

The Evening Herald

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Published every afternoon except Sunday by The Herald Publishing Company at 102-122 South Fifth street, Klamath Falls, Oregon.

Entered as second class matter at the postoffice of Klamath Falls, Oregon, on August 30, 1908, under act of Congress, March 3, 1879.

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Friday, June 6, 1930

Fences Might Help

PRESENT regulations of traffic apparently have little terror for the average motorist. Stop signs and other warnings are passed by unheeded by many who think they haven't the time to observe them. This carelessness leads to needless accidents, usually a careful motorist suffering injury because of the negligence of another to observe the rules. Only yesterday two accidents occurred within half an hour on the same corner on one of the busy residence streets. Whether all parties concerned were to blame was not reported, but it was plainly evident that someone failed to observe traffic regulations. If the motorist persists in violating such regulations as are placed on the residence streets some new restriction will have to be made to protect the innocent. It has been suggested, somewhat jokingly, that a good strong fence or gate across the intersection where a traffic signal is located might check some of the carelessness. Of course, such an extreme measure is out of the question but it expresses some of the feeling agitated by the recurrence of needless accidents. It is seldom that serious injury results to individuals, although it is not pleasant to get a hard bump or cuts or scratches. It is not altogether pleasant, either, to have your car marred and towed to the garage for repairs. A little less speed at certain corners will save a lot of trouble and ill feelings.

A Strawberry State

OREGON'S timber supply is the greatest in the nation; her fisheries have long been the source of great wealth; her mountains, rivers, lakes and beaches have inspired the poet to lofty heights; she has excelled in many lines, in fact, and now comes the statement that Oregon produces more strawberries than any other state in the union. This may not be as important as the lumber and some of the heavier agricultural products, but the production of 13,230,000 quarts of the luscious fruit this year means employment for an army of pickers and packers and profits for hundreds of growers. Commenting on this particular crop, the state market agent says: "It may not be generally known that Oregon is recognized by the United States crop reporting service as the heaviest in strawberry production of any of the late-producing states. Oregon had 10,000 acres of strawberries last year, reduced to 9,450 acres this year. The production in 1929 was 14,700,000 quarts and the estimate this year is 13,230,000 quarts, or an average each year of about 1,400 quarts to the acre. Washington comes next in yield, with 12,325,000 quarts this year and Michigan third with 11,191,000 quarts. The heaviest yield per acre is reported from New York and Pennsylvania, each 2,200 quarts. In Oregon and Washington the crop this year has been diminished by weather too cold for best berry results."

Farmers near Fort Saulsbury, Del., asked the commandant there to stop gun firing to protect their turkey eggs from cracking. As if the soldiers didn't have shells of their own to worry about.

There are 55 red-haired waitresses in New York's newest restaurant. And you'll agree that's quite a shock.

Now that the "first sewing machine" has been sent to a Paris museum, you may expect Mussolini to express alarm over the fact that France has taken a stitch in time.

EDITORIALS FROM OVER THE NATION

YANKES STILL SAYING PARIS

Chicago Tribune: Says a baron, "In fact, L'Americaine is wearing her clothes these days with as much dash and distinction and chic as any woman in the world." In view of the fact that American women annually pay enough to retire a good sized national debt to the couturiers, style experts, dressmakers, salons of Paris, clothes entrepreneurs and fashion promoters, and other professional colleagues of the baron, the remark is appropriately gracious. Pershing with his million doughboys was misquoted, and besides, he was a piker; he saved Paris only once. But L'Americaine, 50,000,000 strong, saves Paris every year. At the head of regiments of Yankee dough she comes in time to confirm the latest turnover. It is she who says, "Lafayette, we are here."

is still concerned. Where ankles were, knees have come to be. And knees, no doubt, accompanied by the wish for peace that the middle years bring to mankind, are behind the present clothes reaction. Gracefully older and heavier—or at least appearing so—our women emerge from the salon wearing longer skirts and molded forms. Youth, it seems, has had its fling, and the sober beauties of middle age command the field. It was high time.

WHAT MAKES AN ACTOR? George Jean Nathan in Vanity Fair: I often wonder about this thing called the art of acting. During the present season alone I, together with every other critic of the theater, have seen a dance band leader named Rosenthal who had never been on the stage before give a performance that became the talk of the town, a "Follies" dancer named Luce steal a play from the long-experienced Elsie Ferguson, an ex-policeman named McNamara go on and play the role of a policeman as such a role had never been played by actors of twenty times his stage training, an obscure understudy named

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

Most of the Gold Star Mothers Who Aren't Taking the Trip to Europe Are Staying Home Simply Because They Are Poor or in Ill Health—None Has Objected to the General Idea

By RODNEY DUTCHER
NEA Service Writer

WASHINGTON, June 6.—Thirteen thousand mothers and widows of American war victims buried in France were entitled to make the pilgrimage to the graves of their loved ones at the government's expense.

About 4000 said they couldn't go. They will have four years in which to change their minds and withdraw their refusals. But most of them will never cross the ocean. Poor health is the most common reason which keeps the gold star mothers and widows at home. Other reasons equally pathetic, and some rather humorous, have been given.

Among thousands of letters received, not one objected to the project voted by Congress. They all wanted to go. Only hard luck and combinations of circumstances held back the 4000.

Some Don't Even Know
"I can't leave my stock and chickens and milk cow," wrote a soldier's widow in Laredo, O. "Can't get no one to take care of them. I want to go but can't. That's all. I truly thank you from my whole heart."

Some gold star mothers, unable to read English, may never know that they had the opportunity. But a Spanish woman in Peralta, N. M., finally got the postmaster to translate hers. And the postmaster wrote to the material division of the quarter masters' corps, which supervises the pilgrimage:

"Mrs. — is 70 years old, a weak, sickly woman; has a father 100 years old, who has been in bed two years and cannot live nor die; has a daughter 40 years old, since born sick with epilepsy, and unable to work. For this reason Mrs. — cannot accept the invitation."

Hundreds of women wrote pitiful letters asking for money to aid them in their blackest poverty. There is no provision for compensating anyone who cannot go to Europe, although many mothers and widows point out that their inability to go saves the government much expense.

"I sent you a letter declining the trip to Europe because I have no way to buy my things to go in," wrote a Columbian, Ohio, woman. "I am not refusing because I don't want to go but because all I have is my \$20 compensation, and I have to pay board with that."

Such a letter is given by the American War Mothers with the idea that eligible women should not be held back merely by poverty. But nothing could be done about several demands for kosher food on the trip; it was pointed out that the soldier boys all ate the same food during the war. And the woman who demanded a Christmas Science practitioner on board ship must stay home if she insists on it; the government, at least, can't provide one.

One woman wrote that she objected to Sunday travel. At last reports she hadn't made up her mind whether to go or not.

Another eligible said she would prefer to stay home if she was going to be kept awake by other women snoring in her cabin every night. Still another wanted assurance that she wouldn't be cabined with anyone who smoked or played cards. In such cases they are advised that they will have congenial surroundings.

From away out in Montana came this: "Please let me know in plenty of time to get to our railroad station. We live 100 miles from it. Miles City, Montana, is our railroad point."

Well, They'd Like to Go
Another interesting group includes those not entitled to make the pilgrimage who tried very hard to be included. There were hundreds of them, including some fathers, guardians and uncles of dead veterans.

One woman who married a dead hero's father as late as 1926 insisted on her right to be taken along.
But the classic example seems to be a case where—
A veteran's father died and his mother remarried.
The veteran's mother then died and her husband remarried.
The present wife of the veteran's mother's second husband put in her application.
"NO!" said the War Department.

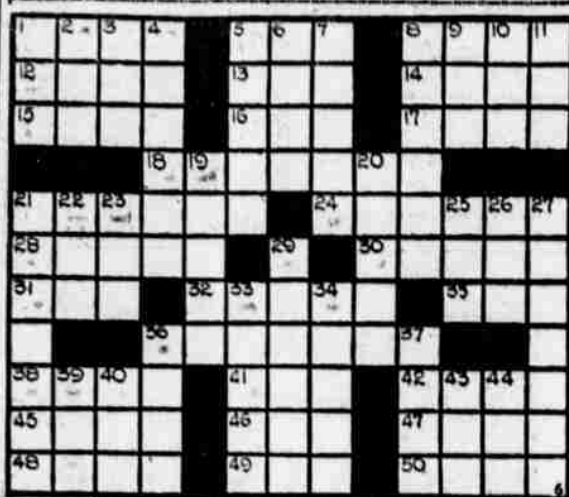
Kirkland give one of the best performances of an ingenue role that the New York theater has seen in my time, and a number of other such possible testimonials to a puzzled doubt.

Timely Quotations From People in the Public Eye

"A man can't have the same feeling toward a woman who is standing on her own feet as he had toward one who was standing on his."—Booth Tarkington.

"Sexual sins are but perversions of human love."—Dr. Max Joseph Exner.

Three-Letter Teasers



HORIZONTAL
1 Sour.
3 Away.
5 Body of water.
12 Donated.
13 To drink.
14 dog fashion.
15 Melody.
16 Verbal.
17 Era.
18 Requirement.
19 Insistence.
21 Shovel.
24 Large hammer.
28 Harbor.
30 Recessed window.
31 Unit.
32 Brinks.
33 Born.
36 Pangs.
38 Story.
41 Neither.

VERTICAL
2 Since.
4 Vehicle.
6 Bugle plant.
7 To deceive.
8 Banners.
9 Wrath.
10 To enclose.
11 Attorney.
19 Constellation.
10 Relative.
11 To devour.
19 To renovate.
20 Near.
21 Yelled.
22 Skillet.
23 Farewell.
25 Noise.
26 Driving command.
27 Component.
29 To overlook.
33 Restaurant train.
34 Heron.
36 Semester.
37 To halt.
39 Reverence.
40 Shelter.
43 Eucharist vessel.
44 Males.

EIGHTEEN YEARS AGO IN KLAMATH

Hurrah for the glorious Fourth of July and the big celebration on the 4th and 5th. There will be two days full of mirth and good times for everybody. The Improved Order of Redmen have all arrangements in charge, and are sparring neither time, effort nor expense in making Independence Day and the day following attractive in every way.

The first large excursion on the Upper Lake this summer will be given by the Women's Relief Corps on Sunday, where a basket picnic will be held. A volunteer band will accompany the excursion, and tickets for the round trip will be \$1. The ladies hope to raise a goodly sum for the benefit of the corps.

Notices were posted yesterday calling for an election on Monday, June 17, the purpose being to select three new directors of the school board for District No. 1. Heretofore there have been only three directors, but the district is now in the first class, and entitled to five directors.

Members of the police corps after a careful investigation of the report that burglars were operating in the city, stated this morning that they had found no evidence of any burglars.

Automobile travel on the streets of Klamath Falls will have to be a little slower than has been the case, according to Chief of Police J. C. Smith. The chief stated that he had not discussed the matter with the mayor yet, but that his orders were to enforce the ordinances of the city, and that he believed that

the safety of the people demanded more care in the running of automobiles through the crowded streets of the city.

The fire department was called out shortly before 11 o'clock this morning by a fire in the Maguire building on Main between Fourth and Fifth streets. The fire was caused by an explosion, but just how it occurred is not known. The explosion is believed to have been in the still which is located in the rear of the building, used for dry cleaning.

Damage will amount to \$300 or \$400 and is mostly in the equipment of the Klamath Dye Works Shop, as most of the goods were removed with very little damage.

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Daily CAPITOL News Letter

Transportation War Hits Railroads Stages Merged Regulate Rates

By JAMES F. ROWE
United Press Staff Correspondent

SALEM, Ore., June 6, (UP)—A transportation rate war, with millions of dollars in revenue at stake, has been waging up and down the Pacific coast for the past several months between railroads, stage lines, steamship companies and others. Even airplane corporations have been affected.

DURING THE period of the war, rates between Pacific Coast cities have hit rock bottom, probably the lowest in many years. Out of this price fracas, many things have emerged affecting the future of the transportation business in Oregon.

Rail Companies Suffer
RAILROAD companies have felt the brunt of the attack. Their complaint is the falling passenger business of the past few years. They began by blaming the bus companies and other things was bound to happen.

THE SOUTHERN PACIFIC has been the heaviest sufferer in Oregon up to the present time, according to transportation officials here, but has now come forth as the avenger.

Stage Lines Merge
THE CLIMAX of the rate battle came last week when a partial armistice in the form of a merger of three of the larger stages was consummated between the Pickwick, Oregon Stages and California Transit under the banner of the Pacific Greyhound system.

IT WAS HELD certain by some officials of the state that the Southern Pacific was behind the scenes when the merger was

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formed. Its name, however, did not appear in connection with the application. The S. P. was known to already own two of the three consolidated bus lines, therefore the merger came as no surprise to the officials here.

Files Show Effects
THAT THE railroad companies have been taking the short end of the horn during the past few years can readily be seen in the files of the Oregon public service commission, where statements of yearly earnings are recorded.

LATEST FIGURES show the railroads have a total operating income of less than \$6,000,000 a year, whereas the bus lines providing service in this state have an operating revenue of approximately \$500,000. But the complete story lies in the figures showing gross outlay in operating revenue. The investment in the stage lines is less than \$7,000,000, while the railroads embrace an investment of approximately \$205,000,000. Thus, the railroads require a far greater gross outlay for investment.

With expenses running far above those of the stage companies, they can battle them only on a losing margin.

Fares Regulated
THE OREGON public service commission intends that there shall be no return to exorbitant rates for transportation. The merger will end the "free" rides but high fares will not result, commissioners said. The schedules and rates of the new lines are now on file with the public service commission. They were made to meet with state regulations, which have a sliding rate

adjusted according to the fixed capital of the company.

UNDER THE watchful eye of state authorities, the beginning of excessively high profits means a thorough investigation.

A PROFIT of little better than 8 per cent is allowed by statute in Oregon. Should earnings above this amount be filed, the disapproving eye of the public service commission and interstate commerce commission would be cast on the infringer, and an explanation demanded.

PLANE TAXIS
BERLIN—A cheap airplane-taxi service is in effect in Germany. Single-engined machines are used and the charge is about 25 cents a mile, regardless of the number of passengers carried. These air-taxis will serve as transports to any place on the Continent.

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