

The Evening Herald

O. G. Crawford Editor

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Friday, May 16, 1930

A Billion For Our Navy

LAST winter we sent a delegation to London to see if something could not be done about reducing the size of our navy. Now the chairman of the house naval committee, Congressman Britten of Illinois, is drafting a bill calling for the United States to spend one billion dollars on new warships in the next 10 years. It is just possible that there may be a cynic here and there to say that reducing a navy costs about as much as building one.

Congressman Britten's bill calls for 75,000 tons of cruisers, 150,000 tons of destroyers, 52,000 tons of submarines and 69,000 tons of aircraft carriers. Far from being reduced, our navy is about to be expanded in a wholesale way. The direct result of the London conference is a marked increase in our fighting strength at sea.

This is rather disappointing, since we were led to believe, when the conference opened, that the day of big expenditures for the navy were over. But the whole thing couldn't have ended any other way.

Our navy is considerably below the British navy in cruiser strength. We sent a delegation to London with two objectives—naval reduction and parity. To get parity, it was necessary either for the British to throw away a lot of warships or for us to build a lot of new ones. British responsibilities in European waters made any serious reduction of British strength impossible. Consequently we could get parity only by doing a good deal of building.

It was a mistake ever to speak of the London conference as a naval reduction conference. The pending naval construction bill makes that obvious. But that is not at all the same thing as saying that the conference did not advance the cause of peace.

Look at it this way: this country seems to have its heart set on a navy fully equal to that of Great Britain. Suppose, then, that the conference had not been held; would not a billion-dollar building program excite the worst kind of suspicion overseas? Would not that hateful talk of an "unthinkable" war be revived, full strength? Would we not, as a result, be involved in a naval building race precisely like the Anglo-German race that led up to 1914?

As it is, we can lay down a billion dollars worth of keels without causing a ripple overseas. Nobody is alarmed or excited, at home or abroad. The element of rivalry has been removed.

That is a real gain. To be sure, it isn't what we had hoped for; but it is worth having. We can build up to the English fleet without causing a bit of trouble.

Of course, someone may ask if we really need parity—at a billion dollars a throw. But that is another story.

Where Wives Have To Obey

TO realize how thoroughly American women have won their freedom from the binding customs and laws of the past you have only to read what happened in Paris recently.

Nelson Morris, Chicago packing magnate, was married to one Jane Aubert. He had a divorce action pending against her; while it was pending, she got an engagement as a dancer on the stage of the Palace Theater. Morris promptly filed suit against the theater.

The other day the court handed down a decision in his favor. The theater was ordered to pay him 50,000 francs damages, on the ground that it could not legally employ his wife when he had forbidden her to appear on the stage.

In France, evidently, the wife is legally bound to obey her husband. While in America—

EDITORIALS FROM OVER THE NATION

FAMOUS ECCENTRICS

Henry Morton Robinson in Vanity Fair: The true eccentrics point out what the rest of us have too evidently forgotten—the delightful erratic possibilities of human life. They get far away from the good, the true and the beautiful, substituting for this our trinity the rarer qualities of the rare, the cuckoo and the courageous.

Instead of acting like a bunch of six-day bicycle riders wearily grinding out the day's lap, the eccentric pedals to the edge of the cosmic bowl and capers magnificently on one wheel while the race of men drones by.

By magnificent capering I mean the kind of thing that has been done, all too rarely, by such rappers as Baron Hildebrand-Hickey, Gerald de Nerval, Gabriel D'Annunzio, Timothy Dexter, Harry Lehr—and, of course, the two incredible, "Dizzy" and Oscar Wilde.

Each of these men had a charming act of his own, something that he could pull out and show the world on a dull day. D'Annunzio, for instance, always carries 100 umbrellas with him whenever he goes to London.

"There is so much moisture there," he is fond of explaining. At a certain stage of his career, Benjamin Disraeli refused to drink out of anything but an opal cup filled from a crock of gold.

Gerard de Nerval stopped Paris traffic regularly by leading a deep sea turtle down the boulevards. When his friends remonstrated de Nerval flamed into a rage. "Why not lead turtles?" he argued. "They do not bark or tug at the leash; furthermore, they know the secrets of the deep." Bernard Shaw's little trick of carrying on all his correspondence with post cards puts him comfortably within the eccentric pale.

Harry Lehr, one of our most successful American entries, reached a high level of distinction by handcuffing himself to Mrs. O. H. P. Belmont and then swallowing the key. Villiers de L'Isle Adam was never at ease unless he could have a decayed quince about his person. But I feel that I had better stop here.

IMPARTIAL ENFORCEMENT
Detroit News: One reason why law is respected in England is to

EIGHTEEN YEARS AGO IN KLAMATH

Rev. Dr. Rockliffe, head of the Jesuit church in the entire Western territory, and the secretary of the institution, the Rev. H. D. Whittle, who have been here for the past few days left this morning for Portland. They have been the guests of the Rev. Father McMillan.

Speaking to a Herald reporter, Father Rockliffe said that he was highly pleased with the development of the church of Klamath Falls, and he had not the slightest doubt that with the growth of the city, the church would correspondingly develop.

With regard to a Sister's hospital and school, he said they were most desirable, and he hoped before long that these much needed acquisitions would be accomplished.

The Military Band concert, strawberry festival and dance last evening was a decided financial success both socially and financially. The band boys made about \$150, which will be sufficient to pay for the new uniforms. The attendance was large and following the concert, strawberries and cake were enjoyed at the Old Colonial Grill, and a large number remained for the very best ever made.

Today's Variety Bazaar

1	2	3	4	5	6	7	8	9	10
11			12	13			14		
15			16				17		
18			19				20		
		21					22		
23	24						25		
26							27		28
29			30				31	32	
33			34				35		
36			37				38		
39							40		

HORIZONTAL
1 Carrier of luggage.
6 Hair.
11 Cola.
12 Citric fruit.
14 To improve.
15 Pale.
16 To elude.
17 Tatter.
18 Deer.
19 Climbing plant.
20 Safety wire in an electric circuit.
21 Masculine.
22 Contended.
23 Heat.
24 Portions.
25 European elk.
27 Crown of the head.
29 Unemployed.

VERTICAL
30 Certain.
31 A beat.
33 Nothing.
34 Candle.
35 Flower pot.
36 Frozen water.
37 Empty.
38 Meadow.

YESTERDAY'S ANSWER
MAGI DAM ETNA
ORAL ABA RAIL
CASK RAN GILL
H INTER A
ASPEN E EPOCH
POKER OPERA
PAPER R ENATE
L TRILL X
ALAS IVA SEMI
CAGE MAN EVIL
ETON ELK CEDE

be found in a news item from the Manchester Guardian, reprinted yesterday in the newspaper clippings column of this page.

The duke of Rutland, owner of 15,000 acres, including valuable coal deposits in Derbyshire, was arrested in Piccadilly, London, for unnecessary use of his motor horn. The duke appeared in court to answer the charge, and complained that the constable had treated him discourteously.

"Are you challenging the fact?" asked the magistrate.

"No," replied the duke.

"Fined 10 shillings," said the magistrate.

"Very good," said the duke.

Picture a senator, a representative, or even a councilman, stopped by an American policeman for disturbing the peace with his motor horn, or fast driving, or running through a red light.

Would he be brought before a magistrate? Oh, he would, would he? In England the law is no respecter of persons a duke in court is no better than a navvy; the magistrate who slaps a fine on an earl is not regarded as a publicity hunter; and it is on record that the king himself has been told where to get off by a bobby, who was thereafter commended by his majesty for having done his duty.

When the law is thus administered in America, the law will be more thoroughly respected.

QUICK TO LEARN
TOWNSMAN: Is that a bull?
FARMER: No, a cow—two years old.

TOWNSMAN: How do you know that?
FARMER: By the horns.

TOWNSMAN—Ah, it has two horns—quite right—Lustige Kolner Zeitung, Cologne.

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

Aviation in U. S. Has Barely Started to Grow, Chamber of Commerce Expert Asserts—Day of Glamour Has Passed and Problems Must Be Met on Business Basis.

EDITOR'S NOTE: This is one of the most interesting and significant things heard at the annual U. S. Chamber of Commerce meeting in Washington. These are especially timely because of the current interest in the business situation.

BY ROSEBUD DUTCHER
NEA Service Writer
WASHINGTON, May 16—Aviation is no longer a romance, but a business.

"It's getting out of clouds and fog—economic, financial, technical and emotional, if not yet free from physical," says W. Irving Bullard, chairman of the committee on aeronautics of the Chamber of Commerce of the United States. Bullard, who is treasurer of a manufacturing company in Danvers, Conn., explained the present status of the aviation industry to a group of business men during the chamber's annual meeting here.

Recovering from Depression
"Adventure and glamour is about over," he declared. "Adventure or risk is virtually gone. We rightly think of Lindbergh now as a super-expert adviser. The technical questions are now, as with locomotive and automobile, largely matters of refinement. If non-sensationally measured we're well assured of safety. No one, however lacking in air-mindedness, can deny space and the shortest distance between two points to the air. And the air industry, like most others, is recovering rapidly from those air pocket shots of last fall in Wall Street."

Bullard did not suggest that the public had decided there was too much glamour in aviation; apparently he was speaking from the viewpoint of the men in the industry.

"The industry has been getting shaken down, like the other new industry of radio, into right adjustment with economic law," he continued.

"It has had three marvelous years of technical expansion, with much more sure to come. But also some indisputable over-optimism and inevitable errors. The American public, if slow to fly, wasn't slow to take a flyer. It has supplied, and will supply, ample capital. The sole question is just how it will be used.

"Here is where human judgment must enter for the best planning and performance to provide the best planes, the best pilots, the best ports, the best routes, for the surest all-round profitable service. Otherwise the great gift of air-line speed will lose in value. More deficits might cripple the industry."

"We have made notable progress, but not enough. Some optimists expected 12,000 planes to be built in 1929. We made 6934, worth \$45,000,000.

"Present manufacturing capacity is 25,000 planes per year. Such totals loom large when we think back to Lindbergh and the Wrights; yet they are still small for 125,000,000 people."

"Last year 150,000 passengers were carried, 7,700,000 pounds of mail and 2,000,000 pounds of express. It is a striking showing when matched against zero so few years ago. Yet the industry is still embryonic."

Passenger fares present a vital question, according to Bullard. What can the air traffic bear? Already, he said, results had appeared in the "notable and daring experiment at the start of the year in cutting fares as low as or below cross-country rail charges."

"A tremendous stimulation of travel naturally followed, with gains of 30 to 60 per cent in a month. The question arises, could not fares now be raised a trifle, now that so much successful missionary work has been done? For at say five cents a mile and say 14 passengers in multi-motored planes, the net return of 70 cents is still materially under the plane cost of 90 cents to \$1.15 a mile."

Try to Cut Overhead
On the other hand, according to Bullard, further cost-cutting offered possibilities. Overhead is primarily the idleness of the plane on the ground.

"With more and bigger planes and more flight per plane, and plane cost written off after 1000 hours, the revenue return should tend substantially upward. Here is the great field for future financial fact-finding."

Portland Youth's Drawing of Poppy Poster Wins Prize

SALEM, Ore., May 16, (AP)—John Blew, student in Grant high school, Portland, is winner of the American Legion Auxiliary poppy poster contest for Oregon. C. A. Howard, state superintendent of schools, announced today.

Second place was taken by Zella Halsey of Corvallis high school and third by Dale Raddick of Medford high school.

Juniors Win Prizes
In the junior high school division first place was taken by Claire Beeler of Hillsboro, second by Rose Houser of St. Helens and third by Ethel Sperling of Albina Homestead school, Portland.

In the intermediate grades first went to Emma Coe of Imbler, second to Clyde Martin of Newport and third to Lawrence Kellogg of Medford.

Students winning first places were awarded prizes of \$5 in cash. The contest was open to students from the fourth to the 12th grades inclusive. The judges were Monroe Gilbert, Myrtle G. Gilbert and state superintendent Howard, all of Salem.

Thoughts We've Been Thinking

(Continued from Page One)

been in Southern Oregon, in Klamath and Medford.

AND now we have a very practical example of how this cut-off has failed to injure Medford. The Barnes circus is coming to Oregon. This circus is now owned by Ringling, and there is no business in the country that is better informed regarding the exact business conditions and possibilities, in this country, than the aforesaid Ringling.

Follow the trail of the circus and you will follow the trail of the greatest material prosperity in the United States. Ringling has a corps of experts who do nothing but study the latest population statistics,—facts and figures regarding economic development, etc., etc.—and when they decide to show in a place one can be absolutely certain that decision rests upon a sentimental consideration or desire to please, but absolutely upon facts,—definite knowledge that that place offers a better chance of making money than any other in the given district.

WHAT does Brother Ringling do regarding Oregon? He bills Klamath for May 17. Does he then shoot through over the Natron cut-off toward Eugene? No. He figures what this would save him in transfer and transportation costs,—undoubtedly a tidy sum,—then he looks up Medford and the Rogue River valley, and promptly routes his caravan back over the same ground, figuring,—and figuring correctly,—that the extra profits by so doing will more than repay him for the increased expenses.

COULD anyone ask for more convincing proof, that regardless of railroad costs or mileage, money goes where the business is. What Ringling has done, other Big Business has done and will continue to do.

The Natron cut-off did not benefit Klamath Falls at the expense of Medford, but by developing a new section of Southern Oregon, benefited this and every community in it.

Timely Quotations From People in the Public Eye

"Half a loaf may be better than no bread, but half a mind is dangerous economy."—Lord Wakefield.
"We should give our soldiers the dress blues again."—Congresswoman Edith N. Rogers.
"Christian ethics are seldom found save in the philosophy of some unbeliever."—Heywood Brown, author.
"No law which has to do with human thought or speech or conduct can by any possibility be enforced."—Nicholas Murray Butler.

George Stevenson Wins Acme Award

Ed Knight, sales manager for the popular Hudson contest which has been the nucleus for much attention the past two weeks, has finished. The object of the contest was to see how far a Hudson model 5 could be driven on one quart of gasoline. The answer was 6 8-10 miles. Out of the 150 contestants in this interesting skill contest, the winner was George Stevenson, a well known Tule lake rancher.

For results, see Herald Class Ads

Your money's worth in used tires at Andy's Super Service

16-21

DIRT CHEAP

We have about 500 loads of good black soil. All it will cost you is the hauling.

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Residence Phone 1694

MILLIONS OF POUNDS USED BY THE GOVERNMENT

Same Price for 25 cents

KC Baking Powder

for over 38 years

PURE AND EFFICIENT

HAPPY DAYS ARE HERE AGAIN WITH THEM THE DESIRE FOR

KERR'S

STRAWBERRY PRESERVES

with the True Oregon Flavor of the Fresh Berry

Do Not Accept Substitutes



Shoes of the Hour

The well dressed woman adapts her footwear to the clock. For the 10 a. m. stroll, and town shopping, a Cuban heel, strap pump is correct. For the 2 p. m. sport event, a low heeled, two-toned oxford . . . and from 5 p. m. on, the classic opera pump.

\$5.00 to \$7.85

One of dozens of smart walking shoes in shiny patent or kid-skin, with contrasting trim and dainty buckle. Perfectly made, and obtainable in several color combinations.

The moccasin effect sport shoe for active or spectator wear. Plain white, tan combined with green or reptile trim and also plain elk. We have other equally attractive sport models, in all sizes.

For all occasions we present the opera pump in black or beige-cream—for afternoon wear and to complement your most formal gown. Showing many new Fashion accents in dainty trims.

Buster Brown Shoe Store

"Shoes for the Entire Family"

I HEAR YOU'RE TAKING THIS TWO-YEAR-OLD DOWN TO LEXINGTON TO RUN THE KENTUCKY DERBY.

YES—HE'S FAST, AND I'VE DECIDED TO ENTER HIM—IT WILL BE HIS FIRST TWO-MILE RACE.

THIS IS SCRAMBLED

ENDACHRIN

No help to anyone.

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. Turn to the back page and we'll explain the mistakes and tell you the word. Then you can see how near a hundred you eat.