

The Evening Herald

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WEDNESDAY, MARCH 20, 1929

Hoover's Methods

President Hoover's plan of solving the law enforcement question in general and the prohibition question in particular is typical of that great man's method of approach to big problems.

Instinctively he goes to the core of a problem and the core of the law enforcement question is a cumbersome method of judicial and legal procedure which tends to nullify vigorous attempts to enforce all laws.

Mr. Hoover announces he will not initiate nationwide prohibition raids. He can see that such spectacular procedure will not gain the end in view. Instead he proposes to tighten up on judicial procedure, to close the legal loop holes and to instill in the American people a sense of responsibility.

His methods are sound and we confidently anticipate an early solution to the nation's greatest problem today, law enforcement.

One View Of Gang Murders

A MAGAZINE writer recently interviewed a Chicago business man on the general subject of gang murders, which Chicago has made so famous.

The business man didn't think such affairs were very important.

"They're not killing law-abiding citizens," he said. "They're just killing each other. What difference does it make to decent people whether the gangsters kill each other or wait for the police to do it?"

At first glance that sounds like good sense. But on reflection it is easy to see that it makes a good deal of difference. The police have shown a lamentable inability to bring the major gangsters to book. People will not testify against them—because they fear the gangsters' guns.

These gang shootings help the underworld to maintain its power over its victims. Until they're broken up, the underworld will continue to operate unchecked.

Coolidge Writes Well

CALVIN COOLIDGE, now listed as a magazine writer instead of a president, displays, in his first article for The Cosmopolitan, an ability to use simple, vivid language in a way that many more experienced writers might envy.

Telling of the death of his son, Calvin, the former president writes:

"When he went the power and the glory of the presidency went with him."

Whole pages of skillful writing could not have told as much as that brief sentence. It presents the whole picture of heartache, loss and desolation.

Aspiring writers might do well to study the unadorned, powerful style of Calvin Coolidge, magazine writer.

EDITORIALS

from over the Nation

THE THIRTY WIFE
The Agriculturist: Two men were boasting of the housekeeping abilities of their respective wives.

"My wife won't enter a green-grocer's shop. She buys all her vegetables straight from the farm, so that they are nice and fresh," said one man.

"Well," said the other, "my wife does better than that. She went straight to the market garden and insisted on choosing a vegetable marrow that was still growing. 'How much for this one?' she asked.

"'Eightpence,' said the gardener.

"'Too much,' she said. 'What is the price of this little one?'

"'Fourpence,' was the reply.

"'All right. I'll buy it,' and pays on the spot. Then she added: 'Don't cut it now. I'll call for it this day fortnight.'

John J. Pershing, commander-in-chief of the American expeditionary forces, General Pershing paid his respects to Madame Foch, but in accordance with the strict rule of the doctors, was not permitted to see his former comrade in arms.

The end came peacefully with the marshal's wife and his two daughters in the room after he had received the last sacraments of the church. The two daughters had barely reached the house as their father was breathing his last. Doctors Davenieres and Hetsboyer had been working over the marshal for half an hour when they decided to summon the marshal's wife and tell her that her famous husband was doomed.

"God's will be done," she said simply, bearing up under the news with the same courage that her husband had displayed through his long struggle against an inevitable death.

Rebekah's Gathering—Members of the Rebekah lodge will meet at the Odd Fellows hall on Thursday evening. A special entertainment has been planned for the evening and visiting members in the city are cordially invited to attend.

Although the marshal had many good days during his illness, he was not permitted to see visitors. Among those who called upon him was General

Improvement that brought death to the intrepid warrior.

"The foremost fighter of the great war," displayed in illness that same grit that he had displayed as the commander-in-chief who led the allied armies to victory in the World War. Throughout it all, from January 14, when he first became gravely ill, until the end, he showed courage, unflinching equanimity and even good humor.

The end came just as his doctors reached the marshal's house this evening. He had been conscious the entire afternoon and had been found in a somewhat improved condition at 10 o'clock this morning when the first visit of the day was made.

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GREAT SHOWING MADE BY ESSEX

Endurance Tests Reveal Work of Car During Challenge Week.

So successful was Essex Challenge Week, March 4th to 11th, that the Hudson Motor Car company has decided to extend the program for a month, using the slogan "Essex Challenge and Demonstration Month."

Record breaking performances from coast to coast and from Canada to the Gulf marked Challenge Week. Speed in excess of 70 miles an hour was shown in every section of the country excepting where deep snow drifts completely blocked traffic.

Endurance tests revealed better than 60 miles an hour for 24 hours; hill climbing tests saw Essex annex cups offered for the speediest climbs up Mt. Baldy and Mt. Madonna. New records were established in both cases.

Brakeage tests showed that Essex the Challenger could be brought to a stop from 50, 45, 30 and 25 miles an hour in almost half the distance required by the Underwriters' Bureau. Acceleration tests showed the car to be one of the flashiest performers. The outstanding achievement along this line showed Essex hitting 75 miles an hour from a standing start in 55 seconds. The average showed 45 miles an hour in 17 seconds from a standing start.

Gasoline mileage averaged 22 miles on the highways and 13 miles to a gallon in heavy traffic.

THOUGHTS ON STATE AFFAIRS

(Continued from Page One)

machines. The airport committee realizes this full well and is directing every effort toward that end.

WE believe that the time has come when Eastern Oregon is going to expand more rapidly than she ever has in her history. Notice the meeting in Denver, when the irrigation people, including Mr. Newell of Klamath Falls, discussed all of the different projects that are now pending and decided that the Vale Irrigation project should be finished as soon as possible. This is a tremendous boost to the Eastern Oregon country, for the Vale territory, rich in sunshine and rich in soil, has laid idle due to the fact that its irrigation project was not completed and was not in such shape that it could be properly settled.

The Vale project is only one of the big things that is now before the Eastern Oregon people.

CHICAGO MAN IS MURDERED

(Continued from Page One)

corporation. Why he was in the Pony Inn cafe was not clear, especially since the saloon has been officially "closed" for three years.

Find Note Book
In the pocket of Vercoe's coat was found a notebook with the notation: "Miles O'Donnell, 1500." Police regarded this as significant. A "Miles O'Donnell" was arrested in 1924 for the shooting to death of Eddie Tancil, a Cicero saloon keeper. He was acquitted upon a plea of self-defense.

The man who prosecuted Miles O'Donnell was William McSwiggin.

Three men, a bartender, a porter and Michael Windle, one of the proprietors of the saloon, were found at the scene of the Vercoe slaying, and were held for questioning.

The other slaying—that of Michael Hribaki, 25, a finance company employee—was revealed by the slayer himself. Stanley Reichel, 28, told police he had killed Hribaki, striking him down in self-defense.

Many Angles
A kidnapping plot, threats of death, extortion letters—all of these entered the Hribaki killing. An even stranger coincidence was that police had already been called into the case even before Hribaki was killed, or before there was any intimation that such a man was in any way involved.

Reichel, a street car motorman, had been paying court to Francis Masalanka, 18-year-old daughter of John Masalanka, a prosperous contractor. A few weeks ago Masalanka received a letter demanding that he deposit \$500 in a designated place, or be killed.

Masalanka notified police, and also told Reichel. Later came another demand with more definite warnings of death if the money were not paid. Reichel

was told of this, too, as were the police.

Officers suspected that Reichel himself might be the death threat writer, so they went last night to the Masalanka home, where Reichel was expected to call.

When Reichel walked in there were blood stains on his coat. The officers charged him with being at the bottom of the extortion.

"It wasn't me," Reichel told them. "But I'll lead you to the man who wrote those notes. I got him today."

Police followed him to a garage at the rear of Reichel's home. In a corner, among the garage litter, lay Hribaki's body, wrapped in a blanket.

"I spent all day getting him to come here," Reichel said. "I killed him in self defense when he started to fight his way out."

Baker's testimony took up the entire morning session of court.

The defense was expected to complete its testimony today and it was believed that the case might go to the jury tomorrow.

BLURTON BAKER TAKES STAND

(Continued from Page One)

The Indian's testimony, but failed except on one point. Baker, under cross-examination, was unable to explain why he returned to the scene of the slaying and recovered a gallon jug of whiskey he had hidden in the sage brush there.

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SALEM, Ore., March 20, (AP)—A registered Jersey calf belonging to J. M. Bones of Turner may have some trouble taking prizes at livestock shows as a result of its attempt to associate in a friendly way with a broad sow. The sow was busy making a bed. Annoyed at the intrusion of the calf, the sow bit the tail off the young registered Jersey.

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HIGHWAY WORK IS UNDER WAY

(Continued from Page One)

ens mill, a distance of eight miles.

Surfacing of the Beatty-Fremont national forest boundary section of the Klamath Falls-Lakeview highway, is in the final stages. The work will be completed within the next 30 days. Contract is held by Wrenn and Greenough. Martin Conolly is in charge of the work.

The road construction work of Simonson and He... completed resurfacing the Klamath Falls-Keno section of the Ashland-Klamath Falls highway. The firm is now engaged in placing maintenance material along this section of road.

TAIL OF Calf BITTEN OFF BY ANGRY OLD SOW

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"SKY RAIDER" TO APPEAR IN MALIN MOVIE

"The Sky Raider," the Encore picture to be shown at Merrill Thursday, March 21, and Malin, Saturday, March 23, is a melodrama de luxe written around the United States Air Mail and is said to be one of the finest pictures yet produced.

Jacqueline Logan is starred with the late Captain Nungesser, famous French ace and hero of the World war, who survived the horrors of the war only to perish in the ill-fated Nungesser-Coll trans-Atlantic flight.

The picture is being sponsored by the members of Tule Lake Legion Post.

At Renick Home—Group one of St. Mary's Altar Society will meet with Mrs. E. Renick on Thursday night. All members are urged to be at the apartment of Mrs. O. Easterly in the McCarthy promptly at 7:30 o'clock. Cars will be in waiting to take the guests to the Renick home.

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the CHALLENGER...sets all these records....



during Nation-wide CHALLENGER WEEK

SPEED—70 miles per hour.
RELIABILITY—60 miles per hour all day long.
ACCELERATION—Not surpassed by any other car.

ECONOMY—22 miles to gallon of gasoline.

Above we show some of the local records, officially observed by newspaper men, which Essex the Challenger established during Nationwide Challenger Week. Owners here, and owners by thousands all over the country, have duplicated these tests, or, at least, verified the capacity of their own Essex the Challenger to reproduce any or all of these proofs.

IN FAST GET-AWAY—no car is excepted. IN SPEED—anything the road offers up to 70 miles an hour. IN HILL CLIMBING—against any car you choose. IN APPEARANCE—match it for smartness with costlier cars. IN EASE OF DRIVING—note smoothness of motor—ease of steering—roadability and effectiveness of brakes. IN ENDURANCE—60 miles an

hour all day long is well within its range.

One million owners know the special advantages of the Super-Six. They are best qualified to compare the Essex the Challenger. To them we offer first opportunity to test the most powerful, the largest, roomiest, smoothest, easiest riding—most complete Essex ever built. But all motordom must be as-tounded that even with seventy-six notable improvements, the price is the lowest in Essex history—a price but little above the lowest-priced car on the market.

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