

The Evening Herald

F. B. ENGLISH Business Manager

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SATURDAY, JULY 27, 1929

Al's Autobiography

It has been published that The Saturday Evening Post is paying ex-Governor of New York and ex-Democratic Presidential Nominee Alfred E. Smith \$2 for each word which that well known weekly publishes.

It is beyond our knowledge why the Post pays such a sum for material that has already been published.

During the last presidential campaign we learned all about Al. His boyhood, parentage, fish-market education, his trials and tribulations as a Tammany Boss and as governor of New York. Why, what haven't we already read about Al?

We, probably, have read many stories concerning Al that he won't even put in his self-written life history.

Of course, if that well known character is able to get \$2 a word from the Saturday Evening Post for his story it must be good, and more power to Al for being able to sell it. He earned everything he will be able to get by the punishment he took in being the Democratic nominee for the presidency.

A Chance For Trouble

TWO decades ago the Balkans were called "the powder magazine of Europe." It was felt that any real disturbance there might easily involve all Europe in a war—and so, tragically enough, it finally happened.

Right now the Chinese-Russian border might be given a title somewhat similar. Every major power has interests in that region, and every one watches what happens there with jealous care. It would not be at all hard for a conflict in that locality to breed a great war.

For that reason the present difficulty between the new Chinese government and Soviet Russia is worth watching. It may—probably will—be smoothed over somehow; or, if fighting comes, it may be confined to the two nations primarily involved. But almost anything could happen. The situation is not exactly reassuring.

Back To An Old Tradition

It is extremely interesting to read that the United States Lines are planning to build two huge new ocean liners, each of them larger than the Leviathan. What makes it interesting chiefly is the fact that these big ships will be built in America and will fly the American flag.

Before the Civil War American ship builders and owners were in the forefront of the ocean transportation field. The speedy clippers, turned out at New York and Boston were as good as any afloat, and were extremely good investments.

Then our ocean commerce dwindled; and it has been many years since any large-scale building for the trans-Atlantic trade has been done in this country. The present move of the United States Lines is merely a return to the old tradition.

There is only one motor car in Spitzbergen, according to government statistics. Wonder if that fellow doesn't feel like taking a chance sometimes when he comes to a red light.

John Haynes Holmes says that any man who gets married has to sacrifice 50 per cent of his individual liberty. It's interesting to know that any man has that much liberty left to give.

EDITORIALS

From Over the Nation

SINK OR SWIM

Collier's: The text is from the front page of a spring issue of the Houston Post-Dispatch: "Two little men picked up two small heaps of clothing from the bayou's banks and went toward their homes."

A 10-year-old boy who could not swim waded into water over his head, as boys have done from the beginning. A 14-year-old boy who could swim went after him, as swimmers have dared to do since man discovered that he and stones were not brothers in the water.

Both were lost. Not only there, but in nearly every community every year.

Two or three faltering swimming strokes would have made the boy safe. But they were beyond him. The will of a Napoleon would not have helped him. The strength of Hercules, Mozart's genius and Foch's cool-headedness all combined in his mind, spirit and body would not have supplied the common skill to pull him a few easy feet through the water.

And yet learning to swim is easier than learning to walk.

It's a father's job, either in person or by trusted proxy, to see that the lesson is learned. He must realize that no active boy—or girl, for that matter—will obey a parental order to stay away from swimming water, and that until he learns to swim he

is, in the water, brother to the stones.

"YOU MUST"

From "Pages From My Life," by Feodor Ivanovitch Chaliapine: When I entered his house a pack of dogs scurled around me, and then a short round man with the turned-up moustaches of a stage brigand, appeared. . . .

He inquired, not very courteously, what I wanted, and on my explaining, said:

"Very well. Let's go and howl a bit!"

He ushered me into his drawing room, sat down at the piano, and made me run through a few arpeggios. My voice sounded well. He asked me to sing something from an opera.

As I imagined that my voice was baritone, I proposed that I should sing the aria of Valentine from "Faust," but when, on a high note, I began to hold it fermata, the professor ceased playing and prodded me in the side with one finger so hard that it hurt. I broke off the note, there was a moment of complete silence. Usatov gazed at the keys of the piano, and I looked at him, thinking the matter seemed ominous. The pause was painfully prolonged. Finally I lost patience, and inquired:

"Well, do you think I might study singing?"

Usatov looked at me and answered decisively:

"You must."

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

Problem of What to Do With ex-Presidents Baffles Nation But ex-Secretaries to Presidents Spend Time as Washington Lawyers, Lobbyists and "Wire Pullers" in Capital.

WASHINGTON, July 27.—The problem of what to do with our ex-presidents may remain baffling and poignant, but the ex-secretaries of presidents are never in any doubt concerning their futures after they leave the White House.

Comfortable law offices and fat fees await them in Washington, where hundreds of lawyers get along wonderfully well without ever practicing any law at all. Only a distinct minority of the thousands of occupants of "law offices" here ever bother with court cases. Many of the others are commonly regarded as lobbyists or "fixers," who exert their talents and personal influence on Congress and the government departments on behalf of prosperous clients.

The several presidential ex-secretaries now doing business here have all practiced law in their time and are not unwilling to go into the courts, but they have joined the large, happy family of ex-cabinet members, ex-senators, ex-congressmen and other ex-government officials whose prosperity here has been largely dependent on a widespread belief that they are specially qualified to wrangle things out of the government.

Not Really Unethical.

Very rarely is it specifically charged that one of these gentes has used his official contacts improperly. It is probably quite natural that they should go into business where they are best known and where their most favorable opportunities appear to lie—that's not unethical. In doing so, doubtless no unworthy thought ever enters their heads. But it is only natural that they are promptly sought out when outside interests go after legislative or administrative favors. Little or no knowledge of law is essential for such business. These boys know the ropes. They know the people to see. And in the cases of ex-members of Congress they have the precious privilege of the floor.

Of course there is no sense in going out and calling people lobbyists unless everyone is agreed as to just what a lobbyist is. The dictionary says a lobbyist is one who solicits legislators for votes. It is hard to draw a line between lobbyists and "fixers," who seek to influence official decisions, as in tax cases. Many do both.

If a lobbyist is one who seeks tariff favors for special interests, then at least two presidential ex-secretaries qualify.

C. Bascom Sloop, former secretary to President Coolidge, has been representing firms interested in metal schedules. Sloop and his law partner have frequently been concerned in big money cases here in which the government had some sort of an interest, including alien property matters, the fight against the inheritance tax and Muscle Shoals. Very recently a Capt. Barlow, after unsatisfactory experience with the State Department in his attempts to collect some hundreds of thousands of dollars of which the Cubans are supposed to have robbed him, employed Sloop and Everett Sanders, another Coolidge secretary.

Sanders entered the Washington office of the law firm of Secretary of War Jim Good,

which specializes in income tax cases and has represented the Alabama Power Co. Lately Sanders has represented the plate glass interests which want a tariff increase.

These and many others have opened offices in the Capital. Several bills have been introduced in Congress requiring registration of these probably will be pushed into all lobbyists and one at the next regular session.

NEWEST BUICKS PUT ON DISPLAY

Fourteen Latest Models to Show Improvements in Line, Performance.

At last an eager public has the answer to "What is Buick going to do for 1930?" More powerful and more sensationally beautiful than ever, the new Buick 1930 cars are now on display in the showrooms of Buick garage, Klamath Falls dealers, and in the buildings of Buick dealers everywhere. Indications point to the breaking of all previous automobile announcement attendance records during the period of the present initial showing.

Greater power, longer wheel bases, lower, longer and more sensationally beautiful bodies and innumerable mechanical improvements are outstanding achievements of the Buick for 1930.

Have Fourteen Models. Fourteen models, divided into three series, comprise the new Buick array. Series 40 embraces six models, a five passenger two-door sedan, four passenger sport roadster, five passenger phaeton, two passenger coupe, five passenger four-door sedan and four passenger de-luxe coupe. Series 50 is composed of a five passenger four-door sedan and a four passenger coupe. Series 60 is made up of a seven passenger four-door sedan, five passenger coupe, seven passenger phaeton and seven passenger limousine.

The wheel base in the 40 series has been increased from 116 to 118 inches; in series 50 from 121 to 124 inches, and in the 60 series from 129 to 132 inches. The famous Buick valve-in-head engine on the 40 models has been stepped up to 30 1/2 horsepower, while the larger motor in the 50 and 60 series has been increased to 39 horsepower. All models develop an actual speed well in excess of 70 miles an hour.

Models Lowered.

As anticipated, the 1930 Buick is a highly distinctive creation. All models have been lowered approximately two inches; body contours have been refined, and the radiator shape has been revised to give it a long, racy appearance. The margin of the radiator shell has been reduced and the radiator core has been protected with thermostatically controlled shutters.

New type, mechanically operated internal expanding Servo four-wheel brakes have been adopted on the new Buick. This is a larger brake than used heretofore, and is controlled by a patented hinged shoe construction, assuring smooth operation and elimination of grabbing.

Many Changes Made. New semi-elliptic springs, making possible the lowering of the body, and new double acting hydraulic shock absorbers, checking the car on both the bound and rebound, are other noteworthy improvements on the 1930 Buick. The action of the shock absorbers is controlled by metering valves, which insure uniformity of action under all road conditions. Evidence that no cost was

spared in making the 1930 car the finest Buick in history is apparent in the incorporation of double breaker arm distributors on all cars in the 50 and 60 series to insure proper firing of the larger engine under all speeds and conditions. The gasoline pump has been eliminated, each carburetor being accurately calibrated to give best all-round results.

Bodies Larger.

A remarkable case of steering has been obtained in the new Buick by the use of an accurately made and fully adjustable worm and roller type steering gear. In addition, all road shock through the steering wheel is eliminated by a special road shock eliminator placed at the front end of the frame on the steering gear side.

An improved multiple disc clutch is used on all models, and the centralized lubricating system has been retained.

Bodies on all models are larger and have three-fourths of an inch lower roofs. All closed body interiors are exceptionally attractive and richly appointed.

The popular tandem-blade electric windshield wipers, introduced by Buick for the first time on the 1929 models, remain standard equipment on the 1930 cars.

HEAVY PENALTY FOR SPEEDING

LONDON, July 27. (AP)—Removal of speed limit for private motor cars throughout Great Britain with substitution of drastic penalties for "dangerous driving" was recommended today in the report of the royal commission dealing with traffic control.

The report maintained it would be best to put matters of speed up to the driver and fine him a maximum of £50 (about \$250) for a first offense and double that for a second, with imprisonment as an alternative in either case.

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Captain Turner, chief of operations with the Nevada Airlines, Inc., who yesterday visited Klamath Falls with a party of four, seeking a satisfactory route from Los Angeles to Seattle for an air mail passenger line, is sold on the use of Shell oil and gas.

In an interview with Captain Turner before his departure this morning, he talked of the use of Shell gasoline and oil on the "world's fastest airline."

In appreciation of the fact that I have had the privilege of lifting 3,200 pounds total load with a 250-horse-power motor, the largest load per horse-power ever lifted off the ground by heavier-than-air craft, it might be of interest to know that Shell aviation gasoline and oil was used," Captain Turner said.

"I take pleasure in telling the press that we have used Shell gasoline and oil on the "world's fastest airline" during the first three months we have flown. We use Lockheed airplanes with Wasp motors.

"Our average operating altitude is from 8,000 to 10,000 feet.

A LETTER

You Will Find Interesting

"Your policy of giving your students the incentive and opportunity to move forward as rapidly as their own ability and application will permit makes your school unique in my judgment. As a graduate of the University of Washington and the Ellensburg State Normal School, I am glad to state that your instructors are among the best I have ever known. I do not know where I could have gone for a more profitable course than I have had at the North Western School of Commerce."

Signed: Mertice Towne

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Captain Turner will be remembered for his epochal feat in landing an airplane with a parachute.

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