

The Evening Herald

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TUESDAY, MAY 7, 1929

A Heavy Responsibility

THE threatened suit by three timber companies—two of whom do not operate in Klamath county, but do own stumpage—to upset the legality of the tax levy, is a thing to give consideration.

We are all pleased to see that, while timber owners generally joined the three companies who contend they will start this suit, there is little disposition on part of the rank and file of timber owners in Klamath county—especially the operating timber owners, to start anything that will clog the wheels of progress and force a chaotic state in social, municipal and educational affairs.

Non-residents frequently do not see conditions as do home folk, and two of the contending parties are wholly non-residents and are holding their timber. This they have a right to do and their invested capital must be protected. But, they do not have a moral right to wait until the last day for paying taxes and then announce a suit against the county to upset a tax levy, when they had months to bring a test case on this point prior to the final moment for paying taxes.

A Chance To Blunder

THE present Congress is going to have some problems to solve in connection with the new tariff changes. It will have plenty of chances to make blunders.

Chief among these changes is that presented by the proposal to lay a heavy import tax on sugar from the Philippines.

The institution in the Philippines, thanks to the wise administration of Governor Generals Wood and Stimson, has improved immensely in the last few years. The demand for independence is no longer the sharp, acrid thing it was a short time ago. More and more the Filipinos have come to realize that the retention of the islands by the United States will work for their own advantage.

To slap a stiff tariff on Philippine sugar would be to end this happy situation and bring back the old dissatisfaction. Overnight the "Philippine question" would become vexatious again. The painstaking work of conciliation would be undone.

"I Loved Her"

THE young man recently arrested in New York, accused of strangling his young wife, taking her body to a deserted spot in the country, drenching it with kerosene and setting it afire, has voiced the usual protest of the man caught in an act of that kind.

"I loved her," he cries. "I loved her madly. Don't let there be any doubt about that. I wanted her to come and live with me."

Time after time this sort of remark has been made by men who have committed similar crimes. Sometimes, no doubt, the murderer means it; and sometimes, perhaps, he is thinking of its possible effect on a sentimental jury.

Offhand, however, one would say that choking a woman to death and burning her body is a peculiar way of demonstrating affection for her.

EDITORIALS

From Over the Nation

EDSEL FORD BOOSTS AVIATION.

Edsel B. Ford in Nation's Business: There are sound economic reasons for believing that a great epoch of air transportation is being born. I believe that 1928 will go down in history as the year in which American business accepted the airplane.

A new commercial and industrial era is beginning with the airplane just as surely as new eras began with steamships, railroads and automobiles. Distrust and catastrophes marked the early days of those eras and befogged the true pictures of their futures.

Likewise the heroic hazards of the war, the daring of pioneer fliers and the foolish use of antiquated machines have diverted public attention from the true achievements in air transportation. People remember these things and they also know the spectacular events that took place at Mineola, Le Bourget, Croydon and Templehof, but so many do not realize the realities of aviation.

A recent survey of American commercial flying companies disclosed that there were but two fatalities to passengers in 5,000,000 miles of flight. Five million miles is hard to grasp—it is more than 200 times around the earth at the equator.

The arrival of this new and tremendous force in our national life does not mean the obso-

lescence of the old means of transportation. It foretells only the extension of them and a great increase in man's power to cover great distances swiftly and unerringly. Aviation holds for us another safe and comfortable way to save time.

The time is near when commerce and industry may cease to depend on the thousands concentrated in cities. This swifter, more flexible means of transportation of some of the great metropolitan areas. A man may commute 100 miles to his business. Whatever may be its effect certainly be important to inland on the cities, the airplane will towns.

THE AMERICAN ABROAD.

Prairie Farmer: Dean Mumford of the University of Illinois tells the following as one of his most amusing experiences:

"I was traveling in South America a few years ago. The tropical heat was fierce and I thought if I could have a glass of lemonade that I'd feel much better. Going into the dining car of the train I mustered up what Spanish I knew and attempted to tell the waiter what I wanted. He looked at me for a moment, then smiled and said in almost perfect English, 'If you'll tell me what you want I'll try to get it for you.'"

HERALD CLASSIFIED ADS BRING RESULTS

QUILLEN'S QUIPS AND QUIRKS OF AMERICA

Pointed Satire Intermingled With Broad Humor Gives Conception of the Best and Worst Sides.

A divorce suit usually is a three-piece suit.

Electric chair: A lethal device used to punish men for being poor.

Let's see: a rake, a hoe, a spade, and—oh, yes: a bottle of arnica.

Perhaps, as critics say, feeding a machine keeps man in a kind of trance. Driving one often has that effect.

When a husband loses his memory and wanders off, he always remembers the address of the other woman.

Improve Your Mind. You get ten volumes free with a set of trash.

This is the season when it is very difficult to sympathize with the man who is out of work.

Poor, destitute China has sixteen million starving citizens who might be killed by automobiles if the land were as rich as ours.

Tact is the quality that prompts the bankrupt to wait six months before buying a new car.

Americanism: Doing without beefsteak at home to save money for a grand splash at a summer resort.

Outlaws aren't like in-laws.

They never promise to pay it back.

Every town has at least one prominent citizen who is still living on the failure of his last corporation.

The G. O. P. will need all its skill to get rid of niggers in the south without offending negroes in the north.

Customs change, but man's vanity demands adoration and he always will prefer women more dumb than he.

No country is made great by the work of men who can afford to pay 20 per cent for money.

A Mexican rebel is an ignorant man who gets shot because he was afraid to say "no" when his captain told him to join the rebels.

Cotton mill workers in the Carolinas are striking for better treatment, although they have free swings on the company play grounds.

You can forgive the modern girl much when you reflect that she doesn't marry some hard-fisted old widower at eighteen to keep from being an old maid.

Correct this sentence: "If that cop had said another word to me," said the youth with the toy mustache, "I would have slapped him."

period of years as reasonable rates from the western part of Montana to Portland and Seattle.

GEARY OPPOSES I. C. C. REPORT

(Continued from Page One)
ington, Oregon and Idaho must face.

"With about ninety percent of the wheat of Washington and Oregon and the soft grain growing sections of Idaho now going into export, there is no use minimizing the seriousness of the situation."

Favorable interpretation, Geary continued, of the suggestions of the examiners would indicate that substantial reductions are proposed for application from southern Idaho, but if these suggestions are adopted, the southern Idaho grower will pay an average of 14 cents per hundred pounds more to the Pacific ports than Canadian competitors pay over Canadian railroads and four cents more than railroads published and maintained over a

STARTS TWO SHIFTS

MEDFORD, Ore., May 7. (AP)—The Owen-Oregon Lumber company announced yesterday that effective May 13, it would operate its mill here on two eight-hour shifts.

FASHION DICTATES
OF SCHOOL ANNOUNCED
BRISTOL, Pa., May 7. (UP)—Spring fashion notes for local school girls and boys were issued today by the superintendent of schools, as follows:
• Skirts must cover knees.
• Dresses must cover arms.
• Stockings must meet bloomers, though in fact the presence of bloomers should be merely legendary.
• Boys' garterless socks must be rolled down, and should not fall down.
• Collars and neckties for boys are de rigueur.

THOUGHTS ON U. S. AFFAIRS

(Continued from Page One)
at that time put on the statute books the referendum, the initiative and the recall laws.

Thinking that all this had been cured the state relaxed and has been living under its direct legislative methods ever since. However, those ills were not cured for now it develops that one man in Portland, named Bylander, has become the paid political boss of Oregon. Quoting from one of the newspapers in Portland, it says:

"This is a busy year for the busiest man in Oregon politics. Quite unassuming, self-effacing, this individual is a one-man legislature. His program includes upsetting some of the work of the recent legislature, the recalling of several law makers, and the abolishing of the city commissioners in Portland. He is George Bylander, who represents the 'voice of the people,' at a few cents per name. He is the initiative, recall and referendum rolled into one, for he is the far famed 'Oregon Policy' personified. His sway over legislation is remarkable when one considers the number of measures he has initiated. For a few hundred dollars Bylander will handle a petition to referend the law, to initiate a law, or recall officials or abolish their jobs. A political boss in the old days could not do more."

Thus it will be seen that it all gets back to the same men. While we revel in the thoughts that we are living under direct legislation we have a conviction that Mr. Bylander can act as a political boss, receive the wage therefor and yet it will be thoroughly within the bounds of the purification laws which were passed to purify Oregon politics.

WHEN Governor L. L. Patterson, speaking at the annual chamber of commerce banquet, said he had no apology to make for the money spent by the last legislature and that he is not one of those who want to throttle Oregon and is not afraid to see the state of Oregon secure advancement and progress he uttered quite a brave, courageous statement.

Same people will agree with him, of course, but there will be many who ridicule the governor and say that he has joined the spending crowd. As a matter of fact, Governor Patterson has been mighty careful with the state finances. He has used his veto axe very effectively in many cases but when he comes to Klamath and sees the advancement down here he wishes that the entire state might also advance and he is willing to spend some money in order to bring that about.

HARRY SINCLAIR finally goes to jail. Yet there are many in this country who said a rich man could not go to jail for a crime committed.

Lindy Predicts Great Air Future



There soon will be regular air service between North and South America and more and greater airports throughout the country and the hazards of flying will be lessened. That's what Colonel Charles A. Lindbergh had been telling the joint congressional committee when this photo was taken in Washington. Left to right, seated, are: Senator Arthur H. Vandenberg of Michigan, Colonel Lindbergh and Senator Hiram Bingham of Connecticut. Standing: Representative William C. Wright of Georgia, Representative Charles L. Underhill of Massachusetts, Senator Wesley Jones of Washington and Senator Hugo L. Black of Alabama.

AMMONIA WASH

All brushes should be given careful ammonia washes in warm weather. Brooms and whisk-brooms are the better for such attention, also.

ESCAPE INJURY

SACRAMENTO, May 7. (AP)—Four San Francisco officials crashed in an airplane at the Municipal Airport but escaped serious injury. They flew here

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(SIGNED)

George H. Hill
President,
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Imperial Garage



Herbert Bayard Swope
International Journalist