

# The Evening Herald

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MONDAY, FEBRUARY 18, 1929

## "War"

"THIS is a war to the death," exclaimed the police commissioner of Chicago as he gazed down at the bullet riddled bodies of seven gangsters who were massacred in true Bolshevik style Thursday.

All of which reminds us of the hackneyed saying that "you can fool all of the world part of the time; and part of the world, all of the time; but you can't fool all of the world all of the time."

Part of the world, and a large part, read this statement with the firm conviction that this declaration of war on Chicago's gangland, carries no more significance than scores of preceding declarations. Perhaps there will be another general clean-up in which several thousand murderers and thugs will be lodged in jail, only to be turned loose as soon as the newspaper photographers and reporters have spread the word of the gigantic house cleaning, but that's as far as the "war" will go.

The amazing feature of the Chicago situation—and it is this, that makes us believe the police have been hand in hand with the unlawful element—is that gangsters are well known characters, that their headquarters are well known, that they are interviewed regularly by reporters and that there is apparently no attempt to conceal identity.

Police know who these murderers are, they know where they live, and how they live. After a wholesale slaughter, various gang leaders are formally approached by newspaper reporters, and in the next editions, quoted at length on the crime situation.

And yet these gangsters remain in Chicago, murdering, robbing, assaulting at will, laughing and scoffing at police; and openly bragging of protection.

Why doesn't Uncle Sam step in and take a hand? He has had conclusive proof of the inability of Chicago or the state of Illinois to cope with the situation.

But no, the federal government sits quietly by while machine guns spurt death, while police commissioners promise the country at large that "this is a war to the death."

## The Ski Carnival

THE most sensational ski race in Oregon for the largest silver trophy in the state will feature the third annual Klamath county winter carnival at Fort Klamath on February 22. Final preparations for the big event are being made this week and a program, more diversified and interesting than ever before, will be presented.

The winter carnival has won so much attention that it is now recognized as one of the principal winter sport events in the west. During the famous Fort Klamath-Crater Lake ski race, the attention of hundreds of thousands is concentrated on the Klamath country. Something about the race up the mountain to the rim of Crater lake and then back down the trail, has a popular appeal.

Sensational as the long race is, the remainder of the program is what will keep the huge crowds entertained during the day. From morning until night, winter sport events will be held, just west of Fort Klamath. There will be short races, medium sized races, long races and freak races; stunts jumps and novelties. In fact, the idea behind this year's carnival is to keep every minute of the day so active that the throng will not lack for amusement at any juncture.

The ski carnival was conceived by Fort Klamath residents, and, each year, is put over by these public spirited citizens with the help of the rest of the county. Because it is an event which has brought great credit and publicity to Klamath, because such unselfish effort should be rewarded, and most of all, because it will be an event which nobody living within the radius of 200 miles can afford to miss, every Klamath citizen should make it a point to be at Fort Klamath on Washington's birthday, February 22.

## EDITORIALS

from over the Nation

### THE SCARLET LETTER

Newark Star-Eagle: A Chicago proponent of a scheme for reducing motor accidents have drawn some inspiration from a romance of Nathaniel Hawthorne's. He would compel the culpable motorist to turn in his regular license plate and receive in their stead a set bearing red numerals, to be used for six months. The idea of this public badge of shame is that the label would mark the man at the wheel as a careless or unskilled driver, that it would be warning wherever he went to other motorists, and people about, who would give him a wide berth. It is further argued that an autist thus advertised as unfit to run only grow.

A car would make haste to correct his errors and redeem the right to carry the official mark of honor.  
This suggestion serves to show the ingenuity some people devote to freak solutions of serious problems, but it also serves to emphasize anew the need for cure of a great evil. The right way to deal with incompetent or reckless motorists is the one Commissioner Dill is trying his best to carry out in New Jersey—to make sure that motorists of those classes, including the drunken ones, should have no license plates at all.

Animals grow, live and feed; plants grow and live; minerals thus advertised as unfit to run only grow.

## LINK IN A NEW RAILROAD SYSTEM

Interesting comment on the proposed extension of the Great Northern and Western Pacific railroads is made by the Oregonian on its editorial page. The editorial is reprinted herewith:

CONSTRUCTION of the proposed extension southward of the Great Northern line from Bend to Klamath Falls and northward of a Western Pacific branch to meet it would give the Great Northern the entrance to the heart of California that was long desired by James J. Hill. Through the large interest of Arthur Curtis James in both roads the Great Northern and Western Pacific would become practically one system, able to carry over its own rails the traffic of a great block of territory extending from the Canadian boundary on the north to the Western Pacific on the south, from the Pacific ocean on the west to a line running from Minneapolis to Denver on the east. The Burlington road, owned jointly by the Great Northern and Northern Pacific, connects the two latter cities, extends on to Chicago and has many branches in the northern part of the middle west.

Thus the importance of the two proposed branches consists in the fact that they would be a connecting link between two great systems, one of which covers the northwest from the Mississippi river to the Pacific coast, while the other covers California and the territory eastward to Denver. The two systems are so closely allied in ownership that their traffic relations would be as intimate as though they were one system. By its sole ownership of the line southward from Bend to Lookout, the Great Northern would avoid the division of earnings which it must make on the Oregon Trunk and S. P. & S. lines to Spokane and the Northern Pacific. Over that route it could haul the lumber, grain, fruit and livestock of the northwest to the Western Pacific, which would then haul them either west to San Francisco and other California points or east to Utah and Colorado points over the Denver & Rio Grande or over the Burlington to points beyond Denver. By the same route the Western Pacific could haul fruit and other farm products, lumber from northern California and deliver them to the Great Northern for distribution through the northwest.

If the proposed merger of the Great Northern and Northern Pacific systems should be consummated and if the proposed Great Northern and Western Pacific extensions should be authorized, the Northern Pacific would share the benefits of the alliance with the Western Pacific. Failing the northern merger, the Great Northern would be in a strong position, while the Northern Pacific would merely retain its present territory. The question would arise with the interstate commerce commission whether the great accession of strength to the Great Northern by comparison with the Northern Pacific and Milwaukee would conform with the purpose of the transportation act.

Invasion of northern California, which the Southern Pacific has long considered its own, will surely be opposed by that line. The Great Northern extension would parallel the Southern Pacific's Modoc Northern line and would be a strong competitor for the lumber traffic of northern California. The new combination would capture much traffic from central California for the

northwest which is now hauled north by the Southern Pacific and transferred at Portland to the Union Pacific. The latter road would have a motive for joining the Southern Pacific in opposition.

The 200 miles of new line from Klamath Falls to Keddle would be another link in the north-and-south line through the inter-mountain country which military men have declared of great value for national defense, as it would serve for free movement of troops and supplies beyond the barrier of the Cascades and Sierra Nevada mountains in case of foreign invasion of the Pacific coast. Under several ownerships this line, exists from the Canadian boundary to southern Nevada except for a gap between Yakima and the Columbia river and the gap which it is now proposed to fill.

The advantage which Oregon would derive from the new line would be opening of a short route to California for central Oregon products and establishment of a competing line for all that part of Oregon that is served by the Hill lines. The Great Northern would be planted more firmly astride Oregon and an implied notice would be given to the Union Pacific and Southern Pacific that, if they do not move quickly to build across central Oregon, a competitor may occupy that ground.

## BRIEF NEWS of KLAMATH

### Mrs. Flynn Passed Away—

Word was received here this morning by friends from The Dalles telling of the passing of Mrs. Clyde Flynn, prominent resident of Kirk. Mrs. Flynn passed away on Sunday following a mal-operation. Besides her husband, Clyde Flynn, connected with the government at Kirk, she leaves three small children, Dennis, age 6; Zene, age 4 and a baby daughter, age 2. Mr. and Mrs. Flynn have made their home at Kirk for the past several years where they have many friends. The passing of Mrs. Flynn comes as a shock to their many friends at Kirk and in Klamath Falls where they visited frequently.

### Licenses Granted—

Cameron Moore, 26 and Ruby Schuchman, 25, were granted a marriage license at the office of the county clerk in Medford on Friday. James McIlroe, 26 and Fernie Dodson, 26, also of Klamath Falls were also granted a license to wed in the valley city.

### Past Matrons Meeting—

Members of The Past Matrons' Club will meet at the home of Mrs. J. F. Penrod, 59 Pine street on Friday for a one o'clock luncheon. Mrs. Wilbur Jones and Mrs. C. E. Dennis will preside as hostesses with Mrs. Penrod. All members are asked to attend.

### Schools Closed Friday—

In observance of Washington's birthday, city and county schools will be closed on Friday, February twenty-second. Brief classroom programs will be held on Thursday in the city schools, relating to the life of Washington, according to J. Percy Wells, city superintendent of schools.

### Mrs. Knall Ill—

Mrs. Marguerite Knall, teacher at Mills school is confined to her home because of illness. During her absence, Mrs. Lee Morton is acting as substitute.

## 16 YEARS BETWEEN CABINET JOBS WILL BE STIMSON'S RECORD IF HE GOES BACK

By NEA Service

WASHINGTON, Feb. 16.—Sixteen years is a long time between cabinets. Few men have reappeared as cabinet members after an extended period.

But Henry L. Stimson may be one of them—will be, if predictions that Herbert Hoover will make him secretary of state are correct.

Stimson served in the cabinet so long ago that many Americans, no doubt, have forgotten all about it. He was secretary of war under President Taft, and it was while serving in that capacity that he laid the ground work for his recent successful occupancy of the post of governor general of the Philippines.

Born in New York in 1867, the son of a widely known surgeon, Stimson has had a varied and eventful career. It has brought him experience with all kinds of men in all kinds of places; has made him a student of men, an aggressive leader who, his friends say, cannot be budged from his position once he has made up his mind.

As a boy he got his preparatory school education at Phillips Andover Academy, in Massachusetts, and then went to Yale. His social standing at Yale can be gauged from the fact that he was elected a member of the famous "Bones" society there. Later he went to Harvard to study law, and immediately afterward went to work in the law office of Elihu Root.

His professional advance was rapid. Two years later he was made Root's partner, and when Theodore Roosevelt became president, Stimson was appointed United States attorney for the southern district of New York.

Prosecuted Sugar Frauds  
In that office Stimson showed himself a man of force and ability. He won considerable fame for his prosecution of the "underweighting" frauds of certain sugar companies, and forced these companies to pay the government \$3,400,000 in back duties. He also was the man who jailed Charles W. Morse for violation of the national banking laws, and he made a number of successful prosecutions of railroads for improper rebates.

In 1909 he went to Washington to be an assistant attorney general, and in 1911 President Taft made him secretary of war. It was in this post that Stimson made one of the friendships that he valued most highly; the friendship of Gen. Leonard Wood.

General Wood was chief of staff at that time, and consequently was thrown in close contact with Stimson. From this friendship Stimson drew two things that were to influence him profoundly in later years; a deep interest in the Philippines, and an absorbing liking for military training. General Wood had just conceived his famous idea of national military training camps.

Returning to America, Stimson and he quickly "sold" Stimson on it.

Served in France  
When the World War broke out, Stimson—who had been back in private life for a number of years—hurried to Plattsburg, which was the direct outgrowth of his own and Wood's enthusiasm. He went through the course of training there, although over military age, went to France for further training at Chaumont, and became a lieutenant-colonel in the 305th Field Artillery, A. E. F.

After the war Stimson left the army and returned to the private practice of law. For several years he remained in that pursuit; then, in 1926, President Coolidge made him his personal representative on a difficult mission to Nicaragua.

Clothed with authority from the president, Colonel Stimson went to Nicaragua to bring about the end of hostilities there. He induced Moncada, the liberal general, to lay down his arms, and arranged for the recent election which ended the turmoil in that distressed country.

Returning to America, Stimson was soon off on another mission—this time a private one. He went to Manila to make an extended visit with his friend, General Wood, then governor-general of the Philippines.

On this visit Stimson got a first-hand view of conditions in the islands. He stayed there for six weeks, discussing affairs with General Wood and making himself thoroughly familiar with the issues and problems which have made the governor-generalship of the Philippines one of the toughest jobs the United States can offer a man.

This study stood him in good stead later. General Wood, in ill health, returned to the United States and soon after died. President Coolidge promptly named Stimson governor-general in Wood's place.

Stimson went to the islands announcing that he would follow Wood's policies in all things. He proved himself a man of such tact and diplomacy, however, that before he had been on the job six months he had won the good will and confidence of nearly all the native leaders.

Stubs to rot and destroy the strength and beauty of the tree. Recently, one of the most perfect and beautiful trees in town, standing at the corner of Main and Riverside has been so mutilated by the Power or Telephone companies—I will try not to be partial. Now the trees in the court yard are being bobbed off; whether for beauty or utility, I know not. If the trees are too thick, why not cut out half or more and let the rest take their own beautiful contours? We hate to be kicking all the time, but we wonder if we will ever have trees. It takes two generations to grow a tree of any size, and a half hour to throw it down. We have no desire to hold up advancement or to interfere with business, but it seems as if some plan can be evolved by which our trees may be left to grow. In all towns work I always urge the laying out of alleys, although there is considerable criticism of

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We recognize that it is our duty to keep freight rates from and to all communities properly adjusted so that every community will be treated fairly and that no undue burden or discrimination will exist in one community as against another or any favoritism exist one community as against another. It is our constant aim to do this. We regularly examine our rate schedules with this thought in mind, but, of course, extending over a large territory, the thoughtful co-operation of individual communities is always helpful and we are glad to have their suggestions.

I might especially add that it is our desire to facilitate and promote the industrial development of interior communities such as Klamath Falls and trust you will accept my tender of our hearty co-operation in any effort that may seem worth while on the part of the business interests of Klamath Falls in the attraction and bringing to your community additional industrial development.

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Last summer we had the pleasure of driving through Eugene, whose towering trees overhang the streets and cast a grateful shade upon the beautiful lawns and otherwise blistering pavements; and we thought of the many towns back east with tapering branches of stately elms interlaced across the avenues; where the eye can travel up and along a gradually decreasing and feathering branch to its leafy twigs bending in the breeze; and then our mind wandered back to Klamath Falls lying sunbaked on its seven hills; and I thought of the old trees on Riverside and those in the court yard planted in early days by the pioneer women; and I thought of the numerous campaigns looking to the city beautiful, parks, street trees and gardens; and the power company whacking—that's a good word for it—the tops out of trees along the wayside, leaving bare

We recognize that it is our duty to keep freight rates from and to all communities properly adjusted so that every community will be treated fairly and that no undue burden or discrimination will exist in one community as against another or any favoritism exist one community as against another. It is our constant aim to do this. We regularly examine our rate schedules with this thought in mind, but, of course, extending over a large territory, the thoughtful co-operation of individual communities is always helpful and we are glad to have their suggestions.

I might especially add that it is our desire to facilitate and promote the industrial development of interior communities such as Klamath Falls and trust you will accept my tender of our hearty co-operation in any effort that may seem worth while on the part of the business interests of Klamath Falls in the attraction and bringing to your community additional industrial development.

Yours very truly,  
J. T. SAUNDERS.