

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, 1906, under act of Congress, March 3, 1879.

MAIL RATES PAYABLE IN ADVANCE

By Mail	Outside County	County	One month	Three months	Six months	One year
			\$1.75	\$4.75	\$8.75	\$16.50
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Tuesday, June 24, 1930

The Upswing Is Near

THE monthly business bulletin issued by the Cleveland Trust Company is one of the most sober, analytical business and industrial charts now available; and the current issue brings the cheering prediction that the return of prosperity cannot be very far distant.

Pointing out that production has declined more rapidly than consumption, so that shortages are in the making in many important lines, the bulletin says:

"The combined forces of under-production and of abundant credit at low rates are operating to remedy conditions, and to bring about business recovery, as they always do in times like these. Ease of credit facilitates business recovery, and under-production compels it. We have both in combination, and confidence that they will be effective in the not distant future is fully justified. All the history of past periods of slow business indicates that the end of this one is approaching."

A Sport Or A Racket?

NOW that the most recent heavyweight "championship" fight has ended in the usual unsatisfactory manner, it is to be hoped that the country can get back to normal and recognize the fact that boxing, in this country, is much more like a racket than a sport.

All sports in this country are commercialized, of course. College football suffers from this blight, and professional baseball is quite frankly a business proposition. But the element of play has never been eliminated in either of these. Each can still be called a sport.

But boxing! It is getting to be the regular thing for the customer to be left holding the bag. Indeed, it is getting so common that the customer hardly deserves any sympathy.

The movies really have advanced. They are no longer advertised as 'stupendous productions.'

Henry Ford is importing an English cottage of the fourteenth century. We are curious to know whether it has a one or two-car garage.

A film of the Sharkey-Schmeling fight was seized. And yet they let the contestants go free!

A French scientist has announced a plan of harnessing the energy of the Gulf Stream. Well, he has a strong current to begin with.

"A sports writer," says one of them, "has an audience hanging on his words." Which seems to be the only alternative for those who have placed bets on sports writers' hunches—and lost.

After smoking 144 cigarettes in 15 hours to break a world's record, a Bulgarian was declared to be in perfect condition. His experience made him inhale and hearty.

EDITORIALS

FROM OVER THE NATION

COLLEGE GIRLS DO MARRY

Judge: A questionnaire was sent to all members of the latest class graduated from Smith college, asking what they intended to do. More than 400 said that they planned to go into business or teaching. Only eight said they intended to marry.

Put that way, it sounds dreadful. It seems to confirm the general impression that the most important effect of educating women has been to make them too smart to tie themselves down in matrimony. Perhaps a lot of girls do feel that way right after graduation. More likely they are shy, or they don't care to predict marriage until they are sure of their respective men. And perhaps some of them just think it's nobody's business but their own. For the final statistics show that more than half of all Smith alumnae are now married. Excluding the graduates of the past five years (you have to give 'em time), the percentage of marriage is 57.4.

By and large, sooner or later, for better or worse, old Mother Nature gets in her work.

CO-OPERATION IN INDIA

C. F. Andrews in the Spring Yale Review: Men of all religions are combining to carry out the national social program and in this way a new, underlying religious unity is slowly being established. In the All-India national congress of December, 1929, the attack upon recognized social evils formed the larger part of the nationalist program. If this was less evident at the Lahore national congress of December, 1929, it was because the political situation had suddenly become so

acute that the sessions were taken up almost entirely with the political issues. Among the national leaders who are outstanding as social reformers—placing national social reform before the interests of their own creed or race—Dr. Ansari, a late president of the congress, is the most prominent figure among the Moslems; and Pandit Jawahar Lal Nehru, this year's president, is equally prominent from the Hindu side. Among Christian leaders, K. T. Paul and Dr. S. K. Datta stand out in the first rank as national workers. While profoundly Christian in their appeal, they have won the hearts of all the people of India by their ardent patriotism.

MR. COOLIDGE IS WISE
Toledo Blade: Calvin Coolidge does not choose to have any one but himself handle the matter of his retirement. He writes to let the nation know that he will not permit politicians to push him from the ease and retirement of his newly acquired estate into the toll and trouble of public office.

Mr. Coolidge apparently has a clear understanding of anti-climax. Obviously he cares to have no part in one. He quit the political stage as a star. He will not be called back to wear the trappings of a minor role.

Only one chief executive has been able to add to his wealth of honors after leaving the presidency. Mr. Taft did this with his later service which made him the only person who ever headed two branches of the federal government. Mr. Coolidge intends to maintain his dignity and do it without public office. In private life he will maintain the degree of silence that suits him. As for his seeking a senate seat, he

How Others View Latest Railroad Move In Oregon

TWO RAILROAD SYSTEMS TO CONNECT (Morning Oregonian)

By authorizing the Great Northern and the Western Pacific railroads to build new lines connecting their systems in northern California, the interstate commerce commission has given more emphatic evidence than ever that in its opinion the intent of the transportation act is to maintain competition. Establishment of a through route from north to south through the intermountain country and connection of two great transcontinental systems are so valuable to the public, that they fully justify competition with the Southern Pacific and any diversion of traffic from that system and the Union Pacific. The public convenience and necessity are to be served, and the lines which for the time being lose traffic are to be compensated with a share of the general increase in volume of traffic that will result from improvement of railroad service.

Extension of the Great Northern southward from Klamath Falls in close relations with the Western Pacific is the first invasion of California by any of the northern lines. Traffic rights over the new Great Northern branch, which the commission requires for the Western Pacific, open the way for invasion of the northwest by one of the southern transcontinentals. This situation will facilitate movement of pine lumber from central Oregon, and of apples and other deciduous fruit and vegetables from Oregon and Washington to California. There will be a return flow of citrus fruit and early vegetables from California to the northwest. Products of this section will find entrance to territory in Utah and Colorado on the Western Pacific and the Denver & Rio Grande, where traffic has been rather lean. The long-desired military road east of the Cascade mountains, which now reaches from Oro on the Canadian boundary to Klamath Falls, will be extended 200 miles farther south.

Portland will naturally benefit by the opening of new territory to the roads that serve it. It will secure the full benefit only by vigilant attention to the readjustment of rates that must follow construction of the new lines. A strong inclination of the Great Northern to favor Seattle at the expense of Portland in rates to central Oregon points has already caused Portland to open proceedings before the interstate commerce commission. Further applications to the commission may be necessary when the extensive revision of tariffs is made after construction of the new line.

Portland's strategic position on the rate map should be maintained.

CHANGING THE RAILROAD MAP

(The Oregon Statesman)

The granting of a permit to the Great Northern and Western Pacific railroads to build 200 miles of road forming a connection south of Klamath Falls is the biggest bit of news since the Milwaukee announced its Puget Sound extension west from Mo-bridge over twenty years ago. The importance lies in the creation of a new north and south line of railroad and in the linking of the vast empire served by the Great Northern with California.

There is a large freight movement between these areas. North must move the citrus fruits, the early produce of the Imperial valley, the San Joaquin valley, Arizona and Mexico. There is a movement too of manufactured articles like tires from Los Angeles, sugar from the bay, and miscellaneous freight of all kinds. South there moves wheat and flour, potatoes, poles, lumber, hay, dairy products, apples. The opening up of this new traffic lane is undoubtedly the greatest threat to Southern Pacific tonnage volume since the opening of the Panama canal.

It will be interesting to watch whether or not the Hill lines will seek to link their western Oregon lines with the new trunk line either at Bend or Klamath Falls. An extension of the Oregon Electric south into the Marshfield and Medford country may be expected; and if it comes it would seem that a bridge line across the Santiam to Bend or from Medford to Klamath Falls would follow. So far as the northern part of the Willamette valley is concerned, the freight movement would be cheaper up the Columbia and Deschutes than over the Cascades.

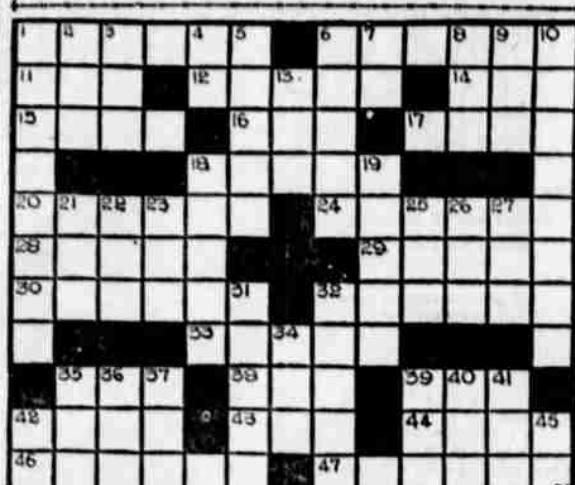
The invasion of California by the Great Northern includes the routing of the Empire Builder train south from Spokane to San Francisco. While somewhat spectacular the actual value of this will lie chiefly in the abolition of the surcharge or round-trip tickets where one way reads through California. Railroads are not built nowadays for passenger service but for freight.

Coming at a time when construction work has been retarded, news of the impending expenditure of \$15,000,000 in Oregon and northern California is indeed heartening. Western Oregon may suffer some through diversion of trains through central Oregon, but there may be other compensations through development of the interior country.

probably feels that he doesn't like talking well enough to rank prominently in that body just now.

the applause indicates the audience is reasonably pleased with the way you have played in the big drama don't return to give a lesser act for an encore. So might run the Coolidge epigram on epilogues.

A Capital Question



HORIZONTAL
1 What city is capital of Nevada?
6 Military signal.
11 Wing.
12 Infectious.
14 To ventilate.
15 Wigwag.
16 Auto.
17 Norse mythology.
18 Rhythm.
20 Murderer.
24 Speckled.
28 Blockhead.
29 Keen.
30 A.
32 To scow.
33 Salaries.
35 One and one.
38 Curse.
39 Laird.
42 Region.
43 Anger.

VERTICAL
40 Mongrel.
47 Where is Constant-nople?
1 Mountains in New York.
2 Deer.
3 Hastened.
4 Either.
5 More fastidions.
6 Telegraphed.
7 Structural unit.
8 Small mass.
9 To help.
10 Scene of "Evangeline."
13 Channel.
18 Allots.
19 Flowers.
21 Fish.
22 Kindled.
23 Quantity.
25 Definite article.
26 To make lace.
27 Before.
31 Furious.
32 Dogma.
34 Sailor.
35 To attempt.
36 Spider's home.
37 Paddle.
39 Distast.
40 Where were the "Ten Commandments" kept?
41 To knot.
42 Exclamation.
43 Yes.

YESTERDAY'S ANSWER
CORALIT PALMER
AWDORALAV
NEEDWAGTREF
AURIDINTER
LACESTADOKES
REPEATSADOKES
ACHELIEALOE
SAITERNKIDE
TREMORPALMER

Daily CAPITOL News Letter

Accidents Workmen State's Law Payments

SALEM, Ore., June 24 (UP)—An army of 36,339 workmen was killed, maimed or injured while employed in Oregon industries during the fiscal year 1929-1930, the state industrial accident commission announced Monday in its final tabulation of claims filed.

BETWEEN a quarter and half million workers have been killed or injured since the workmen's compensation laws went into effect on July 1, 1914, the commission reported. A total of 389,836 were injured and 2,292 were killed.

182 Killed in Year
DURING THE fiscal year ending this month 36,339 persons were injured and 182 were killed, which was a decrease from the previous year when 41,796 were injured and 200 killed, the largest number of fatalities and injuries in the history of the state for any one year.

FOR THE first five months of the calendar year 1930 there have been reported 13,877 accidents, of which 63 were fatal, as compared with 15,327 of which 64 were fatal, for the same period in 1929.

August 1929 Worst
THE GREATEST number of accidents reported for any one month was in August, 1929, when there was reported 4,425 accidents, of which 28 were fatal. Twenty-eight fatalities were also reported during July, 1929. The least number of fatalities in any one month was in January, 1927.

ON MAY 31, 1930, there were 646 injured workmen drawing monthly payments on account of temporary total disability and there were 1,175 claims in process of adjustment awaiting closing information.

ONLY ONE claim in every 48 claims filed was denied by the commission since the beginning of the act, the records showed. THERE WAS an average of 126 claims filed for each working day during the first 18 days of June, 1930, as compared with an average of 151 each working day for a like period in 1929, it was reported.

215 Given Pensions
AWARDS HAVE been made to 215 workmen whose injuries resulted in permanent and total disability, entitling the injured to life pensions. Up to May 31, 1930, awards have been made on permanent partial disability to 5,605 workmen who have sustained injuries equivalent to entire loss of a thumb or greater, running to the maximum award for loss of an arm.

About 62 per cent of all accidents are in the logging industry. Only one Connolly Brothers store after July 1st, at 627 Main street. 5-22t

AMERICA'S FINEST!

PABST MALT SYRUP

MASON-EHRMAN & CO.

Bay Gas Dealers Would Hold Price At 17-Cent Level

SAN FRANCISCO, June 24. (AP)—With gasoline prices ranging from 15 to 13 cents per gallon in San Francisco and the East Bay region, members of the retail service station dealers' association last night decided on a campaign to maintain the 17-cent level.

A committee was appointed to attempt to swing independent dealers now selling at 13 cents, into line in maintaining a 17-cent price with a 4-cent "differential." Failing in this, the association decided it would seek cooperation of major oil companies and go on record as favoring 15-cent gasoline with a 2-cent differential.

It was pointed out the wholesale price to dealers is 13 cents and those selling at that level are doing so without profit.

Days of 49 Cent Sale Promises to Be a Sensation

The Days of 49 cent sale is gaining momentum and promises to be one of the outstanding events having a bearing upon the big Elk-Legion show. Just when and where this sale sensation is to be held has not been made a matter of public knowledge and there is talk of the "Whisper Patrol" ferreting out the mystery.

Word has been passed out that this will be a real sale-abration, that the local business establishment preparing to put it on will make this the most outstanding affair in the city's history. Be prepared.

Aviators Testing Plane Invention

SAN ANTONIO, June 24 (AP)—Hopping off at Brooks field at 5:02 a. m. (C. S. T.) today, Capt. William C. Ocker, army corps, began a blind flight to Washington, D. C. He was controlling the plane from a covered cockpit.

The army observation plane was equipped with a flight integrator, invented by Captain

EIGHTEEN YEARS AGO IN KLAMATH

Notice of appeal was filed yesterday with the county clerk in the injunction suit of Hiram F. Murdoch vs. the County Court of Klamath County, W. S. Worden, S. T. Summers, and C. G. Merrill, from the decision of Judge John Coke.

The City Council granted the petition of the Fourth of July committee to hold a celebration in Klamath Falls, and permitted them to collect the license for concessions to peddlers, street hawkers, lunch stands, etc., during the celebration, and also agreed to light the streets. On motion of McDowan the council decided to disallow the petition of the committee for a donation of \$250.

The City Council last night passed a motion authorizing the police judge to purchase a 2,000 pound fire-bell from A. G. Young & Co., of Portland, Ore., providing the same did not cost over \$30 a pound, or a total of \$780.

The reason for purchasing a new bell at this time is because the old one is cracked, and practically worthless as a fire alarm.

Dr. L. L. Truax, city physician, filed a report with the city council last evening, making recommendations for the guarding and protection of the health of the city.

Farmers' institutes to be held in Klamath county are to begin tomorrow. The first institute is to be held at Merrill, and on Thursday there is to be one at Bonanza. On Friday one will be held at Fort Klamath and on Saturday the week will end with a big institute at Klamath Falls.

The Klamath Falls Military Band will give its second free open air concert tomorrow evening in the court house square. These concerts are proving a big advertisement for the city with visitors and outside people, and are attracting a large attendance of home people.

SALEM WANTS CONVENTION
SALEM, Ore., June 24. (AP)—Salem business men have launched a movement to have the republican state central committee meet in Salem for the nomination of a candidate for governor. Their argument is that the state house is ideally adapted for the purpose.

Ocker and Lieut C. J. Crane who accompanied him on the flight as a safety pilot.

The integrator, model airplane mounted on the instrument board, combines the functions of a bank indicator, inclinometer and turn indicator. Lieutenant Crane will make all landings from the uncovered cockpit.



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and Good Looks
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These
Numbers

Women's Styles
Every Number
Included In This
SALE

Children's
Pumps and Oxfords
on
SALE

Buster Brown Shoe Store