The Evening Herald

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Tuesday, October 22, 1929

A Forgotten Hero

THE stupidity that mankind in the mass occasionally exhibits is always depressing. Sometimes, however, it is accompanied by exhibitions of individual magnificence that more than make up for it.

There is an example of this in George Allan England's recent book, "Isles of Romance."

Down on a barren islet in the Dry Tortugas, that isolated group of sand keys a hundred miles from Key West, lie the ruins of Fort Jefferson, built by the U. S. government 75 years ago as the Gibraltar of the Carribean. It was a mighty fortress and prison in its day, although it has long since been abandoned; and England's book contains a remarkable tale connected with it.

After President Lincoln was killed, Booth, the assassin, fled for his life despite the handicap of a broken leg. After traveling some 30 miles he stopped at the house of a country doctor, one Samuel A. Mudd, who, all unsuspecting, set his leg and sent him on his way.

The outburst of stupid fury that followed the assassination caught Dr. Mudd up as a victim, despite his obvious innocence, and the luckless man was convicted of being an accessory to the crime and was sentenced to life imprisonment at Fort Jefferson.

At Fort Jefferson Dr. Mudd was treated with fearful severity. He was kept slaving at mean tasks that ruined his health. His quarters were damp and dark, infested with vermin, his food was almost uneatable, his guards were brutal. His whole existence was one long horror; and, remember, he was innocent. If any man was ever justified in hating, Dr. Mudd was the man.

In the third years of his imprisonment came an epidemic of yellow fever. It swept Fort Jefferson with ghastly thoroughness. The resident surgeon died. Soldiers and prisoners alike fell victims. At one time there was a daily sick list of 500—a good third of the fortress prison's entire population!

It was here that Dr. Mudd showed a devotion, a heroism and a humanity that makes up for the brutal stupidity of the rest of the tale.

The only physician in the place, he offered to do what he could. For long weeks he worked, on an average, 18 hours a day, treating the multitude of sick and doing his feeble best to fight the dreadful epidemic. Among his patients were the very men who had mistreated him. The organization of the place was so disorganized that he could easily have escaped, any day, to Cuba, where he would have been safe from yellow fever and safe from his unjust imprisonemnt; but he stayed, living day and night in the vast sick room.

And this, remember, was in a day when it was thought that yellow fever was spread by an infection in the air, exuding from the bodies of its sufferers!

There isn't much more to the story. Dr. Mudd's work eventually won him a pardon and he returned to his home—broken for life. Today he is forgotten.

But the story is worth recalling. If the stupidity that sent him to prison is depressing, his own magnificent self-denial and bravery more than make up for it.

EDITORIALS

From Over the Nation

FAST ENOUGH

New York World: All previous speed records of the air were passed in England Saturday when Flying Officer Waghorn won the Schneider trophy for his country with an average sustained speed of 328.64 miles an hour. For portions of the course he beat the expected pace of six miles a minute, passing the spectators almost like a shot bullet. Waghorn's teammate, Atcherley, covered the course for 100 kilometers at an average of 331.75 miles an hour.

The dangers of such speed are more apparent than its usefulness in the development of aviation in its present stage of progress. One gallant Italian flying officer had lost his life preparing for the race. Our own Lieut. Williams was once near death in attempting to condition an American entrant machine for the race. During the actual contest Atcherley skirted disaster because he misplaced his goggles; Lieut. Remo Cadringher became blinded by smoke from his exhaust and nearly hit a pier, thus narrowly escaping instant death.

Of the danger to spectators in such races we had a sad illustration on the same day at Coney Island, when a seaplane without fuel and off its course in the fog plunged into the edge of the surf, instantly killing two children and injuring several persons. The pilot of the plane did his best to glide beyond the crowds, but was unable to avoid the final descent. It is appalling to think what might have happened in a landing but a few paces further into the thick of the crowd. Such a possibile landing in the nightmare of pilots.

What peril of the air proved too much for the liner City of San Francisco—found at last wrecked on the side of a mountain in New Mexico—we may never know. The machine was stanch, the driver skilled. It has at last been found that none of its people escaped death. Safety, far more than speed, should be the aim of those in office and out who are engaged in the development of air navigation. Airplanes are fast enough for all practical uses. Their safety still leaves something to be desired.

BELIEVE IT OR NOT, LANDLADIES PREFER MEN.

New York Sun: Men are neater than women; at least this is the opinion of landladies and boarding house mistresses from Riverside to Avenue A.

"Do you want the room for yourself?" they will ask the young man as he bashfully calls to glance over the prospective rooms which have been advertised in the "Furnished Rooms for Rent" columns.

"Why, yes, for myself, yes."

"Well, that's all right," responds the landlady, "I don't mind one or two business men, at all. But women! they're an awful nuisance. They want this and they want that, and they're never satisfied.

"Now I had a young woman in here some time ago, and my heart was broke with her. She used to sleep late and of course I couldn't clean up the room until she was up. Why, I was never so glad in all my life as when that girl left.

"Then another time I had two women living with me. Just after they got settled they wanted kitchen privileges. Wanted to be in the kitchen all the time, fixing and fussing with things to eat. Course I suppose it's natural for women to want to be out in the kitchen.

"But now men never think of such a thing. You wouldn't want to cook, yourself, would you?" the speaker inquires.

"Well, no," the young man immediately decides. "I do smoke cigarettes, though," he adds softly.

"That's perfectly all right. I say it's natural for a man to smoke, but for women it's a different thing. A man knows what to do with ashes and he isn't always scattering them all over everything. Another thing I don't like about girls is they spend too long in the bathroom. Why, they make it next to impossible for any one else in the house to get to work on time. Now men are different. They'll go in the bathroom and be right out again. It don't take 'em an hour to get fixed."

For results use Herald Class Ads

TIMELY QUOTATIONS FROM PEOPLE IN THE PUBLIC EYE

"There is a tendency to be rather broadminded about other people's security." — Aristide Briand.

• • •

"Beauty is the flower of abundant health."—Maria Jeritza.

• • •

"Bobs are not going out of fashion. Far from it. Older women and young business women find them too convenient." —Ruth Francis, beautician.

• • •

"The present scandal of our shamateur athletes is due to venal promoters and a laissez faire association which is more concerned with expansion than the spirit of the sport."—John R. Tunis. (Outlook and Independent.)

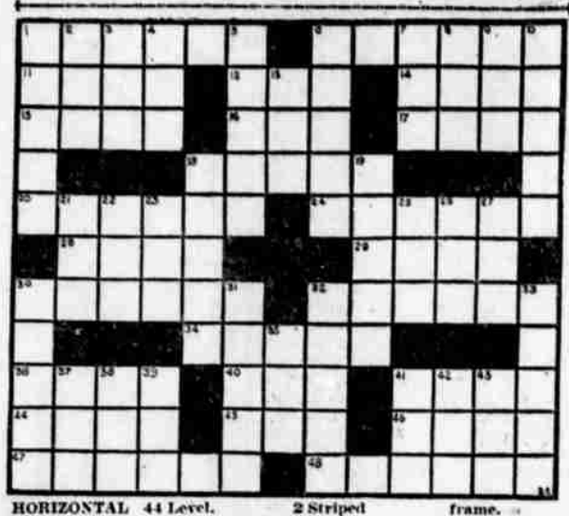
• • •

"Prohibition is all that prevents New York from being one of the most law-abiding communities in the country."—C. Whalen, New York police commissioner.

• • •

"Prohibition is the most powerful friend that the liquor traffic has ever had. Prohibition is the most resourceful enemy that the temperance movement has ever had to face."—Dr. Nicholas Murray Butler.

Questions of Names



HORIZONTAL
1 "Sunflower state."
6 Famous Revolutionary night rider.
11 Hautboy.
12 Beverage.
14 Melody.
15 Proportion.
16 Noah's ship.
17 Careens.
18 Languishes.
20 Required.
24 Helical.
28 Decision.
29 Egg-shaped.
30 River in Palestine.
32 Bureau tray.
34 Boundary.
36 Back of the neck.
40 Container.
41 Bill of fare.
44 Level.
45 Sheep.
46 On the lee.
47 Transmitter.
48 To cloud.

VERTICAL
1 Mohammedan Scriptures.
2 Striped cloth.
3 Form of no.
4 To observe.
5 Decorous.
6 Garden tools.
7 Tanning pot.
8 Silkworm.
9 To tear.
10 Artist's frame.
13 Sea eagle.
18 Flower leaf.
19 Game.
21 Self.
22 To sin.
23 Achieved.
25 Bugle plant.
26 Uncooked.
27 Beer.
30 Who is our best golf player?
31 More finical.
32 Supped.
33 Where was Joan of Arc burned?
35 Craw.
37 Farewell!
38 Pig sty.
39 Conclusion.
41 To damage.
42 Deer.
43 Born.

YESTERDAY'S ANSWERS

C	O	A	L		A	L	L		D	A	R	E
U	R	G	E		L	E	E		O	R	A	L
R	E	E	D		A	M	A		S	E	T	T	A
A				B	R	U	N	T				P
T	I	M	E	R		R	E	R	E	D	O	S
O	C	U	L	A	R		D	I	V	I	N	E
R	E	T	A	K	E	S		T	A	M	E	S
			S	E	C	U	R	E	S			
W	H	E	T		I	R	E		I	D	L	E
A	E	R	I		T	E	A		V	I	E	W
G	R	I	N		E	R	R		E	D	G	E

WATER COMPANY SECURES WELLS

J. C. Edsall yesterday sold two wells to the Bly Water company together with sufficient ground for a pumping plant and rights of way for two additional mains.

Sale of the wells to the newly formed company was consummated yesterday, according to Morris Johnson, local real estate dealer, who handled the transaction.

The deeds from Mr. Edsall to the Bly Water company were delivered to R. C. Groesbeck, vice president of the company. Mr. Edsall is also a member of the new company.

It is believed that the Bly Water company has sufficient water and will be able to accommodate the residents of Bly for a number of years.

The earth's core is a sea of dense liquid glass on which oceans and continents float and slide, according to Dr. Reginald A. Daly of Harvard University.

FOR RESULTS USE THE HERALD WANT ADS

ERRORGRAMS

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 8.

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

Senator Sheppard's Plan to Send the Customer to Jail Along With the Bootlegger May Provoke the Biggest Wet-Dry Fight Congress Has Seen in Years—Issue in Doubt.

By RODNEY DUTCHER
NEA Service Writer

WASHINGTON, Oct. 22—Unless the dry organizations develop cold feet, which they seldom do, Senator Sheppard's bill to brand the buyers of liquor as equally guilty with the sellers probably will turn out to be the issue in the most important prohibition fight for several years.

If the bill is made a law there will be virtually nothing left for the drys to ask for in the way of legislation excepting measures so extreme that no one has previously considered them advisable to press. The drys experimented with heavier penalties when they put over the Jones law, but hardly anyone argues that the "five and ten" act has had any particular effect on the enforcement situation.

There is some chance that the Sheppard bill will be allowed to die a quiet death. It does not appear to represent the considered program of the dry organizations, though it has the approval of Bishop Cannon, who is the strongest individual figure among them. Some of the most important dry leaders are going cautiously, explaining that they desire first to determine the possible legal obstacles to a law covering liquor buyers, which may indicate that they desire first to observe the general reaction toward the measure.

In this connection it is interesting to note that some of the strongest drys in Congress are opposed to the bill. Although a few of those who have already declared against it may change their minds under Anti-Saloon League pressure, a vote in either house is likely to roll up the largest "wet" minority vote since the passage of the Volstead act.

The effect of such a law is the most important point for everyone concerned to think about and there you have views diametrically opposed.

Some drys believe that millions of Americans would stop patronising bootleggers, unwilling to join a class at last recognized as criminal by the statutes.

Others fear that it would have no such effect and that, on the contrary, it would tend to stiffen resistance to the prohibition laws by automatically creating the largest class of lawbreakers with which any government ever had to deal.

Legal experts of the Prohibition Bureau say that while such a law might result in more convictions, its principal effect upon the community would be as a method of moral suasion. Some of them are convinced that it would result in a large reduction of the amount of liquor consumed and that it would tend importantly to make abstinence "respectable."

Both the drys and the prohibition enforcers are emphatic in the contention that the purchaser is morally as guilty as the vendor. "The difference," says Pussyfoot Johnson, "is the difference between the inmate and the frequenter of a disorderly house."

But in the past the drys haven't felt that a law covering purchasers was worth fighting for. Wayne B. Wheeler and his companions decided to let it ride when they framed the Volstead Act and passed it. The act provides that no one shall buy liquor without obtaining a permit, and of course the permits are unobtainable. The act doesn't make the provision stick by applying any penalty.

Concentrate on Bootleggers

It does provide against transportation and possession with penalties, and the buyers could be adequately prosecuted for illegal possession or transportation. They would rather convict one bootlegger than a dozen customers, although they believe examples should be made of some of the wealthy and more prominent scofflaws.

They are now giving serious consideration to the Sheppard bill and promising among other things that if passed it will provide an immunity bath for government witnesses, including prohibition agents.

But none of them seem wildly excited about it. They are pinning their faith much more on changes in enforcement personnel and on their belief that President Hoover will force more honest and efficient administration of the law.

Many boys are taking up the study of housekeeping sciences, says a statistical bulletin. Somebody has to open the cans.

A bride and groom at Huntington, Ind., weighed 549 and 565 pounds, respectively.

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Hillah Temple — October 26.
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Swiftly
Comfortably

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To Portland and North

	Leave Klamath Falls	Leave Chiloquin	Arrive Portland	Arrive Seattle
"Cascade"	7:10 a.m.		4:15 p.m.	9:45 p.m.
"Klamath"	9:25 a.m.	10:11 a.m.	8:20 p.m.	
"West Coast"	10:02 p.m.	10:47 p.m.	8:00 a.m.	2:45 p.m.

To San Francisco — Los Angeles

	Leave Chiloquin	Leave Klamath Falls	Arrive San Francisco	Arrive Los Angeles
"West Coast"	3:27 a.m.	4:30 a.m.	8:50 p.m.	8:30 a.m.
"Cascade"		7:40 a.m.	8:15 p.m.	9:45 a.m.
"Klamath"	6:39 p.m.	7:35 p.m.	9:50 a.m.	11:35 p.m.

Roundtrips Are Low

Klamath Falls to:

Portland	$18.50
Seattle	29.00
Victoria	34.00
Vancouver	38.50
San Francisco	21.25
Los Angeles	39.75

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You can go direct to Chicago without change of trains over Southern Pacific's new line via Alturas and Ogden. The fare to Ogden this new way is only $30.56.

Southern Pacific

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Alliance Ins. Co., Philadelphia
American Ins. Co., Newark, N. J.
American Alliance Ins. Co., New York
American Central Ins. Co., St. Louis
American Eagle Fire Ins. Co., New York
American Equitable Assur. Co., New York
American Fire Ins. Co., Washington, D. C.
American Nat'l Fire Ins. Co., Columbus, O.
American Reserve Ins. Co., Hartford
American Union Ins. Co., New York
American & Foreign Ins. Co., New York
Anchor Ins. Co., Providence, R. I.
Atlas Assurance Co., Ltd., London
Automobile Ins. Co., Hartford
Baltimore-American Ins. Co., New York
Bankers & Shippers Ins. Co., New York
Birmingham Fire Ins. Co., Birmingham, Ala.
Birmingham Fire Ins. Co. of Pa., Pittsburgh
Boston Ins. Co., Boston
British America Assur. Co., Toronto, Can.
Buffalo Ins. Co., Buffalo
Caledonian Ins. Co., Scotland
Caledonian-American Ins. Co., Hartford
California Ins. Co., San Francisco
Camden Fire Ins. Ass'n, Camden, N. J.
Carolina Ins. Co., Wilmington, N. C.
Central Fire Ins. Co. of Baltimore
Central States Fire Ins. Co., Wichita, Kan.
Century Ins. Co., Ltd., Edinburgh
Chicago F. & M. Ins. Co., Chicago
Citizens Ins. Co., St. Louis
City of New York Ins. Co., New York
City Ins. Co. of Pennsylvania, Sunbury, Pa.
Columbia Ins. Co., Jersey City
Columbia Fire Ins. Co., Dayton, Ohio
Columbian Nat'l Ins. Co., Lansing, Mich.
Commerce Ins. Co., Glens Falls, N. Y.
Commercial Union Assurance Co., Ltd., London
Commercial Union Fire Ins. Co., New York
Commonwealth Ins. Co., New York
Concordia Fire Ins. Co., Milwaukee
Connecticut Fire Ins. Co., Hartford
Continental Ins. Co., New York
Corcoran Fire Ins. Co., Washington, D. C.
Cosmopolitan Fire Ins. Co., New York
County Fire Ins. Co. of Philadelphia
Detroit F. & M. Ins. Co., Detroit
Detroit Nat'l Fire Ins. Co., Detroit
Dixie Fire Ins. Co., Greensboro, N. C.
Dubuque F. & M. Ins. Co., Dubuque, Iowa
Eagle Fire Ins. Co. of N. Y., New York
Eagle, Star & British Dominion Ins. Co., Ltd., London
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Empire State Ins. Co., Watertown, New York
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Eureka-Security F. & M. Ins. Co., Cincinnati
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Firemen's Ins. Co., Washington, D. C.
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Franklin Fire Ins. Co., Philadelphia
Franklin Nat'l Ins. Co. of New York
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Guardian Fire Assur. Corp., New York
Halifax Fire Ins. Co., Halifax, N.S.
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Hampton Roads F. & M. Ins. Co., Norfolk, Virginia
Hanover Fire Ins. Co., New York
Harmonia Fire Ins. Co., Buffalo
Hartford Fire Ins. Co., Hartford
Henry Clay Fire Ins. Co., Lexington, Ky.
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Homestead Fire Ins. Co., Baltimore
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Imperial Assurance Co., New York
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Insurance Co. of North America, Philadelphia
Insurance Co. of State of Pa., Philadelphia
International Ins. Co., New York
Iroquois Fire Ins. Co., Peoria, Ill.
Jefferson Fire Ins. Co., Newark, N. J.
Knickerbocker Ins. Co. of New York, N.Y.
Law, Union & Rock Assur. Co., Ltd., London
Lincoln Fire Ins. Co., New York
Lion Fire Ins. Co., New York
Liverpool & London & Globe Ins. Co., Ltd., Liverpool
London Assurance Corp., London
London & Lancashire Ins. Co., Ltd., London
London & Provincial Marine & General Ins. Co., Ltd., London
London & Scottish Assurance Corp., Ltd., London
Long Island Fire Ins. Co., New York
Manhattan F. & M. Ins. Co., New York
Maryland Ins. Co., Wilmington, Del.
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Merchants Ins. Co., Providence, R. I.
Merchants Fire Assur. Corp., New York
Mercury Ins. Co., St. Paul
Michigan F. & M. Ins. Co., Detroit
Milwaukee Mechanics Ins. Co., Milwaukee
Minneapolis F. & M. Ins. Co., Minneapolis
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Nat'l Capital Ins. Co., Washington, D.C.
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Nat'l Guarantee Fire Ins. Co., Newark
Nat'l Liberty Ins. Co., New York
Nat'l Reserve Ins. Co., Dubuque, Iowa
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North Star Ins. Co., New York
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Pennsylvania Fire Ins. Co., Philadelphia
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