flag"

(Continued from page eight)
a circle of thirteen white stars on a dark field of blue instead of the combined crosses.

On the first real birthday of the Stars and Stripes, June 14, 1777, the Continental Congress passed a resolution, adopting for the United States a flag of thirteen stripes alternate red and white, and thirteen white stars on a field of blue, representing the thirteen new states of the Union.

It was at this time when Paul Jones was placed in command of the Ranger and received his commission to bear to France the news of the surrender of Burgoyne.

With great excitement and rejoicing, the flag, that was flown from the staff of the vessel, was made of silken gowns by a group of girls of Portsmouth. When the little fleet arrived in French water, the flag was given its first salute, which France accorded to all other Republics. This was the first recognition of American independence by any foreign power.

There are many stories as to whom designed the first American flag. A commission of three, consisting of General George Washington, Robert Morris and Colonel Ross, was appointed to decide upon the flag.

Consulting with Mrs. Betsy Ross, a lady who had gained some renown as a flagmaker in Philadelphia, and benefitting by her suggestion, General Washington made a drawing for a pattern showing the stars, which were five points instead of six, on a field of blue. It is believed that the stars and also the stripes were taken from General Washington's coat of arms, but he said at the time of the adoption of the flag resolution: "We take the stars from heaven; the red from our Mother country, separated by white stars, thus showing that we have separated from her; and the white stripes shall go down for posterity, representing liberty."

Beyond a doubt, the thirteen stars were unfurled at the Battle of Brandywine, they saw the surrender of Burgoyne, helped to cheer the patriots in their suffering around the camp fires of Valley Forge, waved triumphantly at the surrender of Cornwallis at Yorktown. Many times patriotic men and women made flags from their blue coats, white canvas and red petticoats.

As new states and colonies settled, they added to the circle five stars in three parallel rows. This flag flew over the Port of McHenry as Baltimore twenty years later. It was soon learned that the addition of a new star and stripe, added to the flag for each new state which entered the Union would make the flag too large and awkward, so on April 4, 1818, Congress enacted that the stripes in the flag should always be thirteen in memory of the thirteen colonies and that each new state should be represented by a new star added to the flag on the Fourth of July following the admission of the state to the Union.

At the end of the Revolutionary War, the flag had thirteen stars; the Mexican War, twenty-nine; Spanish-American War, forty-five; and the World's War, forty-eight.

The Star Spangled Banner
There should not be a person anywhere in our United States who does not know how and when our National Song, which gave the name of our flag, the Star Spangled Banner, came to be written.

Francis Scott Key, a statesman and attorney of Maryland, living in Baltimore at the time the British bombarded Fort Henry, was asked by President Madison to secure the release of a certain Doctor Hearn, who was being held on unjust charges. He went on board the Minden for that purpose, and was held over night during the bombardment. In the morning, when he saw the flag still flying (inspired by the intense feeling of that hour) he wrote the first draft of our National Hymn. Day and night the Star Spangled Banner

floats over his grave in silent majesty.

Another name for our country's flag is called "Old Glory." The man who gave the stars and stripes the name of "Old Glory" was Captain Stephen Driver. No man loved the flag of the Union more than Captain Driver, and when he first saw it waving aloft, he cherished it "Old Glory." During the Civil War, this particular flag was the object of search on the part of the captain's neighbors, and in order to keep in safe the captain quitted it with his own hands into his comfort.

After his death in 1886, it was presented to the Essex Institution of Salem, the same port from which it sailed away proudly in 1831.

Our flag is the oldest national flag in existence. It is older than the flag of Great Britain; older than the French Tricolor, and older than the flag of Spain, Germany and Italy.

It is a national flag which no other country has, a flag that belongs to the whole people, not collectively, but individually and every citizen feels that it is his flag, while the flags of many other countries are personal flags.

There are many flags of many lands, There are flags of every hue, But there is no flag however grand, Like our own red, white, and blue.



Everything Signed, Receipted and in Order

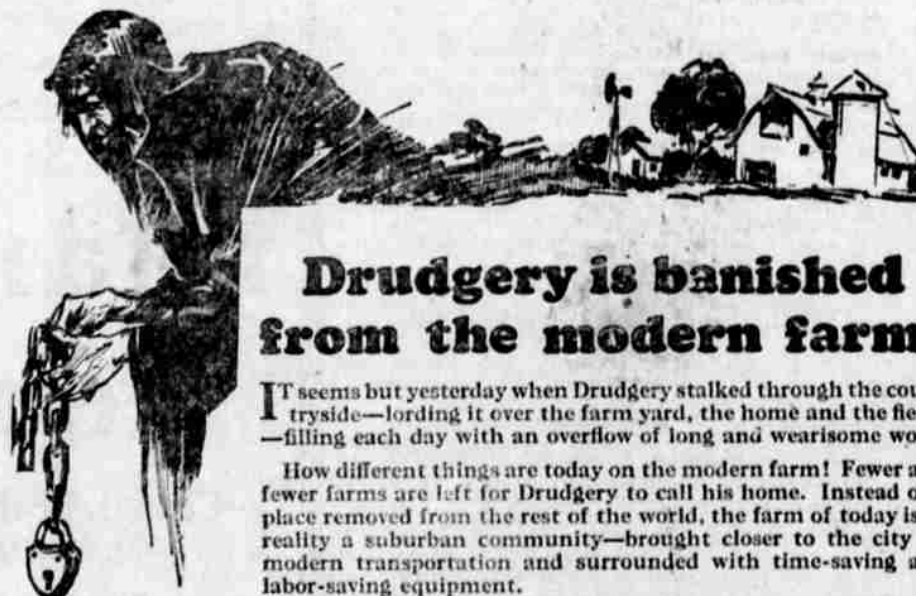
The wife who prizes domestic peace will find a checking account in this bank an invaluable accessory. Straight records—accurately kept, with all payments legally receipted—bring peace of mind also. Put your money in this bank. Pay by check. Always have a receipt (the canceled check) and you will find trouble is only a word in the dictionary.

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Klamath Falls, Ore.



Drudgery is banished from the modern farm!

It seems but yesterday when Drudgery stalked through the countryside—lording it over the farm yard, the home and the fields—filling each day with an overflow of long and wearisome work.

How different things are today on the modern farm! Fewer and fewer farms are left for Drudgery to call his home. Instead of a place removed from the rest of the world, the farm of today is in reality a suburban community—brought closer to the city by modern transportation and surrounded with time-saving and labor-saving equipment.

Fairbanks-Morse has had an important share in bringing this about. The Fairbanks-Morse line of farm power equipment has made the farm a more enjoyable place to live and, by doing many of the hardest jobs, has enabled the farmer and his family to spend more time in profitable work.

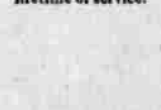
Every Fairbanks-Morse product performs a real service on the farm. The low prices are made possible by huge manufacturing volume. Come in and see these products on display.



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A half million farmers know by actual experience that the "Z" Engine is the cheapest "hired help" they can employ. The finest engine value ever offered. Size 3 h. p. to 20 h. p.



Home Water Plants
Water under pressure is one of the greatest modern comforts you can have in your home. There's a size and type of Fairbanks-Morse Home Water Plant for every requirement.



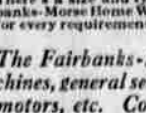
Feed Grinders
Make every bushel pay by grinding your feed with an F-M All-Purpose Hammer Type or Plate Type Feed Grinder.



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