

The Evening Herald

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WEDNESDAY, AUGUST 28, 1929

A Great Celebration

WHAT gives promise of being one of the greatest events of recent years in the Klamath Basin is the approaching opening of the Klamath Falls-Altoona cut-off of the Southern Pacific, the definite date for which has been set for September 14.

The railroad officials are so well pleased with this latest addition to the system that they want the people of this section to participate in the opening. In order to make the event the success it should be, the company is offering a roundtrip excursion rate of \$3.00, thereby putting the celebration within the reach of all.

Developments have come rapidly within the past few years in the Klamath country. When the Southern Pacific decided to extend its line on from Kirk to Eugene it was but the beginning of a growth that will undoubtedly reach beyond the fondest expectations of the builders, because we are witnessing but the beginning of the development of a region that holds limitless resources and could only be exploited properly with rail transportation.

The higher executives of the Southern Pacific system were profoundly sincere in their praises of this great country their new line traverses. Their enthusiasm was genuine and they wish to impart some of it to the local people. They vision a great future for this section and what better move could they make than to make it possible for the people to see the country as they first saw it, to give them an opportunity to breathe the free air of the great open spaces of this last frontier which is destined soon to become a wealth producing empire.

Special trains are coming from as far south as San Francisco and as far north as Portland. Klamath Falls can ill afford to let these people manifest a deeper interest in this new railroad than we do. Get ready now for the big event and boost it along by talking your neighbors into going.

The Value Of The Graf's Flight

DURING the past year it has been the practice to examine carefully every outstanding performance in aviation—such as trans-oceanic flight—and ask, "Now what on earth is the practical value of that stunt?" And, more often than not, the question has been hard to answer.

The flight of the Graf Zeppelin, however, is different.

Dispatches from the Goodyear Zeppelin factory at Akron, O., indicate that the dirigible makers there are all ready to build giant passenger dirigibles for ocean service. Regular routes are planned, to reach from California to Hawaii and from the Atlantic coast to Europe. All that remains unsettled is the financing.

But the financiers were cautious. They weren't quite sure about the big dirigibles. So they waited to watch the Graf Zeppelin fly around the world. The Akron men believe that this flight will remove the last obstacle, and will make regular commercial ocean flying service a reality.

Preserve The National Parks

SECRETARY OF THE INTERIOR WILBUR, writing in the August issue of American Forests and Forest Life, urges the American people to use "unceasing vigilance in resisting schemes for the commercial development of portions of our national parks for water power, irrigation and similar schemes.

"If these national parks are to serve their larger purpose," he writes, "it is imperative that there be no lowering of park standards and no letting down of the barriers of protection. Surely these magnificent areas are so few in number that our great country can afford to protect them and keep them intact. Their educational and inspirational value is far greater than any material gain to be derived through industrial utilization of their great natural resources."

There isn't much to add to that statement. All we can do is endorse it heartily and commend it to the attention of every citizen.

EDITORIALS

From Over the Nation

"Say It With Flowers"

Nations' Business: There is one rose that does not lie in Picardy but there there are 800 equally perpetual in Cincinnati.

Unlike the Picardy blossom these 800 owe their longevity not to the steadfastness of a romantic human heart, but to the business foresight of Julius Baer, downtown florist, who saw a market and cultivated it.

They bloom on the desks of 800 executives, many of whom are the type popularly known as "hard-headed business men." There each individual blossom lends its touch of beauty for two days, after which it is whisked away by a uniformed Mercury who replaces it with a fresh one.

Mr. Baer takes no credit for originating the plan. It has been tried elsewhere, but without the success attained in Cincinnati.

"The main idea from our point of view," says Baer, "is that the florist must go out of his store and sell this service."

Under the plan a small wrought iron vase with a spring clip designed to look like the leaves of a plant is put on the desk of each business man who subscribes to the service. In the clip is placed an ordinary glass test tube six inches long.

At the store of these test tubes are filled with water and a flower placed in each. A uniformed delivery boy takes a box filled with test tubes in racks and makes his rounds. At each desk he takes away a test tube containing a scarcely wilted flower and leaves in its place a tube that holds a freshly cut blossom.

Deliveries are made each Monday, Wednesday and Friday.

Mr. Baer started the service two years ago, concentrating on offices and stores within seven blocks of his business. He sold

the first hundred orders to show that it could be done and then he hired three college boys to sell the service during their spare time. In about two months the three young men brought in 500 more orders.

TIMELY QUOTATIONS FROM PEOPLE IN THE PUBLIC EYE

"I believe America enjoys the peaceful record it has because it has been able to drain off its pent-up feelings in games like baseball."—Secretary of Labor James J. Davis.

"We must remember that the other nations are our neighbors. We cannot live to ourselves alone."—Senator Thomas, of Oklahoma.

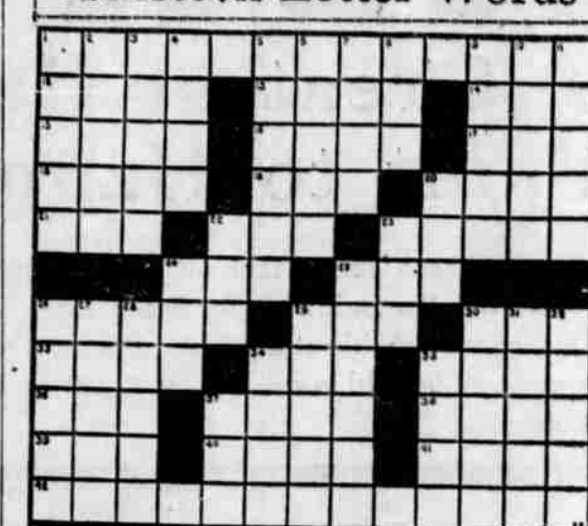
"Business is beginning to run the world. And good business hates war."—Secretary of Labor James J. Davis.

"We must give the worker a full voice equal to that of management in all matters that affect his wages and working conditions."—Thomas E. Mitten, Philadelphia transit operator.

"I don't like the prohibition law as it stands, because it is making the younger generation drink, and nobody gets the benefit but the bootlegger."—Mrs. Rebecca Latimer Felton, former U. S. senator from Georgia.

"Wall street has become another world power, with more authority than the League of Nations, with more subtlety than Bolshevism."—Viscount Rothermere, publisher London Daily Mail.

Thirteen-Letter Words



HORIZONTAL
1. Hectares.
12. Line on which a body revolves.
13. Naked.
14. Wing part of a bird.
15. Ancestor.
16. Stripped upon.
17. Quantity.
18. Pretense.
19. Snake-like.
20. To contend.
21. Eye.
22. Conjunction.
23. Stayed.
24. Work of skill.
25. Cont box.
26. To cut off face.
27. To wander about.
28. Portion of a curved line.
29. Decorative mark.

VERTICAL
30. For each.
31. Roof's edge.
32. Proas.
33. Discomposure.
34. Significance.
35. Hatred.
36. Headless deity.
37. To run away.
38. To scatter.
39. To run away.
40. To run away.
41. To run away.
42. To run away.
43. To run away.
44. To run away.
45. To run away.
46. To run away.
47. To run away.
48. To run away.
49. To run away.
50. To run away.

YESTERDAY'S ANSWER
MOON CAD CAST
ADD RUSES NEE
IDE OLIVE TAX
N STAIR TAX
CRASES LEPERS
OWE ARE
VENEER PARADE
S METAL X
RAT INSURE TOE
DIE TENSE EAR
IDEA WEE TAFT

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

Hoover's Desire to Cut Military and Naval Expenditures May Be Due to Mounting Federal Expenses; Coolidge Put Off Many Major Projects.

BY RODNEY DUTCHER
NEA Service Writer

WASHINGTON, Aug. 28.—President Hoover's seemingly grim determination to cut down military and naval expenditures may yet be seen to be based on a conviction that a troublesome financial situation looms ahead of the government.

In fact, if he isn't successful and a business recession comes along, talk of tax reduction may be replaced by suggestions of tax increases before the end of his first administration.

One of the most interesting facts about government expenses is that a share of the responsibility for suddenly mounting federal expenses may be properly awarded to Mr. Calvin Coolidge.

It looks as if Cal, with his passion for economy, had put off many of the new major expenditures generally considered necessary until they all piled up into Hoover's administration.

Cal has left office with a matchless reputation for economy and Hoover is left holding the bag. He may escape serious embarrassment by spreading out prospective expenditures over long periods, but he cannot possibly follow Coolidge along the economy lane because the day of penny-pinching are necessarily over for some time to come.

Hoover has boldly proposed a \$5,000,000 appropriation to enlarge the federal prison system and end the present serious condition of overcrowding.

That's an excellent example of what Hoover has been left to contend with by the combined Coolidge policy of economy and inaction.

Just at the tail-end of the Coolidge administration several expensive projects were finally acted upon. But the money must be provided in Hoover budgets.

And there are new things coming up which will take more. The fixed costs of government continue to mount. The cost of government for the fiscal year 1929 was \$205,000,000 higher than for 1928. Nearly \$40,000,000 of this increase was in Army and Navy expenses.

We have a cruiser program that will cost \$250,000,000 unless some of it is abandoned, another hangover from the Coolidge administration.

Work has barely begun on the \$150,000,000 public buildings program. The Hoover administration will have to raise most of the money.

Flood control has already taken an appropriation of some \$25,000,000, but in the broad program contemplated as a permanent measure estimates of cost run from \$500,000,000 to \$750,000,000.

The five year program for development of military and naval aviation started well back in Coolidge's second term, but the biggest expenditures for its completion are yet to come. Army barracks are in terrible shape—Coolidge was sore when high army officers squawked about them—and appropriations must be made for new construction and repair.

The Federal Farm Board is lending money rather than giving it away, but it has \$50,000,000 to lend which must come out of the treasury, to say nothing of its outlay in administrative expenses.

One hasn't heard much lately about the proposed St. Lawrence Canal, but that's another expensive project. Meanwhile the next regular session will undoubtedly start appropriating the \$165,000,000 which it will cost to build Boulder Dam.

The government expects to recover the money, but the dam must be built first and the amortization will take 80 years. If Muscle Shoals legislation is passed more expense presumably will be involved.

A \$15,000,000 program for hospitalization for neurological and psychiatric cases among war veterans was headed off by Mr. Coolidge, but here again is something that will have to be carried out.

Government salaries appear to be in for a boost and that means perhaps another \$25,000,000 a year.

One could think of more forthcoming expense if it were necessary. But that's enough. Enough at least, to indicate that government expenses and revenues must be one of the president's chief worries.

Before lighthouses were lit by oil and later electricity, they were lit by coal fires.

You can't expect much re-

QUIPS AND QUIRKS OF AMERICANS

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

The new birth of freedom is another instance where birth control is advisable.

Perhaps the accident was unavoidable under the circumstances but the plot wasn't.

Let's see: how did the movies make the vamp seem wicked before ten-inch cigarette holders were invented?

The Powers won't trust Chinese courts until they accept the noble principle that a man is innocent if he's white.

Yet most of those who demand a room with bath never notice the difference if there are no bath towels.

Some men are born to fall some have hard luck; and some devote all their time to an efficiency system.

We'd like to live long enough to see whether these books of child psychology produce any future Presidents.

You can give a boy a car and a bank roll and turn him loose, but it's quicker to knock him in the head.

Americanism: Solving the traffic problem by making it perpendicular instead of horizontal.

The reparations settlement teaches us that the way to obtain mercy is to stall until the other fellow's sore spot stops hurting.

It's a hard commentary on the past when men sigh with relief because a President acts as sensibly as any other business man would.

Faith is the quality that quiet the urge to investigate when you bite something hard in hash.

"We must concentrate all our faculties." True, brother; or else choose a theatre that doesn't use talkies.

You can't expect much re-

ference for the courts in a land where everybody knows whether the accused is innocent or guilty but nobody knows what the jury will do.

A hick town is a place where you and Central jaw back and forth because the phone you want is out of order.

How funny to hear a two-faced yellow, hide-bound old crook sigh for the better way of raising children that was customary in his time.

Correct this sentence: "I've been rich for ten years," said he, "and have received only three begging letters from the feeble-minded."

The Congressional Library at Washington was established in 1800.

GREAT RESULTS FROM COMPOUND

Read How This Medicine Helped This Woman

Brainerd, Minn.—"I read about Lydia E. Pinkham's Vegetable Compound in a newspaper and I have got great results from its tonic action at the Change of Life. Before I took it I was nervous and at times I was too weak to do my housework. I was this way about a year.

But now I do all my housework and do chores outside also. I must say that Lydia E. Pinkham's Vegetable Compound has done wonders for me and no woman should be without it. I sure can speak a good word for it."—Mrs. JIM SMITH, R. R. 7, Brainerd, Minnesota.

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LETTER GOLF

SAD, ISN'T IT?

There's a TEAR DROP in today's letter golf puzzle. Nevertheless, it's an enjoyable par six. One solution is on page eight.

TEAR

There's a TEAR DROP in today's letter golf puzzle. Nevertheless, it's an enjoyable par six. One solution is on page eight.

DROP

There's a TEAR DROP in today's letter golf puzzle. Nevertheless, it's an enjoyable par six. One solution is on page eight.

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.

Yesterday for preliminary entertainment.

Two resolutions from the Letter Carriers' association were read. Amendments of the retirement law for letter carriers and endorsement of the congressional bill for more liberal pensions were asked.

A five and one-half-day week for all public employees of the state is the object of a resolution introduced by the Municipal Employees' organization of Portland. The organization also wants two pay days each month rather than one.

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Write for folder and information—

PORTLAND ACADEMY OF ART
Sixth St. Terminal Bldg.
Portland, Oregon

THOUGHTS ON STATE AFFAIRS

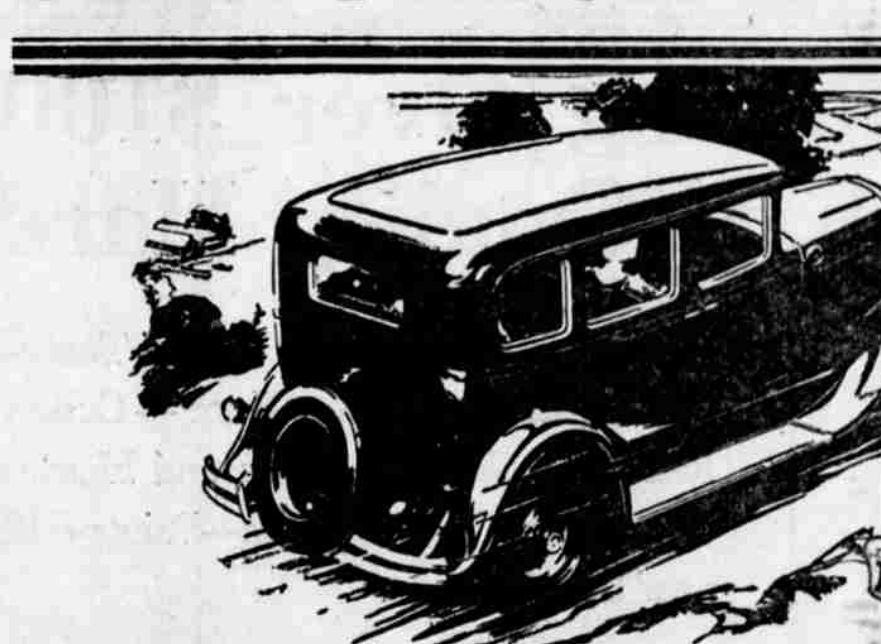
(Continued from page One)

resses would surely be too tender hearted to transmit such an order in a restaurant. But men are not only conservative, they are inconsistent. In a restaurant where there are no women present you may shed your coat if you like. It seems to be one more case of man made laws for the supposed and unnecessary protection of women."

LABOR GATHERS AT TILLAMOOK

TILLAMOOK, Aug. 28, (AP)—More than 100 delegates to the annual convention of the Oregon State Federation of Labor convened here Tuesday for opening sessions after arriving in the city

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There's a remarkable new kind of performance in the moderate-price field—MARQUETTE performance! Another triumph of Buick engineering and Buick craftsmanship. Dashing new response... thrilling new speed... amazing new power... surprising new economy. A leader's mastery of every phase of action! Discover it for yourself today—drive this great performer.

Take the wheel of a Marquette and feel it lift you in a smooth surge of speed from 10 to 60 miles an hour in 31 seconds. Experience its perfect roadability that lets you fairly float along at 60 or 70 miles an hour in complete comfort and security. Try it on the steepest hill and know its great reserves of power.

No other automobile in its price range has an engine of such large piston displacement—its remarkable waterproof, dustproof, wearproof upholstery—or its wonderful new sloping, non-glare windshield. Only Marquette in the thousand-dollar field can offer a full quota of the fine qualities that provide the most thorough and most lasting motoring satisfaction.

See this splendid new car. You will admire its smartly-tailored, low-slung bodies by Fisher... its handsome finish and appointments... its provisions for complete comfort... its many, many refinements and improvements that make its superiority complete.

See the Marquette today. Compare it with any other car in its class. Drive this great performer—and discover the thrill that only a winner knows!

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