

The Evening Herald

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Monday, October 7, 1929

The Mistake Of Louis

A CHICAGO newspaper reader writes to his editor to protest against an editorial which condemned the Carolina strike of course. But this writer makes one re-think arguments with the Communist textile strike leaders.

Every man is entitled to his own opinion about the Carolina strike of course. But this writer makes one remark that is worth noting, because it seems to be held by a considerable number of well-meaning citizens.

"Was communism," he asks, "ever checked by means other than physical force?"

Let's dig into history on that one.

When Louis XVI was king of France, there came to Versailles one day a ragged footsore delegation of peasants and workmen. They weren't exactly communists—that term hadn't been invented then; they were very poor, very hungry and out-at-the-heels, very poorly schooled and very, very sick of grinding poverty and bleak misery.

They came to Versailles to protest—to call upon the king to make their lot a little bit lighter, somehow; to see to it that they could earn enough money to live decently and avoid starvation and cold.

Louis, king of the French, was unapproachable. Only the rich and well-born might come near him. And Louis, unluckily for himself, was persuaded that you could only deal with that sort of thing with physical force.

So he built a gallows 40 feet high and proceeded to hang the ring-leaders—"agitators," you might call them—in front of the assembled multitude. And then he dispersed the rest of the mob with his Swiss guards.

It was just about a decade after that the French revolution boiled over. Louis, caught in the whirlpool, was led to the scaffold and beheaded.

Perhaps the parallel isn't quite exact, but it comes close enough. The underlying attitude is the same in each case.

Louis had the tragic, fatal old notion; the notion that the way to deal with social discontent and unrest is to suppress it ruthlessly, rather than treat it fairly, find out what is the cause of it and see if that cause can't be removed. He learned, too late, that his way is precisely the way to make that unrest ten times as intense and violent as it was before.

Now this country is several million miles removed from any danger of a revolution. There isn't the slightest chance of one here. But the man who declares that the only way to handle communism is by using physical force has the wrong idea.

The communists don't menace this country. They are too few, too weak. The real danger comes from the man who is willing to use violence to suppress them.

Extravagance And Airplanes

APPARENTLY we have reached a new age—the airplane age.

The spendthrift son of the idle rich man used to distinguish himself by his lavish purchases of automobiles. He would collect a "stable" of expensive cars, and his lesser mortals would gape and go "Ah!" at the mere notion of such extravagance.

Now this has moved up a step. The son of an Iowa millionaire has just bought ten airplanes. An uncle is represented as "indignant," and the Mississippi valley Socialists doubtless will be able to make something of it. To us, though, it simply indicates that the airplane age is fairly established.

THOUGHTS ON STATE AFFAIRS

(Continued from page one)

world has reached a point when that is essential. England must be understood and the United States must be understood, and when a proper understanding is obtainable between these two nations there is little likelihood of international troubles between the two.

THE REV. CLARKE admits that he was too slow for Ma Kennedy. It was another case of an old man thinking he was a whiz and finding out that he was only a candidate for soft slippers and a fireplace. The Kennedy woman still possesses desire for romance, while the old ex-minister just thought he did.

Professor: "Young man, I understand you are courting a widow. Has she given you any encouragement?"
Young man: "I'll say she has. Last night she asked me if I snore."

Chicago Optometrist Offers \$20 Spectacles for \$2.98.

GIVES 100 DAY TRIAL

A Chicago Optometrist has devised a new comfort spectacle that leaves no mark on the nose or face and is guaranteed against breaking or tarnishing. These spectacles are claimed to be the latest and are really the most beautiful produced in years. They create a distinguished appearance and yet rest remarkably light on the face. These spectacles will enable anyone to read the finest print, see far or near.

The manufacturers are so pleased with this new product that they offer to send a pair of these spectacles on 100 days trial to any honest person who writes them, with the understanding that if their customers are not amazed and delighted and do not think the spectacles they list at \$2.98 equal to those sold elsewhere at \$20, they will be sent nothing. A beautiful spectacle, case and style book included free. Send no money, just your name, address and age if you wish to try a pair of spectacles at their risk. Write Dr. Ritchie & Sons, Suite 939, 1445 W. Jackson Blvd., Chicago, Ill., today—Adv.

FOR RESULTS USE THE HERALD WANT ADS.

TIMELY QUOTATIONS FROM PEOPLE IN THE PUBLIC EYE

"Crime is the nation's biggest business."—Richard E. Enright, former police commissioner of New York City. (North American Review).

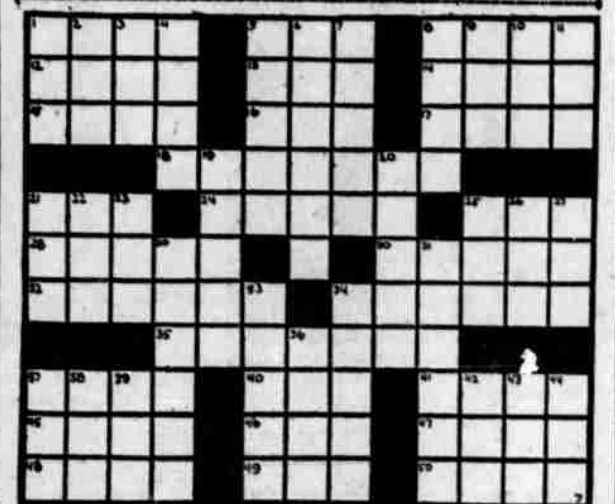
"The feminine art of living charmingly is certainly more important than any job under heaven."—La Mar Warrick. (Plain Talk).

"Among the forces which have steadily undermined the vitality of the women's clubs are bridge, athletics, the radio, politics, and the vogue of specialization."—Anna Steese Richardson. (Harp-er's).

"In this year of grace 1929, the scenic beauties of the United States resemble Venus with the rash."—Will Irwin.

"Many a wife may well ask herself if she contributes directly to her husband's comfort, to his ease of mind, to his personal service, half as much as the little girl in the office. . . . Sometimes the answer breaks up a home."—Allison Bryan. (Smart set.)

Short and Snappy



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MISS MITCHELL BECOMES BRIDE OF MR. COFER

Helen Evelyn Mitchell, daughter of Mrs. Laura Mitchell, and Roland Cofer, son of Mr. and Mrs. W. D. Cofer of Alameda street, were united in marriage Sunday afternoon at the Methodist church in Medford, according to word received here.

Mr. and Mrs. George Conroy of the valley city attended the couple, who will return to Klamath Falls within a few days to make their home on Oak avenue.

Mr. Cofer, who is affiliated with Cofer Brothers here and has been prominent and well known here, is a graduate of the Klamath Union high school.

WILL OBSERVE COLUMBUS DAY

Columbus Day, October 12, will be properly remembered and honored by the Knights of Columbus who are planning a party to be given at the Martin Green ranch on Friday evening, according to Mr. Sexton, grand knight.

Members of the Knights of Columbus and their families and friends will be entertained at the affair. Those wishing to go and

not having transportation are Fremont school on Friday evening at 8 o'clock, where cars will be asked to meet in front of the be furnished.

Dancing, cards and music will be pastimes for the evening.

Christian Science Churches "Unreality" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, Oct. 6.

The Golden Text was, "What is the chaff to the wheat? saith the Lord" (Jeremiah 23:25).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "The Lord hath taken away thy judgments, he hath cast out thine enemy: the king of Israel, even the Lord, is in the midst of thee; thou shalt not see evil any more" (Zeph. 3:15).

The Lesson-Sermon also included the following passage from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy: "We must learn that evil is the awful deception and unreality of existence. Evil is not supreme; god is not helpless, nor are the so-called laws of matter primary, and the law of Spirit secondary" (p. 207).

For results use Herald Class Ads

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

If You Want to Know Anything About Going to College, Uncle Sam Will Tell You—New Booklet Gives Hints on Jobs, Scholarships and Average Expenses

By RODNEY DUTCHER
NEA Service Writer

WASHINGTON, Oct. 7.—If you want to go to college, as nearly a million young Americans are doing this month, Uncle Sam will tell you how. It isn't difficult and it isn't expensive, according to a 136-page booklet entitled "Self-Help for College Students," published by the federal bureau of education.

Last year more than 1000 institutions of higher learning offered college education to about 900,000 students. Since 1920 the average college student probably has spent about \$700 a year.

How the Expenses Run
Tuition averages \$184 a year in men's and women's colleges, but only \$134 in coeducational colleges. Board and room, usually the largest item on the student expense account, runs from \$108 to \$259 per school year, the average in coeducational colleges being \$251. Minimum expense for a college year of 36 weeks averages \$547 in the four-year colleges and universities. That does not include travel, clothes and off-campus amusements. In nearly half of such colleges, Dr. Greenleaf says, \$500 will pay the entire expenses of an economical student.

Forty-six per cent or nearly half of all college men, are making some effort to earn at least a part of their expenses. One out of every four college women is contributing to her own support while attending. Of all college students, one out of every three was at least partially self-supporting during the year 1927-28. One-half of all college students were entirely self-supporting in that year, according to Dr. Greenleaf's figures. College men and women earned \$23,599,999 during their term in 611 institutions reporting. The average amount earned was \$169 for men and \$149 for women.

The bureau of education book lists colleges and universities over the country, their rates of tuition, board and room charges and other fees. It tells all about student loans and about many of the available scholarships.

Buying education on the installment plan has become popular and many agencies are making "character loans" to students whom they believe to be good risks. In 1923 colleges and universities furnished nearly \$4,000,000 a year lent annually to students at an average of 6 per cent, repayment beginning within a stipulated period after graduation. Dr. Greenleaf presents a list of student loan funds in the United States.

Considerable space is devoted to describing the various means by which students are earning money. Many students are engaged in trades. There are paper hangers, carpenters, plasterers, mason's helpers, house painters, interior decorators, window dressers, substitution operators, radio announcers and installation experts, photographers, watch repairers and shoemakers working their way through college.

"Barbering requires little time to learn, can be done in spare time and is fairly profitable when done either in local shops or independently in the college rooms," one is advised, and the vogue for bobbed hair has given many college girls work, cutting hair, shampooing and manicuring in beauty shops.

Dressmaking, engineering, millinery, and factory work offer possibilities.

Many students drive taxis, act as chauffeurs or run light delivery services. Others act as auto mechanics, wash and grease cars or tend filling stations part time. Some give driving lessons or sell automobiles and accessories.

Women students do office work, stenography, stencil cutting, mimeographing, addressing envelopes, billing, mailing and filing. Men students often act as post-office clerks during holiday and other rush periods. Opportunities in other clerkships at part time are frequent.

Among other suggestions, based on what students already are doing, are: telephone operating, mealtime cashing in cafeterias, timekeeping, bank running, selling of all kinds—especially in summer, handling student agencies, soda-jerkings, cigar-commercial art, painting lamp shades, china, greeting cards and the like, posing for artists, running gift shops, preaching, tutoring, night school teaching, giving music or bridge lessons, newspaper writing, serving as special policemen or night watchmen, bill collecting, distributing circulars, playing musical instruments, waiting on table, general housework, window washing, furnace tending, caring for children and many more.

Your correspondent is not taking orders for this publication, but it can be had from the Government Printing Office here for a quarter.



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THE FIRST AUTHORIZED STORY OF THE LIFE OF THE COMMANDER OF THE ZEPPELINS

CHAPTER XIV
It is now interesting to turn from Eckener, the business man arranging for the financing of far-flung Zeppelin lines, and Dr. Eckener, the scholar-pilot of the first dirigible to circumnavigate the globe, to Hugo Eckener, the boy of some forty of fortynine years ago. For by referring back to the boy, we may better understand the genius of the man—the air pilot who learned to ride the storms.

On the Bay of Flensburg young Hugo Eckener learned to sail. He observed the winds and clouds. As he sailed more and grew older, these winds and clouds began to tell him things. He became the weather authority of the sailing community. And now we come to Dr. Eckener, the pilot, first on the ZR-3, crossing the Atlantic in 1924, and again on the Graf, crossing the Pacific on the world cruise.

When Dr. Eckener was preparing to leave Friedrichshafen with the ZR-3 he was asked what route he intended to take.
"I will decide that when we get ready to start," he replied. "No two crossings will follow the same course. We will select the one that promises the best weather. We may swing as far north as Newfoundland. We may sail as far south as the Azores. Or we may start on one route and change to the other before we get there."

His words were prophetic. Half way out, 12 hours' sail beyond the Azores, he found from ship and land reports radioed to him that a great storm was swinging up from the Gulf of Mexico.

Storms are not arbitrary things arising from nowhere, bound nowhere. They follow certain natural causes. The air is warmed or cooled by contact with the earth. Cool air is heavy and pushes the lighter, warmer air aside. Because the earth's surface is of various temperatures at various points, the air is kept constantly in motion. The rotation of the earth tends to set the air currents turning in great concentric circles. High pressure areas, or "highs," mean generally fair weather, low pressure areas, or "lows," bring storms. The storm areas, sometimes 500 miles across, move around the world, from west to east, lagging behind the world's rotation, and in the northern hemisphere, in a counter clockwise direction.

This storm reported to the ZR-3 as moving northeasterly across the Atlantic was due ahead. If the ship continued on its course, it would presently encounter the south side of it head on.

Dr. Eckener studied his charts, then made his decision.
"Change the course 90 degrees," he said. "We'll head for Newfoundland."

To New York from Central Europe by way of the Azores and Newfoundland would strike the layman as curious navigation. But Eckener learned the winds as a boy. And when this one struck the new American ship, he met it on the north, not the south side of it.

Since the great circle of the storm was turning in the opposite direction to the hands of the clock, the top of the storm was moving with him, not against him.

Checking his motors and giving them a chance to rest, he drove down the Newfoundland and New England coast at 100 miles an hour. He had ridden the storm—put it to work for him.

Also on the first return trip of the Graf Zeppelin from Lakehurst to Germany in 1928, Dr. Eckener utilized the storms, although fog took him somewhat off his course. New York had given him a great reception, and inland cities were urging visits by the big ship, but the commander was anxious to be off.

He headed back over the north Atlantic, taking the Linderbergh route or the great circle course. Twenty-four passengers and one stowaway were aboard.

Swinging up the New Foundland, Dr. Eckener was in good spirits. Cape Race, outermost port of Newfoundland, reported clear weather with a brisk west wind. The passengers who had stayed up until near morning to watch the ship pass over New York and Montauk Point had taken naps after breakfast, and risen to find chicken, vegetables, salad, cherry cobbler, with champagne on the lunch table, and a second helping for the asking.

In the afternoon the sky became overcast, white caps appeared, fog set in, the ship hit a series of bumps. It entered into fog 10 degrees warmer. Eckener flew blind through the fog until evening. Their proper route was to pass Cape Race at 100 miles offshore. It was no small surprise to the navigating officers then when Commander M. R. Pierce, American observer, picked up the lights of Trepassy bay.

Now the speed of an airship is always plus or minus the speed of the wind. In this case, the wind had been blowing a terrific gale without any of the passengers dreaming of it, so smoothly had the ship moved along.

To the 60 mile an hour speed of the motors had been added perhaps another 60 by the vicious southwest gale. Instead of missing Newfoundland by 100 miles, as they planned, they were over it a few minutes after Pierce discovered the shore lights, due to the amazing speed of the ship as it rode the storm.

And now the passengers knew they were in a gale. At times the wind was so strong that the ship was motionless. It swung forward fighting its way.

The Graf's motors were very powerful. Storms in time play themselves out. In a few hours they had cleared the Newfoundland coast and by noon the next day the sun had come out and they found themselves in mid-ocean.

Dr. Eckener's presence on the ship is never merely formal. He is the actual commander of operations. No one could drag him from his great chair in the control car when difficulties arise ahead. He takes his rest only when things are quiet. He had had but eight hours sleep out of 112 on the first Graf Zeppelin flight to America; had had even less on the way back.

Again, on the round the world flight, one of the first reports received from Japan as Siberia was crossed, told of a typhoon ahead. It held no terror for Eckener. It was merely his old "low" magnified by the meteorology of the Orient. Like the storm areas of the mid-Atlantic, a typhoon swings in concentric circles. Dr. Eckener and the Graf took out after the typhoon. They caught the tail of it and swung down the coast at 100 miles an hour, landing at Tokyo before they were expected. There the Graf found harbor in a hangar, which, by the irony of fate, had been built by Dr. Eckener in Germany and awarded to the Japanese to be re-erected on the other side of the world.

The accident which dented a power car at Tokio, causing a day's delay in the start across the Pacific to Los Angeles, gave Dr. Eckener the opportunity to seize the tail of another typhoon which was passing up the Japanese coast, and hurried the steps of the speeding Graf. For 40 hours the former amateur sailor drove his airship by blind reckoning, only on three occasions getting sight of the stars to check his calculations. Finally, not a great distance from the California coast, a Japanese steamer was sighted. He hailed it by wireless, asked his position, checked it with the navigators. "Not bad," he smiled. "We are but thirty miles off."
(THE END)

Agricultural extension agents in Oklahoma held 34,309 meetings during 1928. Attendance at these meetings totaled more than 747,000 persons.



DOUBLE ACTION
First—in the dough
Then—in the oven

Same Price
for over 38 years
25 ounces for 25¢

Use less than of
high priced brands

MILLIONS OF POUNDS USED
BY OUR GOVERNMENT

ERRORGRAMS



THAT'S SCRAMBLED
LNOTSAVOII
If it weren't for these we would have less traffic trouble.

There are at least four mistakes in the above picture. They may pertain to grammar, history, etiquette, drawing or whatnot. See if you can find them. Then look at the scrambled word below—and unscramble it. By switching the letters around Grade yourself 20 for each of the mistakes you find, and 20 for the word if you unscramble it. Find corrected list on page 5.

EVENING
HERALD
CLASSIFIED
WILL GET
YOUR GOAT—

—That Is,
If You
Want a
Goat—