

The Evening Herald

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WEDNESDAY, AUGUST 14

The Grass Materialist

IT is the fashion in this country, especially among people who are better educated than the average, to speak slightly of America as a "materialistic nation."

By this, of course, it is meant that we think too much about making money and not enough about living finer, freer and more satisfying lives. Our scale of values is material rather than spiritual. The cash ledgers is, if not our Bible, at least our prayer book.

All of this sounds quite discouraging. Yet there is a side to it that is often overlooked. One of the approaches to a fine spiritual civilization may lie straight through the region of crass materialities.

Take this little story as an illustration.

Not long ago a California farmer loaded a refrigerator ship with a cargo of green vegetables and ripe fruits from his farm and sailed for the Orient, determined to see if lands like China, the Philippines and the Malay Islands could not provide a good market for such produce. The home market was glutted. Prices were low. An industrious farmer with a fertile piece of ground could not always count on finishing the year with more money than he had when he began it.

So this enterprising farmer sailed to the Orient. He visited a dozen ports—Shanghai, Manila, Sourabaya, Bangkok, Saigon, Batavia; and he found a ready and eager market for his wares. He sold all he had, at a nice profit, and returned home to tell his fellow farmers that the Orient, properly cultivated, could make them all prosperous.

Now that man was strictly a materialist. He wanted only one thing—a chance to get more dollars. Yet the thing he did may eventually open the way to a broader, finer life for many, many men and women.

Despite all of our talk about the crassness of the quest for money, the fact remains that it is a lot easier to get spiritual values into your life if you have money than if you have not. Nothing shuts a man out from a free and satisfying existence like poverty.

Consider it, now; on a farm where there is a constant struggle to make both ends meet, how are men, women and children going to lead lives that are anything but sordid, uninspiring fights for more money? How can they enjoy the fruits of a rich civilization—music, literature, leisure, quiet study and reflection? They simply can't. The job of making a living takes all their time.

But suppose a "materialistic" exporter finds them a new market and enables them to make more money? They are freed from the grip of poverty. They have the time and the money to go after the things that are really worth having. They can think about something besides their bread and butter.

The "materialist" has been given too bad a name. There are times when he is by way of being our salvation.

The people who ask for advice usually resent it when it is unfavorable.

EDITORIALS

From Over the Nation

NO ROAD BUT SKYWAY

(Edwin E. Slosson in Collier's)

A man writes in to inquire: "What is the best road for an auto trip to Panama?" He will be surprised to learn that there isn't any "best." No auto road. No railroad at all, good or bad.

One man, A. F. Techiffely, has succeeded in riding by horseback from Buenos Aires to Washington, but it took him nearly 900 days, and three times he had to take to transportation by boat for lack of even practicable horse trails.

Any adventurous automobilist starting from the Texas border will find a good road leading south as far into Mexico as Monterrey or Villagran. If his courage and good luck continue, he may even make his way by rough and sandy road to the Mexican capital. From Mexico City he can drive eastward as far as Pueblo, but from here he will have nothing to go on except the promise of the Mexican government that eventually the road will be extended to Vera Cruz. Southward he will find a road leading to Acapulco on the Pacific.

In Central America there is a stretch of road leading from Guatemala City to San Salvador. In South America there are no good roads except those radiating outward from the larger cities but not connecting the various nations.

We read in the papers every few years about the proposed Pan-American railway system that is designed to traverse the continents from north to south but there are many missing links in the chain. Some 350 miles will have to be built before we can take a train to the canal zone; and beyond that there are gaps of 1,500 miles or more before connection is made with the Peruvian railroads, which lead to Chile and Argentina. Through most of the unspanned spaces it

would be expensive and unprofitable to build and run railroads, for they would get little support from local traffic and would be paralleled by steamer lines. So for the present the best chance of short-circuiting North and South America is by airplane.

But eventually auto tourists can follow literally the injunction to "see America first." Though the highway is not yet open, arrangements are being made for their convenience. The Pan-American Union has prepared for the program of the Second Pan-American Congress of highways, meeting in Rio de Janeiro next August, a draft of a plan for uniform vehicle regulations for the internal direction of traffic within the various countries. It will be wise to have an agreement on all points among the American republics before the roads are open and the tourist tide sets southward. Any automobilist who has tried driving abroad knows that there are disconcerting differences between the European and American rules. He has to keep saying over to himself:

The rule of the road is a paradox; right; you are wrong; if you go left you are right.

The European code gives the vehicle the right-of-way over the pedestrian. The American specifically provides that, except at police intersections, the vehicles shall yield the right-of-way to the pedestrian. But even in this country the pedestrian will frequently find it to his advantage to yield his right without contest and without delay. As the familiar epithet reminds us:

Here lies the body of poor Tom Gray,
Who died defending his right-of-way.
He was right, dead right, as he sped along,
But he couldn't be dead if he'd been dead wrong.

TIMELY QUOTATIONS FROM PEOPLE IN THE PUBLIC EYE

"If we can offer the worthy long-term or life prisoner some ray of hope for parole, this, in my opinion, is the greatest preventive or rioting and jail breaks."—Harry G. Leslie, governor of Indiana.

"Each generation may profit by what has been done before, but we must all discover the big things in life for ourselves."—Theodore F. Roosevelt.

"No industry has anything but what is put into it by the men who are in it."—Henry Ford.

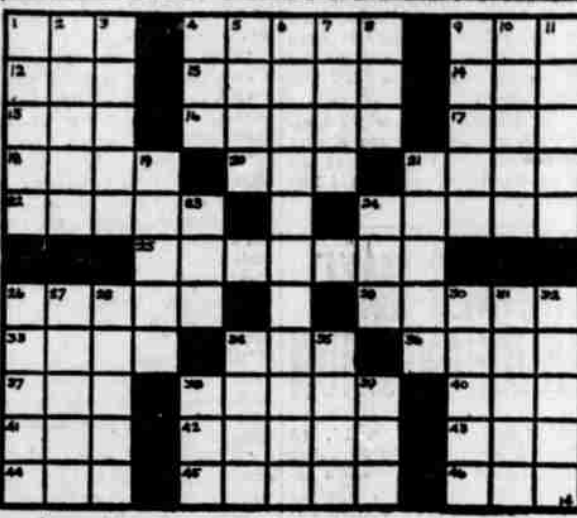
"The truth is, of course, that

virtually all stock market operations are speculative. People buy for the rise or sell for the decline. Only those who do it on a big scale and can afford to wait for years prefer to call it investment or prudence."—John Carter. (The American Mercury.)

"Don't be deceived into thinking that golf is a game for the masses. Not yet. It costs money to play, all propaganda to the contrary."—Jack Daray, Chicago pro.

"It is not geniuses the world needs so much as honest men and women."—Rupert Hughes.

Mostly Short Words



HORIZONTAL
1. Covered cloth.
4. To entertain.
9. Unchecked.
12. Speech.
13. Part only.
14. Of each an equal quantity.
15. Obstruction.
16. To come in.
17. Cool breeze.
18. Commemorate.
20. Eagle.
21. Hug.
22. Pluck.
23. Awakened.
24. Guest.
25. Servant.
26. Stomping machine.
27. A religious station.
28. To do wrong.
29. To depart by boat.
30. Cash.

VERTICAL
2. To rub out.
3. Device for peeling.
4. Hrs.
5. Hower's hair.
6. H. 2 and the son.
7. Observed.
8. Bearing.
9. Parting.
10. Inhabited.
11. Accrued.
20. Breakwaters.
21. Almond.
22. Sashy.
23. Fundamental.
24. Painted.
25. Labate.
26. Devoiced.
27. Ferry.
28. Try rain.
29. Bad.
30. Almost a democracy.
31. Native in skin.

YESTERDAY'S ANSWERS
BRAZIL URSINE
RAM TEASE SEM
AN MEANEST TI
N TAM N TOT U
HOP PAL WON
MAP VAPOR KID
EMIT DOG SILO
K CAP L LOOR
IF REGITAL EM
CAM ROSIN AWE
ORIGIN PEWTER

THOUGHTS ON STATE AFFAIRS

(Continued from page one)

features of the program during the convention will be the Howard stories, both entertaining and instructive.

IN THE good old summer time. Yes, but too long a stretch of it will make the native wish for his snowball.

HUDSON VISITS FROM CHICAGO

PORTLAND, Aug. 14, (AP)—M. L. Hudson, director and secretary of the Hines Lumber interests of Chicago, was in this city for a few hours Tuesday before leaving on a four-day automobile tour of Oregon. At the end of the tour he will spend a week in Burns, Ore., where the \$2,250,000 Hines Lumber mill is under construction.

W. S. Bennett, general counsel for the Hines interests, was here yesterday after attending the National Lumber association conference in Longview. He left yesterday for Burns, accompanied by F. M. Pettibone, general manager of the Hines lumber operations in eastern Oregon.

Pettibone said the mill construction was ahead of schedule on everything except the dry kilns. He expected to catch up on these by the first of September.

ATTEMPTS TO BREAK JAIL

KEISO, Wash., Aug. 14, (AP)—Gunnar Schotstrom of Longview, identified by C. J. Alexander, Longview merchant, as the man who shot him in an attempted holdup Friday, was foiled in an attempted jail break last night when deputy sheriffs discovered him trying to dig his way to liberty from the Cowlick county jail.

Schotstrom had dug a hole half way through the outer jail wall from the cell where he was confined.

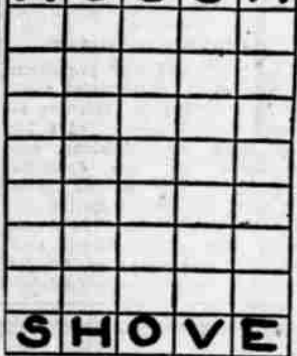
He has served terms in the state reformatory at Monroe and in the Walla Walla state prison.

KAY IMPROVING SLIGHTLY
SALEM, Ore., Aug. 14, (AP)—Although he is exhausted by hot weather, "route 7" rail of his home here, State Treasurer T. B. Kay is otherwise improving. Kay is a message received today by Dr. Milton Steiner. An ambulance will meet Mr. Kay at Portland tomorrow and bring him to his home here. Instructions were that a nurse be employed. The message came from Glendive, Mont.

LETTER GOLF

Letter golf isn't often ROUGH, but today's starts off that way and ends up with a SHOVE. Par is eight and one solution is on page eight.

ROUGH



SHOVE

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.

ENLISTMENTS WILL BE MADE

Through the office of Sergeant F. C. Winters, Winters building, recruiting officer, enlistments are being authorized to fill the following existing and prospective vacancies in Regimental Bands.

Eligibles who pass the examination are given an opportunity to attend band school at Washington, D. C.

Following are the vacancies to be filled with an age limit from 18 to 35 years; 4th Infantry, Ft. George Wright; 2 clarinets and two trombones; Sixth Coast Artillery, Ft. Winfield Scott, 1 alto, 1 baritone and 1 trombone; 14th Coast Artillery, Fort Worden; 1 bass horn; 6th Engineers, Fort Lawton, 1 clarinet and 1 saxophone; 10th Field Artillery, Fort Lewis, a flat bass; 1 horn and 1 solo cornet.

PERFECTLY CLEAR

BOSTON, Aug. 14, (AP)—Letter received at the office of the Railway Mail Service here: "Dear Sirs: The Evening Bulletin has not been coming regularly. Today I get yesterday's paper and when I get yesterday's paper today the next day I get the paper of the day before the day of the paper I got the day before. Last year I received the paper of the day before and never once was there a miscue. Please fix it."

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

The Army May Cut Expenses but it Won't Abolish the Cavalry, Which is Still Essential Despite the Use of Tanks, Planes and Armored Cars—All Officers Agree on This.

By RODNEY DUTCHER

NEA Service Writer

WASHINGTON, Aug. 14.—As soon as president Hoover had demanded some substantial reductions in military expenditures there were suggestions of eliminating obsolete or duplicating branches of the Army, and quite a few persons thought: "Well, let's get rid of the cavalry."

That idea does not set so well with the high officers of the War Department, who contend with the concurrence of Secretary of War Good, that the cavalry is still indispensable and has not been made obsolete by airplanes, tanks and motorized transport.

One reason the Army does not want to give up its cavalry is that so many army officers like to ride horseback and play polo. Secretary Good himself has a great fondness for the four-footed critters, dating back to his boyhood days on a farm in Iowa.

Plenty of Reasons
But the Army offers enough other reasons for retention and strengthening of the cavalry, with officers of the cavalry themselves displaying the greatest mental agility in expounding and demonstrating them. Good has cited expert testimony to the effect that the World War would have been over if either France or Germany had possessed a sufficiently strong and mobile force of cavalry.

"Other arms may win battles; only cavalry will make them worth winning," said Lord Haig, and the argument of our own military men is that it would be dangerous to form fixed ideas of war from the World War's long period of trench warfare. No nation will voluntarily submit to a war of attrition behind barbed wire, and for wares of maneuver an army must have horse, foot and artillery, along with such modern improvements as planes and tanks.

Instead of dropping out of the picture to give way to armored cars and swift tanks, the cavalry expects to add these to its own units and thereby extend its radius of action and its fire power.

Whereas, the air service is restricted by weather conditions in scouting work and reconnaissance, cavalry can be used at night and in all kinds of weather and also in thickly wooded territory, where enemy units might be hidden from aerial observation. Cavalry is also able to pick up important details, by minute searches and by questioning inhabitants, for instance. It may be able to operate when enemy airplanes are frustrated.

Armored cars are considered more vulnerable than cavalry and they can be easily blocked. Tanks are unable to operate alone or to hold captured ground. They are liable to mechanical difficulties and are likely to be impeded by water, thick woods and boulders. Cavalry is never hampered by lack of gasoline.

"The capacity of an army for action is not shown until it gets off the roads," says a cavalry officer. "Weather conditions and lack of roads mean little to cavalry—it can carry on just the same."

In ordinary warfare, when a maneuver isn't rendered impossible by trench fighting with tanks resting on impassable obstacles, cavalry does its stuff by arriving quickly at the scene of action, spreading out over wide spaces if necessary, concentrating quickly, attacking suddenly by surprise and escaping quickly after striking a blow at superior numbers. It can cross rapidly through zones swept by fire, presenting a difficult target and arriving at close quarters with the enemy without destructive losses.

Even in the World War, despite the entrenchment on the western front cavalry was active and often importantly successful. It covered the concentration, detrainment and advance of the French, British and German armies. A Belgian cavalry division gave the Germans their first serious setback when it held up the advance of German cavalry on Brussels. French cavalry did valuable reconnoitering work against the first German advance. When the Allied and German armies were trying to envelop each other, cavalry corps galloped ahead in the so-called "race to the sea."

Hindenburg Used It
Early in the war cavalry maintained connection between separate armies or parts of an army. German cavalry figured

most importantly in Hindenburg's overwhelming defeat of the Russians. Cavalry appeared to be the most important military arm of all in the operations in Egypt and Palestine. French cavalry cut off the retreat of the Eleven German army in Macedonia and Italian cavalry staged some brilliant pursuit work on the Austrian front just before the war ended.

Cavalry officers are fond of quoting this statement of General Pershing in 1922, based on lessons of the war:

"There is not in the world today an officer of distinction, recognized as an authority in military matters in a broad way, who does not declare with emphasis the cavalry is as important an arm today as it has ever been."

OFFICERS SEEK AGENT SLAYER

PHOENIX, Ariz., Aug. 14, (AP)—An intensive search was being staged by federal officers Tuesday for the automobile in which Paul E. Reynolds, 31, special agent of the department of justice, was last seen alive five days ago, in an effort to find a clue concerning his slayers.

Reynolds' body was found floating in an irrigation canal several miles north of here yesterday, a bullet wound in his heart. Friends said the special agent, who had headquarters at El Paso, Texas, had signified his intentions of going to Albuquerque, N. M., late Friday night. At an automobile agency where he rented the car, Reynolds had said he was going for a "little swim," and that the "would return in a few hours." The management of the concern said they had given his delayed absence no thought since he often rented machines and kept them for several days.

Authorities here said they were unable to throw any light on Reynolds' slaying as the case he was working on at the time of his disappearance was not considered to be of a dangerous nature. It was pointed out, however, that he had been instrumental in apprehending narcotic smugglers along the border recently.

Some significance was placed in the fact that a brief case, which was believed to have contained valuable evidence concerning a large liquor and narcotic smuggling ring, he was reported to be operating at the Mexican boundary was also reported missing, along with a pistol he was known to have carried. United States District Attorney John Gungel of Tucson, Ariz., said federal authorities there had been investigating a suspected narcotic ring near Nogales, Ariz. While officers were inclined to believe that the man had been killed by members of some border gang, they gave no information on which they based such an opinion, beyond Reynolds' activities against such gangs. Reynolds, who was a graduate of Idaho University, practiced law in Boise several years. A widow and a child three years of age survive.

HIGH TENSION WIRES CAUSE MAN'S DEATH

ROSEBURG, Ore., Aug. 14, (AP)—Electrocuted when he walked into a pair of high tension electric wires in the darkness, the body of John Sanders, Windy Creek rancher, was found in a field near his house yesterday. It was believed he was killed Saturday night.

One of the poles supporting the wires had been burned and this permitted the wires to sag close to the ground. It is believed Sanders walked into the wires on his way to his house late at night.

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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 QUILLEN
A necessity is a luxury the Joneses have.

The nations can't have parity if they aren't willing to pare.

Still home folks would charge you as much as resort people do if they had to get their share in two months.

Wonderful machine age! Machine owners paying more taxes to provide a dole for men thrown out of work by the machines.

As a last desperate effort to foil the rum runners, Detroit and Chicago might be ceded to Canada.

Old Dobbin had one good point. Nobody brought out a new model about the time you got him paid for.

If an Amendment is sacred, Mr. Hoover, why are there no armed agents to enforce the 14th and 15th?

A vegetable diet makes creatures healthy—and some must eat vegetables to become soft prey for the meat eaters.

Cruisers are built solely as a protection. Cease, you remember, needed troops to protect his new properties in Gaul.

Americanism: Spending millions to educate squirts who never know what it's about; making no provision to train genius that is destitute.

English spinners are not the first thrown out of work. Look what rayon did to the silk worms of Japan.

The French shouldn't grouch about paying. Think of the poor tourist who pays without even knowing what the bill calls for.

What a world! If the town is small enough to show silent

pictures still, it is too small to have a cool theatre.

Funny man! He never gets too bald and fat to feel cheated because his wife is no longer attractive.

There's good in everything; and when billboards at last join end to end, the tourist can't steal so many roasting ears.

And yet the world would seem quiet and orderly if you depended on your own observation and never saw a headline.

Values seldom change. The only real event in the reign of an Egyptian king 4800 years B. C. is the invention of a hair grower by his mother.

Chicago has an average of two bombings a week, and it would be so much easier on the nerves to set aside an annual bombing day for all of it.

Correct this sentence: "I never mail a check to a distant creditor," said he, "unless I have the money in the bank to meet it."

Ten-elevenths of the world's population is north of the equator.

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Leave K. F. 2:00 p. m.
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