

The Evening Herald

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Tuesday, January 31, 1928

Great Entertainment

The writer arrived in Portland last evening after spending a few days in Eugene, and really the main topic of conversation was the extraordinary entertainment that has been provided by the road machinery houses for the county engineers and the county road masters during this period of convention in Portland which has been for the purpose of attracting county officials who have to do with the road building.

It is stated that lobster dinners and everything in the way of trimmings have been served unstintingly to the county officials, but more especially to the county engineers by the road machinery houses.

Klamath county is represented not only by the county court members but also by Gene Henry and Mr. Spidell, each of whom have been shown the marvelous working of the new and approved road machinery.

But, there is this about road machinery: It is a good deal like the sewing machines in hands of agents—the machines work marvelously as long as the agents or their employes work them. But after the machinery is sold and in the hands of county employes it fails to make the fine embroidery stitches that the expert operators could make. Road machinery that throws up a grade while a cat can blink its eyes requires a different manipulation to do that same little stunt in the hands of home folk.

And that is the warning the Evening Herald wishes to offer. Be not taken off your feet with the machinery salesmen. He is paid for doing that little stunt and there is no reason why he should hypnotize any of us with good dinners, lobster a-plenty and entertainment galore.

The fact is Klamath county has plenty of road machinery at the present time. There is probably \$25,000 worth of machinery scattered over the county for road making and we do not believe there is any need for more at present. The county is very sensibly contracting most of its work on roads and has no need for further investment in road machinery.

The road machinery houses will not like to hear this and it may upset some of their plans if the county court does not fall for their program, but the fact is the road machinery houses do not live in Klamath county and what they get out of this county is pure business. As a matter of pure business for our home people let us turn a deaf ear to these boys who sell machinery. We need no more of their product for what we want is economy in road building and we cannot have that by expensive investments in machinery.

Take on the dinners and lobsters boys, but don't fall for any more road machinery, is the advice of the Herald.

Golf Here to Stay

Golf is here to stay. Klamath's enthusiasm for the game is not transitory; it is not a fad. Far from it. The game has taken hold and its roots have gripped deep and strong in our sporting blood. We speak with conviction for two reasons.

First, the Reames Golf and Country club is financially sound, in fact one of the best clubs in the state from the standpoint of money. The directors are sensible and far sighted business men who are handling the club's affairs with the same conscientiousness they would devote to their own. They are not erring as other clubs have erred—namely, by plunging too deep in the effort to erect a palatial club house, tennis courts and the like, before the club is half a decade old. Such improvements will come eventually but when they do come, the shadow of debt will not be hovering near.

Second, is the enthusiasm of members. Who would have dreamed five years ago that a normal business man would walk down into a basement and hammer away with a small white ball and club at a canvass, having a wonderful time playing indoor golf. Such enthusiasm can have but one outlet, success. The time will come, and not in the far future, when the Reames club will have developed players who are capable of competing with the best in the northwest.

If there was a sudden gust of wind emitting from the national capital building at Washington D. C. today, one could easily understand the cause. The entire navy department from Secretary Wilbur down to the lowest subaltern, heaved a great sigh of relief when the news was flashed over the air that the submarine S-3 was safe and sound. If the S-3 had suffered the same fate as its sister ship, the S-4, a tidal wave of condemnation, would have arisen throughout the nation that might have swept Wilbur and his staff out of office and would have been a back-slap at the present administration, and, incidentally, the Republican party.

When Main street was designated a "through thoroughfare", that did not mean it was to be a race track. Some automobiles cross the main business intersection of the city, Sixth and Main street, at 35 and 40 miles an hour. One car late yesterday—a light delivery truck—nearly careened across the street into a taxi stand when the driver swerved his car at the same instant the front wheels struck the "stop" signal.

EDITORIALS From over the Nation

SATISFACTORY ACTION (Medford News)

The resolution adopted by the directors of the Medford chamber of commerce with reference to the proposed Odell-Crane railroad line and railroad construction in general as it is related to Oregon deserves to meet with general approval in Medford and southern Oregon.

The organization met the issue squarely when it took action endorsing the plan of the Oregon public service commission on the proposed cross-state line. While perhaps not fully comprehending the motives prompting the activity of the commission in urging that particular road at this time, the chamber would not that any new railroad construction in Oregon will benefit some districts in particular and the state generally.

The organization reflected the sentiment of those whom they are serving when it went on record as also favoring the construction of the proposed Modoc-Northern from Klamath Falls to Alturas. That road for one which Klamath Falls has a decided interest in. Its construction would add much to the prestige of that city, which is enjoying rapid growth because of the construction of the Natron cut-off by the Southern Pacific and the extension of the Northern line from Bend into that district. But Klamath Falls would not profit alone from the construction of the line to Alturas. Some benefits would accrue to all the southwestern corner of Oregon.

After specifying the two proposed roads as worthy of support, the chamber of commerce covered the entire range of needed railroad construction in southern Oregon when it included in the resolution the need for supporting "any other line which might eventually lead into Rogue River valley and on to the coast."

That is the attitude expressed by nine out of ten people in Jackson and Josephine counties and in all that district between the Cascades and the Pacific ocean. There is prevalent a great demand for a railroad which will connect Crescent City in northern California, and Brookings, in the extreme southwestern corner of Oregon, with two or more transcontinental lines. We can think of no one thing which would add so much to the growth and development of the entire district as the construction of a road to the coast which can make connections with other roads east of the Cascade range.

There is an urgent need for more railroads in southern Oregon and encouragement is due any proposal or project which holds out the slightest hope of applying that need.

PUNGENT PARAGRAPHS

Detroit News: You have to hand it to the James Boys at that. They didn't attribute it all to a sunstroke when they were young.

San Diego Union: The brotherhood of man is a fine ideal, but we object to the Communist effort to get there by a process of elimination.

Nashville Banner: Refugees in bankruptcy probably disagree with the claim that there is no such word as "fail."

San Antonio News: The earthquake which recently shook Rome, evidently caught Mussolini asleep.

Terre Haute Star: Let us hope Calvin Coolidge has more success convincing a book agent he doesn't want a thing.

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Radio Program

KGW, Portland, 491.5m—6-7 p. m., dinner music; 7-7:30, Sealy Sam program; 7:30-7:45, thrift talk; 7:45-8, book chat; 8-8:30, "Eveready Hour"; 8:30-9, auction bridge game, No. 14; 9-9:30, time signals; 9:30-10, "Retold Tales"; 10-10:30, Tarzans Venetian hour.

KOIN, Portland, 319m—6-7 p. m., dinner concert; 7:15-8, orchestra music; 8-8:10, talk; 8:10-8:30, humane program; 8:30-8:40, talk; 8:40-9:10, Hal-owat question hour; 9:10-9:30, vaudeville entertainment.

KKN, Portland, 239.9m—7-8 p. m., network; 10-11, male quartet; 11-12:30, Herb Wiedhoff's dance orchestra.

KGO, Oakland, 381.4m—6-6:55 p. m., dinner concert; 6:55-7:30, news, weather, stocks and market reports; 8-8:30, Eveready hour; 8:30-9, auction bridge; 9-10, dramatic program through the Pacific coast network.

KFI, Los Angeles, 467m—6 p. m., piano solos; 6:15, lecture; 6:30, vocal and instrumental solos; 7, orchestra; 7:30, popular ballads; 8, Eveready hour; 8:30-9, auction bridge; 9-10, dramatic program through the Pacific coast network; 10, Metropolitan dance orchestra.

KPO, San Francisco, 422.3m—6:30-7:30 p. m., orchestra concert; 8-8:30, Eveready hour; 8:30-9, auction bridge; 9-10, program featuring Neapolitan quartet; 10-12, dance program.

KNN, Hollywood, 337m—6 p. m., Hotel Ritzmore orchestra; 6:30, courtesy concert; 7, Play-goers club; 7:30, feature program; 8, feature program; 9-10, courtesy entertainment; 10-11, Cocoonat Grove dance orchestra.

KFON, Long Beach, 241.5m—6-6:15 p. m., harmony act; 6:15, concert orchestra; 7-7:45, jazz orchestra; 8, band concert; 9, old familiar songs; 10, organ dance music; 8-10, studio feature; 10-12, dance music.

KMO, Tacoma, 354.1m—8-9 p. m., courtesy concert; 9-11:30, dance orchestra; 11:30-12, theatrical frolic.

KHQ, Spokane, 370.2m—5-6 p. m., service period; 6-6:45, concert orchestra; 6:45-7, travelogue; 7-8, music; 8-8:30, Eveready hour; 8:30-9, auction bridge; 9-10, Pacific coast network music; 10-12, Davenport hotel dance orchestra.

KFOA, Seattle, 447.5m—6-6:30 p. m., sightseeing program; 7-8, old-time music; 8-8:30, Eveready hour; 8:30-9, auction bridge; 9-10, dramatic program through the Pacific coast network.

KOMO, Seattle, 306m—6-7:30 p. m., Totem concert orchestra; 7:30-8, concert orchestra and instrumental solo and vocal solos; 8:30, Eveready hour; 8:30-9, auction bridge; 9-10, dramatic program through the Pacific coast network; 11-12, Majestic ballroom dance orchestra.

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Salesmen for Chevrolet to Attend School

J. W. Locke of the Locke Motor company, left this morning for Medford accompanied by his seven salesmen with the intention of attending the Chevrolet salesman school being held at the Hotel Medford.

Those in the party were: Ray Shelton, salesmanager for Mr. Locke; Jack Hackett, C. A. Evans, Gordon Dixon, John Butler, A. R. Renner and Harvey Kiler.

The Chevrolet dealer and his salesmen will be instructed on the important points of the "Bigger and Better Chevrolet" and their salesmen talks will be brushed up for them by three men from the Chevrolet factory in Oakland, California. This motor car company makes a practice of holding classes at intervals for men in every department of their organization. This includes lessons in Chevrolet bookkeeping, car painting, the mechanical side of the works and salesmanship.

At The Pine Tree

The two outstanding attractions on the five-act vaudeville bill at the Pine Tree this Tuesday and Wednesday are "The Sunbeam Follies," a melodious musical and dancing quintet, and a "Study in Syncopation" with Helena Justa and two young fellows.

On the screen, Edmund Lowe in the greatest dramatic role of his career, "One Increasing Purpose."

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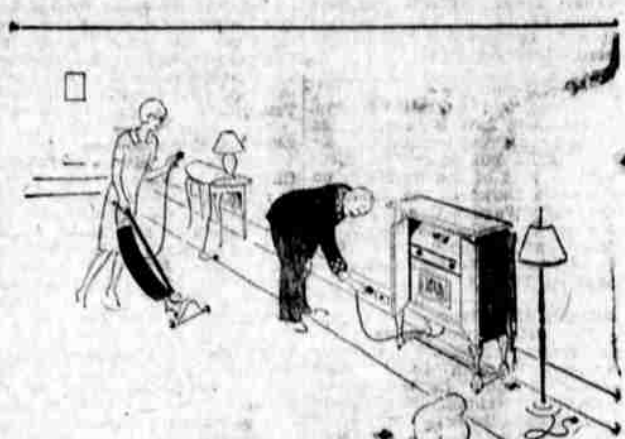
Spring and Main

Klamath Falls, Ore.

At The Liberty

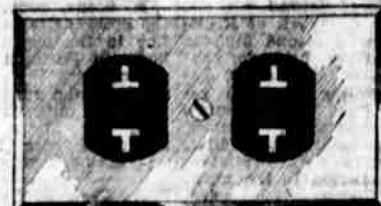
Raymond McKee, who, with Edna Murphy, is cast in the leading roles in the farce comedy, "Oh, What A Night!" at the Liberty today, is a native of Iowa. He was educated in Illinois

and early in life took up the stage as a career. He acted in stock, repertory, musical comedy and in travelling attractions. For several years he has devoted his fine comedy talents entirely to the screen appearing in such pictures as "The Silent Accuser" and "Along Came Ruth."



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