

The Evening Herald

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WEDNESDAY, JUNE 26, 1929

One Issue At A Time

The special election Friday to determine the acceptance or rejection of the O. C. & E.—Great Northern and Southern Pacific—offers for the \$300,000 issue of income bonds owned by the city, is an election to settle whether the people of this city will keep the income bonds, sell them for \$150,000 or trade them for \$50,000 in cash and the real estate on Seventh street known as the "Strahorn" land.

Where Mayor Watters and others fail in their clarification of this subject is the disposing of the Strahorn real estate should the people vote to accept the trade proposition.

There is nothing on the ballot, nor is there anything in the official proceedings to indicate what the people shall do with this real property if they vote to acquire it.

In the name of fairness to the fifteen thousand people of this city, they will have to be consulted again if the real estate is acquired in order to settle the question of disposing of it.

We find a heavy sentiment in favor of keeping the entire tract for municipal purposes; if votes accept the trade offer, some even go so far as to say that the city cannot sell the real estate, once it acquires it. Certainly there will be a pronounced protest from citizens if the city attempts to sell it, which should demand further expression of the people to settle the question.

Figures set by the Realty Board as proper valuation of the property will be expected as sales prices if it should be sold. Those figures become a part of the whole matter, perhaps not legally so, but morally they do.

And those figures are so contrary to the option held by Mr. Balsiger on a block in the heart of this property, that it causes the whole matter to assume a condition that requires careful thought. If the city acquires the property for park and municipal purposes, the property on which Balsiger holds an option will cut it in two unless Mr. Balsiger could be prevailed upon to release his option, thus permitting a complete park and municipal area from Klamath avenue to near the Sixth street viaduct crossing.

The point we wish to make clear is that acceptance of the property does not empower the city council to sell it. The city cannot plunge itself into the real estate business very properly unless by authorized vote of the people, which is not being given at the election Friday.

The Future Of The Dirigible

WHEN you talk about the future of aviation, you generally talk about airplanes. To most of us the dirigible, while fascinating to watch, does not figure greatly. It seems too clumsy, too fragile.

But Commander C. E. Rosendahl of the U. S. navy, who runs the Lakehurst air station, believes that the dirigible's future is quite as bright as that of the plane.

The commander recently told graduates of Haverford College that in a few years huge dirigibles, six times the size of the present Los Angeles, will be making regular commercial trips over the Atlantic. They will carry hundreds of passengers in perfect safety, and huge quantities of freight, and will carry their own airplanes which they can launch and pick up in mid-air.

Most of us, probably, will hope that he is right. The dirigible has a spell all its own. The thought of a mighty flying liner catches the imagination; it gives a thrill that the quick, soaring airplanes cannot give.

EDITORIALS

From Over The Nation

DEALING WITH A PURIST

Montreal Star: An income tax clerk recently received from a "client" a form which was incomplete. Thereupon he sent it back with large crosses in red ink, where it was necessary to be filled in, with the words, "Please complete where marked in red ink."

Some days later the following reply was received: "Dear sir—I have no red ink. Yours faithfully—"

CHEER UP

Capper's Weekly: Dr. John Watson used to tell a story of a Liverpool merchant who, through no fault of his own, failed in business and came down with a crash from prosperity to poverty. When Dr. Watson called to offer sympathy and assistance, he found his friend in the depths of despair.

"Everything has gone!" he moaned. "I have lost everything."

"That's bad," said Dr. Watson, "so you've lost your reputation."

"No; thank God," said the man rather indignantly, "my name and reputation are unshaken."

"Then your wife has left you," suggested Dr. Watson.

"My wife," cried his friend, his eyes blazing with anger, "my wife is an angel—loyal and kind and true."

"I see," said Dr. Watson, "then your children have turned their backs on you."

"I never seemed to know my children," said the man, "until this happened. They have been

so brave and tender and sympathetic."

"My dear old chap," said Dr. Watson, "you told me you had lost everything. Why, you've lost nothing except a paltry bag of gold. Love, loyalty, comradeship—all the really important things—are yours still. Cheer up and don't be an idiot."

IN THE BRAVE DAYS OF OLD

From a letter to "The Conning Tower" in the New York World: My aged eyes have scanned your recent bicyclogy in vain for mention of a pre-Zimmermann giant of giants. Is it possible that none but my senile self can look back to him and his era?

George M. Hendee (not Hendee or George Hendee, but always George M. Hendee) was a slender chap with an E. H. Sothern face. His photograph, with a bunch of violets in front of it, adorned the rooms of a hundred girls. He rode always in black.

From 1881 to 1886, inclusive, George M. Hendee was "only" just 17 years old and he neither drinks, smokes, chews nor swears. Mary Pickford herself never clung half so tenaciously to the Maytime age of 17 as did young George M. Hendee.

He was a Springfield, Mass., boy; and he was champion of New England, if not of more of the country. His vogue went out when the effete ventraters safety ousted the far nobler high-wheeler. I saw him beat Robinson, the British amateur champion, in a 10-mile race at Hampden park, in Springfield, in May, 1884. Surely,

too little.

TIMELY QUOTATIONS FROM PEOPLE IN THE PUBLIC EYE

"The important question today is whether the willingness of the individual to allow himself to be ruled in his economics and his political life by a handful of experts is going to continue much longer before the wheel turns."

—Governor Roosevelt, New York.

"Women and the youth of the family have the ultimate decision in the buying of cars today."

—Charles Franklin Kettering, vice-president of General Motors corporation.

"Jazz music is not expressive of the real pulse and desires of the American people."

—David Mendoza, orchestra conductor.

"To pave the way for a gradual establishment of international citizenship, two prerequisites are required: The further development of international law and the development in all countries of an international mind."

—Baron von Prittwitz, German ambassador.

"As long as the Antarctic contains a single foot of ground which is unknown, men who hear the call of adventure will go there thinking nothing of the danger and content if they can add one mile of coastline or one hill to the map."

—Captain E. Mills Joyce, Antarctic explorer.

"A fine voice is not necessarily accompanied by musicianship, but it too often spells CAREER when advertised and backed by enough money."

—Thilman Breieth. (The North American Review.)

Cross - Word Puzzle



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| HORIZONTAL | VERTICAL |
| 1. Granted facts. | 1. To turn aside or prevent. |
| 5. An artificial embankment. | 2. Exclamation of sorrow. |
| 9. Small memorial. | 3. Large carnivorous feline animal. |
| 10. To seize without right. | 4. One in cards. |
| 12. Sensitivity. | 5. Public vehicle. |
| 13. Seam. | 6. Customary. |
| 15. Fat. | 7. Squirrel food. |
| 16. Rough (pertaining to a grammatical mark). | 8. Fruit of the type of the garment. |
| 17. By. | 11. Victim of an animal. |
| 18. To untwist. | 12. Copper pin in which a diamond is held while being cut. |
| 22. Organ of sight. | 14. Before. |
| 23. Simpleton. | 19. Bustle. |
| 24. Stir. | 20. To bring vessel. |
| 27. An elector. | 21. Female sheep. |
| 29. Cabin. | 24. Animal similar to a donkey. |
| 32. A twilled woolen fabric. | 25. Elk. |
| 34. Uneven as if worn away. | 26. Command. |
| 35. Types of closed automobile bodies. | 27. Mercenary. |
| 38. Ached. | 28. Stretch. |
| 39. Kingly. | 29. Substance gathered by bees. |
| 40. Performed. | 30. Employed. |
| 41. To depend. | 31. To scatter hay. |
| 42. Plural form of the third personal pronoun. | 32. Mo. say; or pledge. |
| | 35. Ceremony. |
| | 37. Crafty. |
| | 38. To stroke lightly. |

THOUGHTS ON U. S. AFFAIRS

(Continued from Page One)

afford to do such a thing. But, it is doubtful if it is good business.

COL. Lindbergh can thank a kind providence that he made that famous trip across the Atlantic without mishap. The fate of the Spanish fliers gives evidence that the trip in airplane across the ocean is not a Sunday afternoon outing. Without attempting to take away one iota of credit from Lindbergh we still think he was mighty lucky—and he thinks so.

THE caterpillar horde swarmed Southern Pacific tracks near Medford and stopped the trains. Don't laugh, for if Bill Dalton's grasshoppers should ever decide to jump over on the Southern Pacific rails Fitzgerald would have to order out snow shovels.

some bit of age-worn human driftwood, besides myself, must remember him! Not only was he an unbeaten champion, but he was the theme of unaccountable New England Sunday school exhortations, such as:

"George M. Hendee has gotten where he is today because he neither drinks, smokes, chews nor swears. Now I don't say all you boys can become George M. Hendee. But at least all of you can make yourselves able to say, as he can, that you neither drink, smoke, chew nor swear."

Even in those days of credulity the analogy seemed to me to have a rip in it, somewhere, and the lure was lamentably insipid. Yet I gave it a fair try. For nine weeks, man and boy, I gave up grapevine cigarettes and kept my lips virgin of a single dam. At the end of this grueling training, I was outwitted, right laughably, by a smaller boy who raced with a cigarette in his face and who swore gleefully when he beat me.

MIDDLE AGE
State Journal: Middle age is that period in a sensible man's life when he likes a medical adviser who tells him that there's more danger in exercising too much than there is in exercising too little.

Here's Answer For Yesterday

INDIAN COTTON
SIR ORA ANA
SLY STAMP NEP
U TEPEE E
ENVOYS LAPELS
OIL ALE
TRADES BURLAP
U BEARS I
LAP BELIE HEN
SPA PAN ARE
ATTARS KANSAS

LETTER GOLF

W I D E
L O N G

WIDE AND LONG

Today's puzzle is WIDE and LONG. But par is only four and one solution is on page 8.

THE RULES

1.—The idea of Letter Golf is to change one word to another and do it in par, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

2.—You change only one letter at a time.

3.—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4.—The order of letters cannot be changed.

HOPE THEY ALL DO

LONDON.—The long-suffering tipsters the gentlemen who enriched the already overloaded pockets of public caterers, have received a pleasant surprise at the Empire theater, one of London's largest. On proffering tips to theater workers, they are refused, all because the management recently passed a rule against accepting them. "The offering of a gratuity will be mutually embarrassing because it will be politely refused," the program says.

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

Censorship Joke in New Tariff Law, Decided to Prevent Importation of Seditious Books, Probably Will be Killed by the Senate.

By RODNEY DUTCHER
NEA Service Writer

WASHINGTON, June 26.—You could never guess, without being told, why the House decided to place a tariff on snake skins and continue to give angustura bitters a preferential rate over other bitters.

Snake skins have recently come to be used for shoes, handbags and other leather articles, as well as women's hats, clothes, collars and cuffs.

Angustura bitters have come to be widely used in the making of cocktails and are consequently sold in many delicatessen stores, although they are put up and advertised as a medicine good for the stomach.

The Keystone Reptile Tanners Inc., led the fight for the snake skin tariff and managed to get a 25 per cent ad valorem duty on finished and dressed snake leather for other purposes than use in making footwear, snake leathers for that purpose being taxed only 10 per cent.

Huge Quantities Are Imported
This duty goes for all skins of snakes, lizards, pythons, boa constrictors and other mean animals whose hides are used for wear or adornment. It was estimated that about \$5,000,000 worth of this leather was being imported each year.

The main sources of supply are in India, Asiatic islands and northern Africa. It was contended before the Ways and Means Committee that when one of the large American firms went into the reptile-importing business last year foreign reptile tanners reduced their prices here 75 or 80 per cent, indicating that they had been gouging our consumers.

American snakes have not yet been developed to the point where they are fit for tanning because their scales drop off when the skins are folded, so nearly all snake skins now being worn are brought in from India.

One learns with pride, however, that the American snake may yet demonstrate his utility. Experiments are being made on

They Aren't Made There Now
Once these bitters were manufactured in the place of their birth, Angostura, but the factory was moved over to Trinidad because of Venezuela's turbulent politics and her tendency to impose high taxes. The bitters kept their name, of course.

The Ways and Means Committee, whose tariff bill was passed by the House, accepted Mr. Wupperman's argument that classing other bitters with angustura bitters would provide new cheap competition for American bitters. And it saw no reason why angustura bitters should be taxed \$5 a gallon like the others.

Thus Congress majestically refrained from increasing the cost of stomach aches and cocktails.

HERALD CLASSIFIED ADS BRING RESULTS

QUIPS AND QUIRKS OF AMERICANS

Robert Quillen's Pointed Satire and Broad Humor Gives Refreshing View of Human Traits.

People don't want advice. That's just a way of bribing you to listen to their troubles.

You can't understand the tariff bill, eh? Well, maybe you can understand your grocery bill.

A news story says Rome is encouraging the manufacture of bottles. Another sinister threat for Senator Heflin.

Happy thought! Keeping a few rival gangsters outside might discourage jail breaking.

Don't be common. Every gardener would be raising dandelions if they were hard to raise.

Women are braver than men. No man waits until he is three

feet behind a car to honk a warning that he intends to pass.

"The night has a thousand eyes," sang the poet. What of it? A darned house fly has eight thousand.

What's the use? The bee keeps busy all his life and his end is terrible.

Count that day lost whose low descending sun sees no flight record broke or flight begun.

AMERICANISM: Temporarily holding a commonplace job you are going to scorn just as soon as the publishers have sense enough to accept your stuff.

Law will seem sacred to everybody whenever the bleachers think the man is out just because the ump says he's out.

Now if only the crime commission can get as much first page space as the commission of crime.

Mrs. Wildebrandt's interest in flying isn't new. She has made

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several noted efforts to encourage the sprouting of wings.

If it is true that soft music overcomes the desire for revenge,

why doesn't the dentist hire an orchestra.

The poor man has one consolation. When he dies he leaves just as much as the rich man does. He leaves it all.

He must be a pretty good president when senators kick because he doesn't pay enough attention to senators.

As we understand it, the Germans simply can't pay any sum they think the Allies can be bluffed into reducing.

Lindbergh has lessened national anxiety. The group that can't sleep without knowing just where he is no longer includes flappers.

Correct this sentence: "Just tell me frankly what you think of my work," said the budding poet "and I won't be offended."

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MORE AIR TRAVELERS

NEW YORK.—The country is getting air-minded, the American Air Transport association finds. Planes carrying passengers are now making regular daily stops at 122 cities and are flying about 44,000 miles every 24 hours. About 130 schedules are operating, and these schedules take planes over lighted air lines 14,571 miles long, linking 37 states. The average fare is about nine cents a mile.

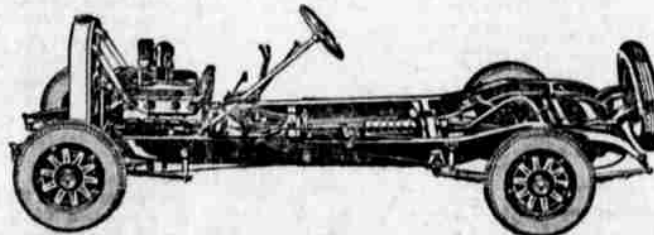
ATTENTION MOOSE

Important meeting. Initiation under direction of L. H. Curtiss, State Organizer. Movement is underway to organize a Moose Legion. Those interested in a Legion be there.

THURSDAY, JUNE 27
Visiting members always welcome.

90° V-EIGHT PERFORMANCE

for the First Time in the Medium-Price Field



VIKING

The Viking introduces distinctly new and desirable principles of engineering design to the medium-price field. It makes available, for the first time at a medium price, the definite superiority of the ninety-degree V-type eight-cylinder engine. Its modern beauty and tailored smartness—the latest creations of Fisher artist-engineers.

The new Viking is particularly outstanding in performance. Its ninety-degree V-type eight-cylinder engine delivers 81 horsepower, with exceptional smoothness throughout the entire speed range. Its response to the throttle is remarkable, both in getaway from a standing start and in acceleration at the higher speeds. Its top speed is greater than the average motorist will use.

Advanced Engine Design
The natural compactness of the Viking engine, combined with the added strength obtained through ribbing and trussing the crankcase, provides exceptional rigidity—an important contributing factor in smoothness, quietness, and long life. The short, rigid crankshaft is counter-weighted for maximum balance

and is supported by oversize bearings. The entirely new arrangement of the valves in the Viking represents an important advancement in automotive engineering practice, since it combines a high degree of fuel efficiency with quietness, simplicity, and rigidity.

A distinct advancement in efficient fuel distribution results from a new type of controlled manifold principle. After leaving the carburetor, the path of the vapor is always downward, assisted by gravity, an equal distance to each cylinder. The lubricating and cooling systems are also remarkably efficient. Thermostatically-controlled radiator shutters are standard equipment.

Important Chassis Features
The Viking chassis shows remarkable strength and endurance throughout its construction. The frame tapers to the front to permit a short turning radius and is double-dropped to provide a low center of gravity and great roadability. To assure deceleration in keeping with its speed and getaway, the new Viking has oversize mechanical

four-wheel brakes of the new two-shoe internal-expanding type.

Every provision has been made for riding and driving ease. Four Lovejoy hydraulic shock absorbers, synchronized with the springs, provide restful riding. Fingertip steering and easy parking result from the worm-and-split-nut steering gear and short turning radius. Both steering wheel and driver's seat are adjustable.

Latest Fisher Style Creations

Viking bodies by Fisher are smartly styled and beautifully proportioned. Trim radiator—sweeping full-crown fenders—graceful hood—tailored body lines—all blend into a pleasing and harmonious design . . . as smartly patrician in appearance as any car on automobile row.

Upholsteries are rich in quality, tasteful in design. Seats are deep-cushioned, and incline at just the right angle to provide arm-chair comfort. Appointments and hardware of dignified pattern are expressive of fine automobile luxury.

The new Viking is now on display. Come in and see this outstanding new eight. Study it . . . drive it . . . match it against the field in appearance, performance, and engineering. Your own good judgment will tell you that it stands entirely alone in value, among cars of medium price.

OLDS MOTOR WORKS
LANSING, MICH.

\$1595

L. A. B. factory, Lansing, Mich.
Spare Tire and Bumpers Extra

Consider the delivered price as well as the list price when comparing automobile values. Viking delivered prices include only reasonable charges for delivery and financing.

LAKE AUTO CO.

TEMPORARY LOCATION 131 So. 4th St.

PHONE 899