

The Evening Herald

O. G. Crawford, Editor

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Saturday, July 19, 1930

Shabby Politics

CHEAP politics at its very cheapest is on display in the republican senatorial primary in Nebraska this year. Senator George W. Norris is running for renomination. Out in the town of Broken Bow, Neb., his antagonists have found a grocer, whose name is also George W. Norris. This man has become a candidate in the primaries against the senator.

Nebraska law forbids any distinguishing mark with a candidate's name on the ballot. The Nebraska voter will have absolutely nothing to tell him which of the two George W. Norrises on his ballot is the senator and which is the nonentity from the Broken Bow grocery.

This is as cheap a trick as American political history records. There are doubtless excellent reasons for voting against Senator Norris; but is there any excuse on earth for trying to beat him with a bit of flim-flam like this?

Boosting The Highway

THE scheme for a great Pan-American highway, which would give motorists of Canada and the United States access by road to the countries of South America, will probably receive material aid from the International Road Conference which will be held in Washington next fall.

Already, it is announced, the U. S. Bureau of Public Roads is preparing to open an office in Panama to advise Central American countries on the location of the road from the Mexican border to the isthmus. The Mexican section will be completed before long, and South American nations are displaying keen interest in the project.

One can only hope that the whole proposition goes forward rapidly. The highway will be of immense importance to every country in the new world. Its construction will be one of the most notable events since the voyage of Columbus.

One of the peculiarities of our business situation is that business gets slack just when money gets tight.

John McDonald, who says he perjured Tom Mooney into prison 12 years ago, now wants to "undo the wrong" he has done. Which will be all right, if he can dig up those lost 12 years and give them to Mooney.

An English pedestrian was recently struck by two automobiles within 10 minutes. He should have stayed down for the count the first time.

When Admiral Byrd arrived in St. Louis the other day to find the thermometer sticking at 103, he must have wondered if he did the right thing in cutting loose from all that Antarctic ice.

Some things in this world are hard to understand. Wheat is selling at its lowest level since 1914, but a loaf of bread seems to cost just about as much as ever.

EDITORIALS

FROM OVER THE NATION

A PROBLEM OF EDUCATION

Maxwell Garnett in De Volksbond (The Hague): First and last, peace is a problem of education. Today peace is coming to mean the science and art of world government; of co-operation between the nations for the good of all; of enabling the human family to lead a family life; and, as the first and indispensable condition of all else of preserving order in the world.

Peace is a new study because the world community is new and because world government, even the beginning of it, never still. The former has been produced owing to the shrinking of the world during the last hundred years. Steam, oil and electricity have revolutionized the ease with which we travel. Our lives touch those of men and women in other countries in a thousand ways for every contact of a century ago. Spiritually and intellectually, as well as economically, civilized mankind is coming closer together.

It is possible to belong to more than one community, and these governments need not overlap or get in one another's way. On the contrary, they may, and they should, supplement one another. Since different loyalties can co-exist in one individual, the never ending din of party political conflict does not threaten the safety of the state, since loyalty to country overrides loyalty to party. So, also, in the long run, the surest way to preserve world peace is to create and foster loyalty, founded upon but transcending loyalty to any one country.

In ten years the change of mind in western Europe has

been hardly short of a miracle. The peace mind has taken the place of the war mind among a large section of the population. Vaguely the masses are groping after the light. Unless we are there to guide them, the future is black indeed. Unless, too, the rising generation is more enlightened than the last, the future is almost hopeless. Both with the adults and with the children we have to pursue our chosen course—education for peace.

RETALIATION ON EMPLOYERS' AGE BAR

Youngstown Vindicator: President H. F. Broening of the Baltimore Federation of Labor plans to organize an association of workers over 35 years old and the adoption of a rule that no member shall patronize a concern which discriminates against employees by refusing to keep in its service any beyond a certain age.

This is a come-back based on the principle that if a man is too old to serve a concern he is too old to consume its goods or to help swell its profits. Retaliation is not always good policy, but it is human. Similarly we are witnessing the plans of different countries to get back at the United States for the new tariff measure.

The Baltimore experiment was to have been expected and will be watched with interest by the middle-aged everywhere to see what effect it will have on drawing the deadline in industry and business. Progress is being made toward the end sought by the Baltimore federation, for man's age is not totally blind to

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

British Embargo on American Apples, Supposedly Due to a Fruit Fly, Now Appears to Be the First of the Expected Foreign Reprials for Our Tariff Law.

BY RODNEY DUTCHER

NEA Service Writer

WASHINGTON, July 19.—The

British embargo on American apples, which is causing such acute sorrow to our apple growers, is one of those trade barriers. There are several kinds of trade barriers and this particular variety is known as the horticultural type of trade barrier which rises when one country says some fruit, vegetable or grain from another country is afflicted with a disease or insect and hence may not be imported.

Those horticultural barriers always seem to raise suspicion of discrimination in the country which produces the affected fruit, vegetable or grain. Even now our State Department is casting a gimlet eye on the apple embargo. The apple fruit fly was supposed to be what the British were guarding against, but it appeared that Canadian apples had been free from the fly and that no embargo was being put up against Canadian apples. American apple growers were quick to charge that the apple embargo was really an act of reprisal following passage of the recent high Grundy tariff bill.

Is the Tariff Responsible?

If it really was a reprisal some more may be expected. Thirty or 40 foreign nations protested about that tariff bill. A nation can't raise duties on the specific products especially singled out by nationality. At least, it isn't done. But there are tricks to which they can resort if they like such as the horticultural barrier, which is sometimes honestly meant, and sometimes is not. And such things as are imported almost exclusively from the United States, such as automobiles, can be soaked with stiffer duties, although the new duties will apply to any other country's automobiles.

Trade barriers, it may be explained because of the possibility that we will hear much more about them, are any artificial regulations or requirements which interfere with the passage of goods between nations. Import duties are the most important and most common trade barriers. Pure food laws and horticultural restrictions are another class. Some countries may require import licenses permitting importation of stipulated quantities, thus controlling the importation of a given commodity at all times.

Then there are administrative barriers raised in the application of import duties through strange and unusual classifications. And minor nuisances such as requiring that all goods be marked with the name of the country of origin.

Trade barriers are not necessarily bad things, but there's always a difference of opinion among nations—take the general foreign opposition to our new tariff law, for instance. Spain is forbidden to export any grapes because of the Mediterranean fruit fly and the Spanish growers are convinced that the prohibition was made effective only in order to encourage our own grape industry. We require imported goods to be marked with the name of the country of origin and importers feel that our customs regulations and red tape are unnecessarily elaborate. Argentina has made numerous arguments about our pure food and horticultural "discrimination" against some of her agricultural exports.

Customs classifications may be so made as to shut out an exporter's goods completely because of the high duty on the classification under which his product is counted. False words have even grouped with field glasses and microscopes in one country and with trunks in another. Peat, the fuel, has been classified with truffles at one frontier and at another with art works and pencils. Several years ago one European country wanted to favor Swiss cattle, so it set up a low duty classification for "large dappled mountain cattle, reared at a spot at least 300 meters above sea level, and which had at least one month's grazing each year at a spot at least 800 meters above sea level."

Sardines and Prunes

Our sardine exporters have had complaints against foreign countries which discriminated against them by restricting sardines and our prune packers who pack in cartons, have lost out to a country which got its prunes over frontiers in bulk at a much lower duty.

Quota restrictions against imports from America have also drawn our ire in times past, as in the case of motion pictures going to France. Australia today limits importation of our automobiles to 300 a year.

Although in recent years the practice has been decreasing, there isn't any nation which can't do tricks with its imports and exports if it likes. And if the British apple embargo should happen to be one of the first reprisals in the long-threatened general tariff war, this story may indicate what some of the subsequent moves will be like.

its own interests. More and more executives are coming to know that that experience comes of years and that men cannot lose their jobs and still be consumers. If they can't work they can't buy and the effect is soon felt.

STEERING AND DRIFTING

Columbia: A man needs his religion only to fight his way against the stream. He needs no church if he is simply to float with the current.

EIGHTEEN YEARS AGO IN KLAMATH

As a result of the spreading of the rails near Grass Lake Friday afternoon W. D. Dunbar, engineer of a helper engine is dead. He is well known here.

The engine was returning to Wood over the hill when the accident happened. The engine rolled over and the fireman was hurled about twenty feet from the wreck. He was not seriously hurt. The engineer was pinned beneath the engine.

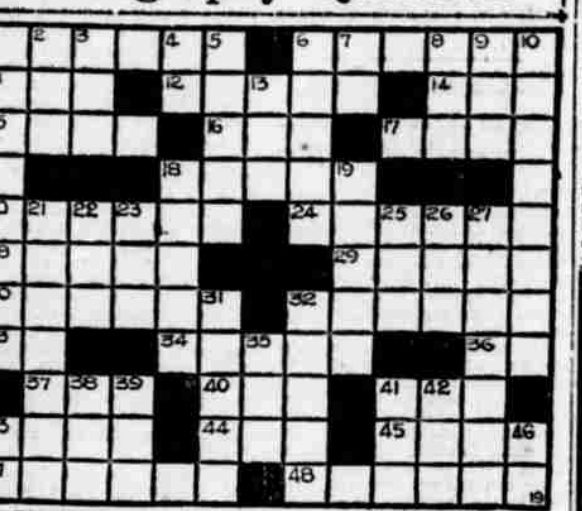
The passenger train, due here at 8:40 last night, arrived at the wreck soon after it happened, and the crew and passengers assisted in getting out the body of the dead engineer. The passenger train arrived here about 3:15 this morning.

The Plute Indians, who hold forth in the vicinity of Burns, but who recently decamped because of a small-pox scare, are returning to their homes.

The Plute Indians are very much afraid of small-pox, besides being very superstitious regarding its presence. As soon as the Indians became aware of the existence of two cases of the dread disease in that vicinity there was an Indian exodus that depopulated their camps. The Indians are now glad to get back, being hungry and hard up for cash.

Not satisfied with the wonderful fishing grounds in the Klamath country, several local men yielded to the stories of the sport across the California line, and have invaded that section. As a result, a report received here

Geography Question



HORIZONTAL 34 Orbs.
1 Senator from 36 Sun god.
2 Highest mountains on earth.
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Wesley W. Harrah Dies in Portland

PORTLAND, July 19. (AP)—The body of Wesley W. Harrah, 62, who died here after a three-month illness, was sent to his home in Pendleton, Idaho, last night. The funeral will be held Monday, friends here said.

Mr. Harrah, widely known in the state as a prominent Umatilla county grain grower, was a native of Missouri and came to Oregon when he was 21 years old. He was married in Pendleton 35 years ago. Surviving him is his widow, Rose, a son, Forrest, and a daughter, Berly.

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. 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 bat.

THEY'S Scrambled

CREATE CORAL

Step on it.

Daily CAPITOL News Letter

Market Roads State Funds Klamath's Share County's Amounts

SALEM, Ore., July 19. (UP)

More than \$2,000,000 was being expended this year for construction, improvement and maintenance of the market roads by the 36 counties of Oregon, according to information received by the state highway department.

KLAMATH county will receive the sum of \$49,182.85 from the state for this work. Half this amount has already been distributed to the county and the second half will be distributed during the month of October, Roy A. Klein, state highway engineer, announces.

Klamath Gets \$19,000

KLAMATH county gets \$35,415.77 from the funds produced by the state one-half mill levy and \$15,747.92 as its share of the Multnomah county surplus and the balance of 1929 funds left over. The county itself produced \$46,000 for market roads, according to records here.

A TOTAL of \$1,106,499.40 will have been apportioned to the counties of the state when the second half distribution is made in October. Multnomah county receives the largest share, \$112,498.87, and Curry county the smallest, \$6,175.90.

Counties Let Jobs

THE ONE-MILL state levy produced the sum of \$1,124,885.69 and the counties of the state matched this with \$1,209,496.42. A MAJORITY of counties in Oregon undertake most of the road work with their own crews on market roads, although several let contracts for road improvements of more or less minor nature.

Relieve Counties

LEGISLATION enacted by the 1929 legislature relieving counties of the necessity of matching the state's apportionment dollar for dollar has not materially decreased the amount of the

Timely Quotations From People in the Public Eye

"Hoover recently explained his passion for fishing by pointing out the democratic nature of the pastime. If this be so—although I doubt it—it is at all events one of the few survivals of democracy still existing in the United States."—Leon Trotsky, exiled Russian Communist.

"Most statesmen have long noses. But I suppose that is very lucky, because most of them cannot see further than the length of them."—M. Paul Chaudel, of France.

"Germany will never tolerate prohibition. The example of the

United States has been a detriment to temperance throughout the world."—Dr. Otto Melle, head of the anti-alcohol forces of Germany.

"An old suit, a battered hat, a perfect tie, and a good coat—that's what makes a well-dressed man."—Haron De Meyer, international style expert.

"Slag can make a complete bore out of a very slight person."—Brenda Ueland, writer.

"I find in talkies I can't be active on my feet and talk at the same time."—Douglas Fairbanks, movie actor.

FILES DIVORCE SUIT

LOS ANGELES, July 19. (AP)—A divorce suit brought by Mary Lewis against Michael Bohnen, whom she married in 1927 while both were metropolitan opera stars, today was on file in superior court here. The suit, the second in two years, charges desertion.

It's Not a C-D-D or a Famous

5

Not How Cheap—Nor How Fast—But How Good

We don't feature cheap prices on our repair work, nor blow about how fast we "slap 'em through." But we DO take pride in how thorough our work is, and we believe that's what you're interested in. How about trying us on your next job?

Ray Tatlow and Carl Robley

Crater Garage

25 Main St.

NEW KLAMATH NATATORIUM

Now Open

Under New Management

Largest, finest pool in Southern Oregon, with water constantly circulating through latest approved filtration and purifying system.

Adults 35c; Children 25c Spectators Free

1719 MAIN STREET at East Main

Watch for announcements of special programs with novel water stunts.

TONIGHT DANCE

SEE AND HEAR THE

EBONY SERENADERS

THE FASTEST COLORED ORCHESTRA IN AMERICA

PRICE: Gentlemen \$1.00 Ladies Free.

Altamont

11 Real Artists

Used Car Specials!

At Bargain Prices. Good transportation at the lowest prices we have ever offered. There are too many Used Cars on the market. The only way to sell them is to have the lowest prices. We are able to offer to you our selection of used cars at lower prices than they have ever been offered before. It will pay you to inspect our Used Cars. The following are some of our bargains:

1924 FORD ROADSTER

F. N. box. Runs fine. Five new tires—

\$40

1924 BUICK 6 TOUR.

Good rubber. Glass enclosure; a real car—

\$75

1926 STAR 4 CYL. COACH

Runs good. A nice closed car for—

Only \$50

1926 CHEV. TOURING

New tires. Complete motor overhaul. Nice paint job—

Only \$85

1925 FORD TUDOR

Seat covers. Runs good. New paint—

\$65

1924 4-CYL. ESSEX COACH

Runs fine; in good shape—

\$40

1925 CHEV. SEDAN

This car is in the best of shape. Runs good—

Only \$70

1926 FORD COUPE

New paint, good rubber. Runs fine—

Only \$75

1926 ESSEX COACH

New tires; runs good—

Only \$50

1927 CHEV. SEDAN

This car is in the best of condition and is priced to sell—

\$265

1926 CHEV. ROADSTER

Runs fine. Body is in nice condition—

\$100

2—1926 CHEV. COACHES

Both cars run good. Good closed cars—

Each \$110

1929 FORD TRUCK

Has only gone 4,000 miles—

\$500

1926 CHEV. PANEL DEL.

Has Martin Perry body. Runs good—

\$50

1924 DODGE TOUR.

One of those good old 4 cyl. Dodge cars—

Only \$40

1924 CHEV. SEDAN

Good tires and it runs—

\$50

1926 BUICK COACH

4 new 6 ply tires. Runs fine. A good buy—

\$275

1928 WHIPPETT SEDAN

Runs good. Some buy for—

Only \$250

Many More Late Model Cars to Choose From

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