

The Evening Herald

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FRIDAY, FEBRUARY 22, 1929

Where College Students Come From

WHAT class of the population provides the largest proportion of college students?

Statistics recently gathered at the University of Illinois provide a partial answer to this question. Of the 11,000-odd students there, 5180 are sons and daughters of business men. Oddly enough, the next largest division of parents is that classified as skilled and unskilled laborers; 2061 students come from such parents. Farmers rank third, with 1766, and the professions, with 1719, are fourth.

Incidentally, half of the students come from cities of 25,000 or over. Chicago alone contributes more than 3000.

These figures are extremely interesting. They give a valuable light on the backgrounds of the young men and women who are being trained for leadership.

Preventative Accidents

WHEN an industrial corporation wishes to commend itself to the public, it usually stresses its earnings, the size of its plants, its public service, or something of that kind.

The Bethlehem Steel corporation, however, is claiming recognition on new grounds. It points to its record in the past year in the prevention of industrial accidents.

In the Bethlehem plants last year the number of accidents was reduced 28 per cent, the number of fatalities was reduced 34 per cent, and the amount of time lost due to accidents was reduced 24 per cent—and all of this in spite of the fact that the rate of operations was higher than in any year since 1917.

That's the sort of a record a company is entitled to be proud of. Would that more corporations would take to boasting in like vein.

Perhaps the old-time sweetheart just seemed sweeter than a modern sweetie because you never saw her cut loose and eat.

There would be few divorces if people would stop fighting when they forget what they began to fight about.

Another thing that makes winter dreary is the fact that people in the barber shop now discuss dress patterns instead of the next pennant winner.

EDITORIALS

from over the Nation

WILL SOUTHERN PACIFIC RAILROAD STRIKE BACK?

While the talk that the Southern Pacific railroad may back one of the projected lines between Yakima and the Columbia river in retaliation for the projected invasion of northeastern California by the Great Northern is but gossip, the situation renders probable such a move not only as a counter stroke, but as justified by the traffic in prospect. The territory along either of the two routes to Yakima is undeveloped, but is rich in potential traffic, and the Yakima valley is rich in actual traffic.

A series of invasions by powerful systems has carried competition to the Southern Pacific in California, which it completely controlled in the days of C. P. Huntington. The Santa Fe entered from the south and extended northward until the Southern Pacific joined it in building the Northwestern Pacific. Then came the Salt Lake, Los Angeles & Pacific, cutting in a southwesterly course across the Southern Pacific territory in Nevada and southern California, and it was finally gathered into the Union Pacific system, the Southern Pacific's great rival. Next the Hill lines crossed the Columbia and invaded Oregon with the Oregon Trunk line to Bend. The Western Pacific was built from Salt Lake practically as an extension of the Denver & Rio Grande on a route parallel with the Southern Pacific's Central Pacific line into the heart of California. Dislodgment of the Gould system and receivership threw this line into the hands of Arthur Currier James, the strongest factor in the Great Northern. The Great Northern extended the Oregon Trunk to Klamath Falls and by order of the Interstate Commerce Commission was enabled to force the Southern Pacific to grant a common user on much of its Cascade line and to sell a half interest in the Oregon, California & Eastern. Now the Great Northern and Western Pacific propose to join in building a connecting line through the area traversed

by the Southern Pacific's line from Klamath Falls to Alturas. In western Oregon alone the Southern Pacific is free from serious competition, but the Oregon Electric and the proposed line up the Santiam river seem to be the entering wedge for a drive in that territory also.

Hitherto the Southern Pacific has acted mainly on the defensive. Being already in Klamath Falls, it built the Cascade line as a short, economical route from the north to the great Klamath pine forests. It bought and improved the Oregon, California & Eastern and the Oregon, Nevada & California in order more fully to cover territory that it already occupied, and it is building the line to Alturas to give southern Oregon generally a short route to the east. In order to extinguish a rival it has bought the Santa Fe's interest in the Northwestern Pacific. But the Southern Pacific has given no sign of an intention to cross the Columbia. Portland remains its actual northern terminus.

In view of the persistent aggression of its rivals, the Southern Pacific may well consider that the time has arrived for a vigorous counteroffensive, and an inviting opportunity exists at the very doors of Portland. By the most direct route Yakima is less than 170 miles from Portland, yet traffic is carried over 300 miles and pays rates in proportion. Either of the two routes proposed runs through a rich farming and timber country. That which reaches the Columbia at Underwood would follow the north bank and cross the river to link up with the line through western Oregon. But the interstate commerce commission would not permit a line parallel with the Spokane, Portland and Seattle, and the Southern Pacific could make a strong case for a common user of that line.

An even stronger case can be made for a common user to admit a direct Yakima line to Portland than the Great Northern made for a common user of the Southern Pacific line to Klamath Falls. In the latter case the Southern

Pacific did not block development by refusal to build a line. It built, and the Great Northern sought entrance in order that it might share the traffic and give the country the benefit of competing service, also of a route to the northwest. The Spokane, Portland and Seattle has long owned a short road to Golden-dale, but perfects to extend it to Yakima, where it could gain much traffic. The motive is plain. That extension would haul to the Spokane, Portland and Seattle line traffic on which the Northern Pacific, as half owner, would get only half the revenue, while it gets all the revenue from the haul over its own line. Even if the Spokane, Portland and Seattle should build over the short route to Yakima, the situation would not be improved so long as joint ownership continued, for the same motive would exist for giving the Spokane, Portland and Seattle no traffic which either of the owning roads could haul over its own line. A further reason for a common user, given either to the Southern Pacific or to an independent line, is the fact that earnings of the Spokane, Portland and Seattle under the joint ownership are inadequate to pay a fair return on its value, that it is used far below its capacity and that traffic from Yakima and from the country between that city and the Columbia river would fatten its revenue.

These are possibilities arising from the Great Northern's new invasion of the Southern Pacific's territory. They show that there may be a basis of fact for rumors that the Southern Pacific is behind one of the proposed Yakima projects. There is a great stir among the Pacific railroads, and the things that have come to the surface suggest many things hidden beneath.

WEATHER WILL BE WARMER IN SOUTH, REPORT

ATLANTA, Feb. 22. (AP)—After shivering in the grip of a cold wave that resulted in one death and covered many portions of the south with a blanket of snow, Dixie today looked forward to rising temperatures and relief from unseasonable weather.

Nashville, Tenn., reported 14 inches of snow, but rain fell in Georgia. A slippery pavement caused the automobile of C. E. Lyons to go over an embankment, killing him almost instantly. Florida and other Gulf states are expected to escape low temperatures, which have ranged from 15 degrees upward.

AT THE THEATRES

AT THE PELICAN

"The Air Circus" Closes Tonight. Efforts of young America to emulate the example of America's flying ambassador, Col. Charles A. Lindbergh, are graphically showing the last thing tonight at the Pelican Theatre, where the Fox Film, "The Air Circus", opened yesterday. This is by no means an ordinary picture, and fine direction, excellent photography and sterling ability on the part of a cast of young players makes of this sky epic a delightful screen entertainment.

Although the players are relatively new to screen audiences, all indicate that they have ability and will clothe themselves with cinema fame.

Sue Carol charms with her pliant beauty, but also captivates with her portrayal of the young aviator's wife, teaches David Rollins and Arthur Lake how to fly. That youngsters like these could handle planes in the air like veterans seems incredible, but they say that cameras don't lie, and advance information on the making of the picture declares that this trio has taught to fly before cameras started turning.

Young Rollins shows to better advantage with each role in which he appears. There is a refreshing note in his personality and his smile is bound to make flapper hearts that many measure faster. Louise Dresser, who plays the mother role gives her usual flawless performance.

Charles Delaney does some exceptionally fine work as the brother of Sue Carol. He owns an aviation school, which he operates with his sister, and Rollins and Lake come to him to learn flying. Rollins' brother lost his life saving Delaney from an enemy plane overpass, and Delaney takes special interest in Rollins. However, Rollins is a coward in the air, whereas his pal, Lake, is just the reverse.

Eventually, Rollins is called upon to go into the air to save his pal, who has gone aloft with a broken landing gear. Fortunately, he makes a good landing, overcomes his air fear, lives up to the hopes of his instructor, and wins Sue.

There is much to commend this picture to the youth of America and to grownups, too. Howard Hawks and Lew Seiler, the directors, did a good job on this production.

AT THE PINE TREE

William Boyd and Jacqueline Logan appear tonight in "The Coy", a story that is packed with drama and thrills. Alan Hale and Tom Kennedy assist in the devious work of crooks and gangsters in the Hell's Kitchen District of New York.

Rialto, Hollywood Dog Actor, appears with his trainer Mr. V. C. Browning in a clever act, which shows the versatile dog to his best advantage.

"Heart to Heart" Tomorrow. Labeled as a big time comedy of a small town romance, "Heart to Heart" brings together a new screen trio, Mary Astor, Lloyd Hughes and Louise Fazenda. Lloyd Hughes proves to be a remarkable window cleaning comedian in this one and Mary Astor carries off a dual role of seamstress and Italian Countess, while Louise Fazenda is just what she is; how could she be anything else?

AT THE LIBERTY

"Gallop On" Closes Tonight. The Wally Wales western thriller "Gallop On" closes tonight at the Liberty theatre. The story carries the star thru a series of adventures that sends him to prison, throws him into conflict with cattle rustlers, and into battles for his good name and freedom.

"Nameless Men" Tomorrow. Taking the leading roles in "Nameless Men" playing tomorrow at the Liberty are Antonio Moreno, Eddie Gribbon, and Claire Windsor. Steppin Fetchit who has several times trod the stage boards of Klamath Falls in vaudeville acts is seen in the picture as the bell boy.

Letters From the People

Dear Sir: Since the street delivery has been established in Mills and Industrial addition of Klamath Falls, the early part of the winter, the people of this vicinity have had such exceptional mail service we feel it is our pleasant duty to thank the postal department for the interest manifested. It was a task at first when everything on the route was new to the carriers but now that

things are organized, it is a wonderful success. So far we have not had a single error. The fact the new service was inaugurated in the midst of the bad weather is another feature which people of this community appreciate. Walks were in poor condition a good portion of the time and numbers of houses were not always visible, however the carriers were on the job, never uttering one complaint. The holiday mail was handled in splendid fashion and the carriers were indeed patient and most efficient. I am at a loss to be able to furnish you with a list of the names of all who have mentioned this matter to me but be assured there are many.

Postmaster John McCall and his entire staff should be congratulated upon their untiring efforts to put this service across.

L. J. BRINK,
1903 Wantland Ave.,
Klamath Falls, Ore.

RELIEF TRAIN LEAVES

DURANGO, Colo., Feb. 22. (AP)—A twenty car train carrying food for the 1,500 winter bound residents of Silverton left here today in an attempt to reach Silverton over the snowbound narrow gauge branch of the Denver and Rio Grande Western railroad.

TWIN RUFFLES

A brown and tan printed crepe frock has two rows of accordion pleated ruffling running diagonally up the side of the full skirt from the wrist to the elbow. A similar twin jabot decorates the front of the waist.

WOOD

We are making herculean efforts to keep up with our orders. The sawdust and hog-fuel business installed are operating very satisfactorily.

DRY WOOD

Is holding up fine. Dry Shale, any length, Block, Lumber, Body, Coal, Fuel Oils.

Oil Burners, Sawdust and Hog-Fuel Burners

If it is economical heat you desire, we have it.

PEYTON & CO.
"Wood to Burn"

126 S. 7th St. Phone 535

DOHENYS FEEL SORROWFUL FOR SON'S SLAYER

LOS ANGELES, Feb. 22.—The family of Edward L. Doheny, Jr., joined today in the last rites for Theodore Hugh Plunkett, the private secretary who murdered him and then committed suicide.

The crushing blow dealt by Plunkett apparently aroused no bitterness among his former employers, who expressed only sorrow that his life had ended under

such tragic circumstances. Great wreaths of flowers sent by Mr. and Mrs. Edward Doheny Sr., parents of the slain man, were placed with others in a mass of floral offerings which rivaled those of the Doheny funeral Tuesday.

Young Doheny's widow also sent a wreath. Two of her brothers, C. Warren Smith and J. Clark Smith, were among the active pallbearers.

According to a Chinese tradition, the use of cloth was evolved from the practice of women carrying their children in fiber nets.

One Cent SALE



Our One Cent Sale which has always proved to be a Money Saver to our patrons and an advantage to ourselves is still on.

Many new bargains will be added for Saturday Specials.

A Slashing Reduction in COATS, DRESSES and HATS will prevail as long as they last.

All our \$14.75 and \$16.75 Dresses will go at \$8.95

The \$19.50 and \$21.75 value at \$12.95

Spring Coats from \$9.50 up

Hats \$1.50

All \$4.50 and \$6.00 values go at \$2.50

The Northern Fur Shop

810 Main Street
Phone 374-J

Marion Prince Dresses



Marion Prince Dresses have all the qualities the modern woman demands—Quality, chicness and individuality. A dress for every different occasion.

\$12.50 to \$39.75

A large array of dresses in the prevailing desert colors.

\$12.50 \$16.75
\$19.75

COATS

The arrival of several shipments of coats this week will give you a wide selection in styles and colors.

\$16.75 to \$65.00



HOUSE DRESSES

House Dresses of the newer kind in styling and superior quality materials.

\$1.50



New snappy numbers in the French Frock wash dresses will demand your immediate attention. All sizes and colors.

THE Mode Shop INC.

"Exclusive But Not Expensive"
822 MAIN STREET

Shoes that proclaim the SPRING MODE



IN PLANNING your Spring Frock and Coat it will be well to include the choice of New Footwear to go with each costume.

PLANS THAT ARE EXCEEDINGLY EASY IN THIS STORE FOR OUR NEW SPRING PUMPS ARE HERE—

Colors:

Midnight Blue
Black
Sunburn
Blonde
Nut Brown

Leathers:

Snake
Kid
Patent
Python
Satin

Combination Leathers

Simulated Reptilian Leathers

Blue, Black and colored Kid Leathers

Buster Brown Shoe Store

The Largest Exclusive Shoe Retailers in Oregon