

The Evening Herald

P. A. ENGLISH, Business Manager

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TUESDAY, JULY 30, 1929

Speed On The Atlantic

The Bremen crosses the Atlantic in less time than any passenger liner ever crossed it before. As it docks, announcement is made that American shipbuilders are preparing to lay the keels of two new ships that will be even faster than the Bremen.

Meanwhile, in Germany, a 10-passenger flying boat goes through its test flights and prepares for an eventual attempt to cross the Atlantic by air. And one is tempted to wonder; is that gigantic airplane the forerunner of a new type of ocean transport that will eventually make these great ocean liners as obsolete as the caravels of Columbus?

Thus far airplanes haven't exactly demonstrated their safety and dependability in trans-oceanic voyages. The flyers who have made the trip only proved that they were very capable and brave; they haven't convinced us that the ocean liner is on its way to join the square rigged ship in the limbo of things that have been.

This, however, is an unpredictable world, and the new German seaplane is an amazing sort of device.

Imagine, if you can, an airplane with three decks, providing accommodations for 100 passengers, mounting a dozen motors and yet rising from the water as neatly and gracefully as a light scouting seaplane. To see a ferry boat take wings and sail off over the waterfront would hardly be more astounding. This new German plane, moreover, is essentially an experimental plane; what its descendants may be like is a matter for a gifted imagination.

Ever since men on the two sides of the Atlantic began to travel back and forth and ship cargoes to one another they have been obsessed by a desire for speed.

At the dawn of the last century the best ship could not get across in less than a month. Then the designers of Baltimore and Boston invented the clipper—a graceful, sharp-nosed sailing vessel that went like a race horse—and cut the time to a fortnight. Just as the clippers were being brought to perfection, the steamships elbowed them aside, cutting their time by hours and days. Before the 19th century ended the time had been brought under a week; and now the Bremen reduces it to less than five days.

But will this be low enough? Officials of the United States lines believe their projected liners will beat the Bremen's record; and you may be sure that the British builders will have some sort of answer, too.

And, meanwhile, an unbelievable, three-decked airplane sails over Friedrichshafen—and, if you are of a speculative turn of mind, you might give it a thought or two. It may do to the Bremen just what the steamers of 1850 and 1860 did to the Sovereign of the Seas.

To be sure, the chances are that it won't. But this is an era in which almost anything can happen.

The Basis Of Prosperity

An indication of the solid basis on which American industrial supremacy rests is found in the current Outline of Business, published by the Central National Bank of Cleveland.

In 1928, it is shown, American steel mills produced approximately 49,800,000 long tons of steel. In the same year German mills produced 14,300,000 tons, French mills turned out 9,200,000 tons and British mills produced 8,500,000 tons.

Thus American production topped the combined production of the three other leading steel-producing countries by nearly 18,000 tons.

Since steel is the essential commodity in the industrial life of a nation, this indicates clearly the solidity of the American industrial position.

EDITORIALS

From Over the Nation

Another Fascist Edit.
Time: In 1921 the steel and automobile manufacturers of Turin Milan were among the earliest and most enthusiastic backers of Fascism. Last week the Fascist party, grown great under Benito Mussolini, was able to do a return favor for the manufacturers, and at the same time carry on its campaign to build up Italy's commercial power.

Alarmed at the increased immigration into Italy of foreign cars, chiefly from the U. S., the Royal Italian Automobile club, Fascist controlled, announced that in future they would publish in all Fascist newspapers the names and addresses of all Italians who purchase foreign motor cars. "A prescription list for bad Italians who betray their most elementary duties to the nation out of a spirit of automobilistic snobbery."

The club's statement continued: "Our proposed list must not resolve itself into a journalistic, gossipy affair. It must be done with serious intentions. Every one must state exactly the reasons why he gave preference to a foreign motor car in order that

these reasons may be studied and weighed.
"This is the only method by which to study a phenomenon which is occurring today. . . . Although Italy produces excellent automobiles, admitted by and exported to the whole world, Italians purchase American motor cars in considerable numbers.
"By so doing they do double harm to the nation. First they send our money abroad to America, a country which has just done us a great wrong in the trade, and second they take away work from Italian industries and laborers."

At the present time nearly 25 per cent of all automobiles sold in Italy are of U. S. manufacture. Knowing the Italian character, Italian fear of ridicule and notoriety, Rome correspondents last week agreed that the proposed list of "automobilistic snobs" would be more potent than any tariff.

THE THREE-DIMENSIONAL MOVIES

Pittsburgh Post-Gazette: The perfecting of the stereoscopic movie, which announcement from New York states has been discussed, will doubtless be the

TIMELY QUOTATIONS FROM PEOPLE IN THE PUBLIC EYE

"True, the operation of an airplane is expensive today, but so were railways and automobiles in their infancy. Aeronautical engineering will almost certainly show the same reductions in the cost of operation that we have seen in the operation of locomotives and automobiles."—Burt M. McConnell, (The Elks Magazine.)

"When conditions improve a little more, there will be no reason for anyone dying until he has scored a century."—Sir Oliver Lodge.

"The real breach between parents and children—the lack of sympathy between mothers and daughters especially—is about nine times out of ten due to the

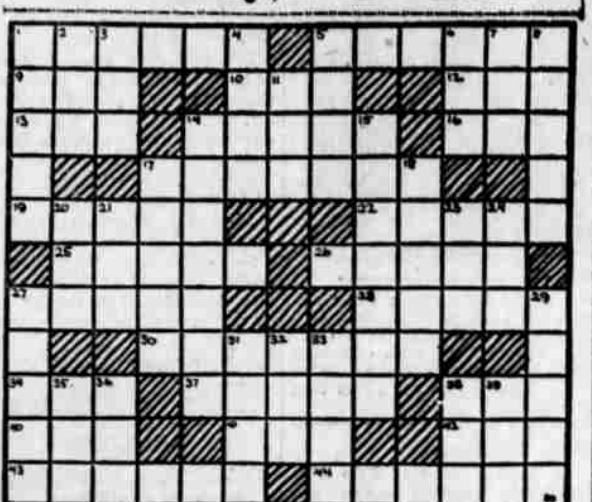
shortcomings of the mother."—Emily Post, (Colliers.)

"It's not the applause on entrance but on exit which is important."—Charles G. Dawes.

"It will be more important, one of these days, to educate men and women to use their leisure time than it will be to educate them for an occupation."—Nicholas Murray Butler, president Columbia University.

"For myself I consider only the two ends of life worth while—childhood and old age. At the beginning of life alone are we sure of joy; at the termination alone are we sure of ourselves."—George Luke, (The Red Book Magazine.)

Not Easy, Not Hard



HORIZONTAL
1 What is the last tooth of a horse's mouth?
3 What is the name of the pointed tooth next to the front teeth?
5 Before.
7 To be in debt.
9 Wing.
11 To piece out.
12 Terror.
13 Modern.
17 Army officer.
19 To long.
21 What tooth is used for crushing?
23 A little land.
25 Groining out.
26 A little land.
27 Pin of brass, elsewhere.
28 Senior.
29 Snuffles.
31 To scatter.
32 To prepare for publication.

VERTICAL
1 To impede.
2 To satisfy.
4 First part of a man's tooth.
6 The day.
8 Light brown.
9 Beer.
10 Funder.
11 Tiny.
14 What forms the principal bones of a tooth?
15 Mulberry.
16 Scatter.
18 He lines indistinctly.
19 Sh.
20 Black bird.
21 Toiled.
22 Bird.
23 Bird.
24 King.
25 I succeeded.
26 To draw on mental.
27 To draw on mental.
28 Lair.
29 Light rap.
30 Frozen water.

YESTERDAY'S ANSWERS
BEDS, GAS, SPAR, ALICE, EMU, CODE, CONE, TART, ALAS, OPERA, MANAGE, NEED, VALID, RET, DIVISOR, ASS, AIDER, SOB, PATINA, NATAL, AVID, TAW, LATE, ROLL, OWE, AREA, TREY, RED, RENT.

LETTER GOLF

AN ORIENTAL PUZZLE
CHINA DOLLS and an oriental touch to today's letter golf puzzle. Par is six and one solution is on page 4.



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.
One solution is printed on page eight.

MINIATURE RACE

SAN MATEO, Calif., July 30. (AP).—A miniature big game hunt thrilled the populace when Joseph Darcy killed a young lion for a Stockton contractor who wanted the pelt for a rug.

ASKS RESIGNATION

SAN RAFAEL, Calif., July 30. (AP).—Frank Sherman, undersheriff of Marin county for 11 years, was requested to resign "for the good of the service" by Sheriff Ellen Keating. No other explanation was given by the woman sheriff.

HUGHES ELECTED.
THE HAGUE, July 30. (AP).—Charles Evans Hughes, eminent American jurist and statesman, was today elected, at an administrative meeting of the permanent court of international justice, to fill a vacancy in the chamber for the consideration of labor cases. Mr. Hughes became a member of the court last spring. The vacancy was caused by the death of Viscount Finlay, British member of the court.

FLIT Kills flies Quicker!

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

An Ambassador Is All Right, but Our Most Powerful Foreign Officers Are the High Commissioners—Unfortunately for Job Seekers, These Posts Are Very Scarce.

By RODNEY DUTCHER
NEA Service Writer

WASHINGTON, July 30.—More ambassadorships may be enough to satisfy such elderly millionaires as Charles G. Dawes and Dwight Morrow, but the really ambitious federal job-seeker will go hunting for a post as an American High Commissioner.

An ambassador parks himself in a foreign capital and usually becomes little more than a glorified messenger boy. But when an American High Commissioner goes anywhere he goes there to run the whole show. He has the rank of an ambassador and he ranks as the senior officer present at all times.

There is no more powerful American outside this country than an American High Commissioner. He is perhaps the nearest modern approach we have to the old Roman pro-consul.

These Jobs Are Scarce
Unfortunately, there are very few of these jobs to be had. There never were very many and the only High Commissionership now in force is that of Major General John A. Russell of the Marines, who has been our High Commissioner to Haiti since 1922. The chances are that General Russell will hold his job indefinitely, but there has been some agitation for his replacement by a civilian, as it may be a good tip to job-seekers to suggest that they sound out President Hoover.

One recalls only two other High Commissioners within the past two decades. Sumner Welles was made High Commissioner to the Dominican Republic several years ago and served two years, commuting between Santo Domingo and Washington until he had straightened out the country to the State Department's satisfaction.

The other was Rear Admiral Mark L. Bristol who, as High Commissioner to Turkey, was one of the most important figures in the Near East during the post-war period. Bristol coordinated our policies and looked after American interests in that section of the world and proved himself a diplomat of parts. He was on the commission which investigated the Greek occupation of Smyrna and was a delegate to the Ausanne Conference. Later he has commanded the Asiatic fleet.

Runs the Whole Country
Russell is an excellent example of the power that can be lodged with a High Commissioner. He deals directly with the president—sometimes called "our puppet president"—of Haiti and the State Department. For eight years, under our treaty with Haiti, he has had sway over that country's customs, finances, police system, public works, agriculture and public health.

All American treaty officials, directing these various branches of government, come under the general. Although an officer of the Marines he is not compelled to wear a uniform and doesn't. He has been on the job for eight years and was first appointed on the recommendation of a senatorial committee which went to the island about 1920.
What appeared to be a demonstration of Russell's power was given last year when Senator King of Utah, who had criticized American occupation of Haiti, was barred from visiting the country by President Borno. While it could not be shown that Russell had inspired the ban few failed to concede that a word from him to Borno would promptly have averted this affront to an American senator.
With the benign then-tact approval of Russell, free press and free speech in Haiti have been pretty generally suppressed and Borno has jammed through laws extending his title—dicta-

torship and effecting the domination of the Haitian courts, which he did not take over under the treaty. American Marines long ago dissolved the Haitian congress, so Russell hasn't a representative legislative body to contend with as has our governor general in the Philippines.

Sympathetic, but Firm
State Department officials say that Russell is very sympathetic with the Haitians, has maintained peace and order, built roads, established agricultural schools, diversified crops, instituted sanitation and health measures, maintained up-to-date service on the debt and provided money for government expenditures. The Marines had to kill 2000 or 3000 Haitians for their own good about ten years ago, but such killings have not since been found necessary.

There have been numerous complaints to the effect that American rule has inflicted misery on the mass of Haitians—complaints invariably denied, but enough to indicate that general Russell hasn't introduced a millennium. Nevertheless, he has fully demonstrated what a pulsant person is an American High Commissioner. Under a treaty extension, the Haitian job is good until 1926.

SUGARMAN CAR IS DESTROYED

K. Sugarmen's garage and Hupmobile Eight car were totally destroyed by a fire last night, which was discovered after it had broken out of the garage at about 11:45 p. m.

The fire which is thought to have started on the inside of the garage had already destroyed the car and burned through the walls of the garage before it was noticed. When the fire department arrived the place was nearly in ruins.

A small fire in a woodpile in the 2400 block on Reclamation street was put out by the fire department last night before it could burn to a garage which was nearby.

The National Editorial Association, the largest teachers' organization in the world, was organized in the United States in 1857.



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QUIPS AND QUIRKS OF AMERICANS

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

By ROBERT QUILENN

Lindy shouldn't hate publicity. Without it, he would be flying mail plane still.

The most timid maid feels safe in the presence of two men—or one who is bald.

The dumb brutes, however, have wit enough to shed their fur in summer.

Preparedness is wicked? Well, the only feature that stores up honey has a weapon mounted aft.

Education makes great changes. Fifty years ago comparatively few crooks knew how to be crooked legally.

No longer do the broadcasters all talk at once, but we still have bridge parties.

Two results of man's desire to avoid labor are machinery and falls.

Nature adjusts things, dear lady. You hate these modern tight hats, but they will make you bald and then they won't be tight.

Now they say Mr. Dawes really doesn't cuss much, so it won't surprise us to hear that his pipe stem doesn't really draw the hot ambers from the top.

Americanism: A conviction that no "siness can be wicked if it pays dividends on a million dollar investment.

Alas! The woman who works because she has no man thus deprives some man of work and lessens her chance to get a good provider.

Correct this sentence: "When one of us corrects the child," said the parent, "the other never butts in."

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