The Evening Herald

O. O. Crawford ..... Editor

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Saturday, August 23, 1930

"Stepping Up" The "Gas" Tax

"FILL it up, sir?" asks the filling station boy as he jumps on the running board of your car to wipe off the windshield and to get in his bid for bigger business before you request a mere "five gallons." And here, before you, Mr. Motorist of the United States, stands not only a gasoline salesman, but also America's most popular and successful tax collector, says the Christian Science Monitor. In return for a few cents added to the price of the motor fuel, he sells you a part-owner's interest in the smoothly or not so smoothly surfaced highways on which you drive. And how many of you record the gasoline and the tax as separate items in the family budget?

Revenue from gasoline taxes, according to a survey made for the United States Department of Commerce by Prof. F. G. Crawford, constitutes the largest item among the taxes on automobiles, including registration and personal property taxes, poured more money into the treasuries of the state governments last year than the real estate taxes, other personal property taxes, income taxes, inheritance taxes, corporation taxes and other state taxes all combined.

Most persons can remember when the word "taxes" in everyday usage in the United States meant simply ad valorem property taxes. Years ago there began to be a feeling that payers of these taxes were bearing more than their share of the burden. Income and inheritance taxes were introduced, but the former at least has proved more effective for the national government than for the states. But now the automobile has come in to take up the load—if it has not added as much as it carries. In any event, it is a far cry from the times when many persons looked askance at a fellow townsman who bought an automobile before the mortgage on his house was paid off.

However insistent, too, may be the demands for more and better roads, it is doubtful if these demands more than keep pace with the rapid climb of the gasoline tax rates in the various states of the American union. A resume of these rates by Emery Fast in the current number of the relatively new periodical, State Government, shows that all but four of the forty-four states which had a gasoline tax five years ago have increased it, most of them adding as much as two cents; that every one of the forty-eight states now collects a "gas" tax, and that rates of either five or six cents a gallon—practically one-third the original price of the product—are in effect in one state out of every four.

These figures strongly indicate that there has been a tendency to increase the gasoline taxes simply because they proved easy to collect. Indeed, from them it might be said that "stepping up" the "gas" tax has become almost as popular as "stepping on the gas." There is such a thing, however, as overdoing even a meritorious method of raising revenue.

The claim made by motor organizations that the proceeds of this tax should be used only for construction or maintenance of highways, not for other state expenses, has gained acceptance in most of the states. It is difficult to quarrel with the four southern states which devote part of this revenue to education, but even so, it will be found more just in the long run to treat this excise as a "use tax" rather than a "sales tax." It can no longer be considered a luxury tax, and outside this category sales taxes have notable drawbacks. The fairness of the gasoline tax lies in the fact that use of gasoline is a direct measure of use of state-provided highways. The continued popularity of the gasoline tax probably will depend upon the restraint with which state legislatures adjust the size of the tax to the actual needs of the highway system.

EDITORIALS
FROM OVER THE NATION

EVEN EAST AND WEST MAY MEET SOME DAY

Boston Transcript: Are there two kinds of knowledge, the one scientific, the other religious, and can it be still said, as Kipling said of Orient and Occident, that "never the twain shall meet"? In the old days these outlooks were kept isolated from each other, as if in water-tight compartments, but our new age is discovering links between them which make their permanent separation unthinkable.

Professor John Dewey, writing from the philosophical point of view, recently predicted their coming together at no remote date, and Dr. Arthur H. Compton, Chicago university's noted physicist, now throws doubt on the long-held belief that the evolutionary process out of which life and man at last came into being is merely mechanical and fortuitous in its nature. He holds that the final outcome of that process cannot be the result of chance, that evolution moves toward a definite end, and that there must be "an intelligence directing it."

Admit this, he says, and "we might expect nature to preserve at all costs the living souls it has evolved at such labor, which would mean the immortality of intelligent souls."

And he asserts that after nature has made man, "it would be infinite waste to annihilate him."

Meanwhile, other noted scientists, backed by the overturns which have come in during the past half century, are warning us against the notion that scientific laws, once formulated, are permanent and can no more be abrogated than the laws of the Medes and Persians.

In the world of matter conceptions once tenaciously held are now being challenged. That struggle between rival opinions as to whether there is a real ether to broadcast through or only an atmosphere, still goes on. Do space and time both exist as separate or combined entities, or must we accept the latest deliverance of Einstein to the effect that the real thing is space not time?

Arthur S. Eddington, the famous English scientist, is reported as being "acutely aware of the limitations of scientific method," and as having given his approval to "a kind of mystical knowledge which approaches nearer to the heart of things than scientific concepts can penetrate." So Boehme, the apostle of mysticism, is held to have anticipated the view of Bergson and Eucken, as well as to have functioned as the prophet of Morgan's theory of emergent evolution.

DAILY LETTER ON AFFAIRS AT U. S. CAPITAL

This Famous Caterpillar Club Used to Be an Exclusive Men's Organization, but Now the Women Are Jumping Into Membership—A Lot of Flyers Still Fail to Save Their Lives.

BY RODNEY DUTCHER
NEA Service Writer

WASHINGTON, Aug. 23—The famous Caterpillar Club grows from month to month and on a recent count there were 253 members, eligible because they had saved their lives by emergency parachute jumps from airplanes aloft. Some have made more than one such jump, as 265 have been recorded.

Miss Mary Fahrney is one of the new members. Hers wasn't an emergency jump, but when she jumped by premeditation at Joliet, Ill., her chute became entangled in the plane and she dangled for two whole hours before the thing released itself and dropped her safely to the ground. At the time the chute untangled itself she was begging her pilot to take her within 10 feet of the ground and let her jump. Another parachute jumper, Bruno Schustek, was killed when he attempted to save her. While his plane flew above hers he climbed down a knotted rope. Before he reached Miss Fahrney her chute had become disentangled, but Schustek's strength was gone and, unable to pull himself back, he fell 600 feet.

Five years ago, Mrs. Irene McFarland, professional jumper, became the first woman member of the Caterpillar Club after her private chute had failed to function in one descent and she had in the emergency used the Army type parachute which she also carried, descending in safety.

Many Are Killed

Despite its large roster, membership in the Caterpillar Club still means something, as is indicated by the fact that some airmen reach the ground alive and some do not. Lieutenant John R. Glascock of the Army Air Corps was one of the former, and his passenger, Private Stephen Yazza, was one of the latter.

Glascock was flying upside down near March Field when his plane broke into a violent outside spin. He tried vainly to do something about it and about 1800 feet from the ground shouted to Yazza to "bail out," although he could not see him in the back seat by aid of his mirror.

"The rest of the time between 1800 feet and 500 feet I was busy with the controls trying to get response from the airplane," Glascock reported. "Approximately between 400 and 500 feet from the ground I unbuckled my safety belt and was thrown from the plane in a horizontal position, slightly up, for nearly a hundred yards.

Landed Safely

"I pulled the rip cord and the chute opened almost instantaneously with a very loud snap and intense jerk. I was then in a position facing the water tower of the field, and my body was parallel with the middle of the water tank.

"I landed hard, fell backwards unbuckled the parachute straps and immediately proceeded to the plane which had crashed within 200 feet of where I landed and observed that Private Yazza was still in the plane and there was no sign of life in his body."

Robert G. Chew of Valley Stream, L. I. a new civilian member, had the experience of dodging his plane as it came toppling down after him. His right wing had collapsed about 3500 feet in the air.

"The ship started into a slow flat spin and I immediately started to jump," he said.

"In order to get out of the ship I had to push the wing forward, as it had slid back over the rear cockpit.

"What happened in the next few minutes is not clear in my mind. I remember standing up on the seat with one foot and the other foot on top of the wing, then diving over the side. To say I was frightened would be putting it mildly.

"After making two and a half revolutions, end over end, I pulled the rip cord and the chute opened perfectly. I looked up over the edge of the chute and saw the ship was coming toward me rapidly, and in an endeavor to get away from it slipped the chute, which proved successful. The falling plane missed me by about 50 feet. I heaved a sigh of relief as the ship went crashing into a grove of trees below. My descent was very slow and the thing that surprised me most was how quiet everything seemed to be.

"As I floated down, I noticed I was heading for the same grove of trees the ship had crashed into. Again I skipped the chute and succeeded in missing the trees, landing into a small opening without a scratch."

New Straight 8 Chrysler Bought

Louis L. Stein, former manager of the Wirtz Music store in this city, is the proud possessor of a new straight eight Chrysler coupe—"the prettiest car on the road today," Ott Lorenz of the Lorenz Motor company, announced today.

The new coupe was delivered to Mr. Stein late Thursday.

EIGHTEEN YEARS AGO IN KLAMATH

Tomorrow evening Judge Henry L. Benson of the circuit court is expected to return to this city in preparation for opening the regular session of the court the first Monday in September.

On next Tuesday evening the Young People's Union, an alliance of the young people's organizations in the various churches of the city, will have a moonlight picnic on Upper Lake. There will be refreshments for sale on the boat, including ice cream, cake, sandwiches and coffee.

Tiz Griffith, the well-known Merrill rancher, was in the city today.

The electric line to connect Bonanza with Klamath Falls now seems to be assured, according to Promoter George C. Clark, who constructed the diversion dam across Lost River for the reclamation service. He says he is now ready to sign up for the right of way, and as soon as this is done he will visit the ground to determine its success from a financial standpoint.

It is understood that the preliminary survey is completed for the entire line, which is about 26 miles long.

Because neither knew any person in this city who could swear to an affidavit as to the age and residence of the bride to be, a Merrill couple failed to get a marriage license here yesterday.

Among the visitors who arrived in the city last night, enroute home from the meeting of the Development League in Lakeview were Colonel and Mrs. A. F. Hofer, of Salem.

A few years ago the Colonel gained much of a reputation as a "rain maker," and for a time was feared that he would flood the whole Willamette Valley. That part of Oregon had been undergoing a drouth, and the Colonel was prevailed upon to expend his efforts toward stopping it. It appears that after the rain started, he lost the combination, and was unable to stop the flow.

The exposition of eugenics and child's welfare department which is to be made a part of the Oregon State Fair, for the first time, promised to be one of the most important steps ever taken, looking as it does, toward the better rearing and development of its children: the citizens of tomorrow.

W. E. Goode, hardware merchant of Macdoel, a flourishing village in Butte Valley, wants to quit business and go back into the ministry. He is in the city today, and tomorrow will don his Christian war togs here. He is going to preach in the Free Methodist church pulpit.

MILLS SECTION PREPARES FOR IMPROVEMENTS

Club Formed to Secure Adequate Police and Fire Protection

At a large and enthusiastic mass meeting held at Mills school Friday night, organization of the Mills Improvement Club was effected and a temporary chairman and secretary elected.

The meeting was called by William Ferguson, and sponsored by taxpayers of Mills addition who are anxious that the district be improved, that adequate police and fire protection be established and streets be properly marked to avoid confusion.

Outline Purposes

Talks were made by both residents of the district and property owners whose homes are in other parts of the city. William Ferguson acted as chairman and introduced the speakers to the audience. Mrs. Elmer French acted as secretary.

The introductory talk was made by Mr. Ferguson, in which he outlined the purposes for which the meeting had been called. Judge John S. Orr, a property owner of the addition, made the first talk of the evening. Judge Orr lived in Klamath Falls many years ago, and has recently returned to this city to make his home. He predicted a new era of prosperity for Mills, and prophesied more attractive homes with beautiful grounds in the future. Judge Orr also advocated street lights, and expressed his confidence that the district would progress as rapidly in the future as in the past.

"Bill" Lee Speaks

William Lee, county assessor, was the next speaker. Mr. Lee reviewed the past of Mills addition, looking back as far as 1913, when Mills was little but a cow pasture and alfalfa patch. "In the past five or six years the growth of this addition has been little short of miraculous," Mr. Lee stated. "First the streets were rocked, and now has come the paving which has done much to make the district livable. The school has been a wonderful nucleus for growth. There are now approximately 4,000 people in the territory south of the government canal from Esplanade inside the city limits, and even property outside of the limits is known as Mills addition.

"The immediate problem of the Improvement club," Mr. Lee continued, "is to lay out a plan, and work gradually but surely toward an established end, to improve property and to draw business to the district.

Need Fire Station

"Property valuation is steadily growing, and I believe that Mills addition is one of the substantial integral parts of Klamath Falls. It will be only a short time until the city of Klamath Falls will be compelled to expend between $100,000 and $150,000 for additional fire protection. Mills addition is right now entitled to a sub-station, and a resident policeman, and you citizens can get these advantages if you will work for them."

Mr. Lee answered several questions in regard to taxation in the district, and expressed his willingness to cooperate with property owners at all times.

Plan Tree Planting

Charles W. Thomas, an old resident of Mills addition, outlined a plan for the selection and planting of trees, suggesting that the choice of trees on individual streets be left to the descretion of those making their homes on those streets.

John Irwin, Klamath Falls lawyer, and property owner of Mills addition, spoke at length in regard to police protection, guarding the dwellers of the district from invasions of hoboes and vandals who destroy property.

Elect Officers

Motions were made and carried that officers in the new organization be chosen from the actual residents in the district. C. W. Thomas was unanimously elected as temporary chairman of the club, and Mrs. Pete Motschenbacher, secretary. The chairman, Mr. Thomas, was instructed to appoint a committee of five, which in turn will appoint sub-committees to select trees for parkings.

A few names were suggested in place of Mills addition, which has outlived its usefulness, according to the belief of the citizens, who do not wish to have the district confused with the milling section of town. Mrs. Hurt Hawkins, Mrs. Isaac Larkey, William Ferguson and J. D. Hagley were appointed as a committee to receive suggestions for a new name for Mills addition, and to decide upon a method of selecting a name that will be acceptable to all. One of the names suggested at last night's meeting was Monta Vista Park.

One of the Swedish inhabitants of Mills addition objected to this suggestion on the grounds that his youngsters could not speak Spanish, and that if they were lost, they couldn't tell where they lived. Shasta View Park and East Klamath were also suggested.

Upon completion of this business the meeting adjourned, the time of the next meeting to be announced through the columns of The News and Herald, by C. W. Thomas, chairman.

Natural Gas Finds Ready Market Here

"We are having a very gratifying reception in our canvass of the city to learn where gas service is desired," Louis J. Rust, manager of the Natural Gas Corporation of Oregon, said last night.

"Many owners of homes and apartments are eager to sign applications for service because they realize that where heat is concerned, gas is the economical and modern fuel. In signing the application the prospective customer is not bound for any charges until gas is turned on, nor is he obligated to take any certain amount of gas per month," he said.

"I am certainly surprised to find that so many people here have used gas before in other cities. A number of housewives who learned to cook with gas before they came to Klamath Falls have said that they will be more than glad when they can use it again, since it is so fast and easy to control.

"Many people who have used manufactured gas in other cities have expressed pleasure on learning that the gas which will be supplied here is not only non-asphyxiating, but also has no odor," Mr. Rust stated.

Daily CAPITOL News Letter

Mid-West Drouth Dairying Helps Oregon Give Statistics

SALEM, Ore., Aug. 23 (UP)—Oregon husbandmen will be in a position to profit from the misfortune of the parched middle west, according to Dr. W. H. Lytle, state veterinarian.

TERMINATION of the unprofitable dairying period of the past year was seen in reports from dairymen in every part of the state, he declared.

Mid-West Hit

"THE DROUGHT which occurred in the very heart of the heavily populated dairying districts of the United States, sorely decreased dairy production," Lytle said. "The coast district should be in a position to profit from the misfortne of our sister states."

COSTLY dairy feeds, normally produced on a heavy scale in the middle western states, will not now be used with dairy prices at their present level, it was declared by Dr. Lytle.

Rail Companies Help

"RAILROAD companies are gathering data as to the probable available excess feeds here in the northwest," Lytle said, "with the idea of encouraging the shipment of dairy animals from the middle west to the Pacific states for a temporary stay, pending growth of new forage crops in the devastated sections."

THE ABSENCE of green pastures in Oregon at this part of the season has tended to discourage this movement, Lytle said, giving practicability to a movement to ship surplus feeds to the middle west.

Question of Surplus

WITH a reduced surplus, dairy production in Oregon should be curtailed, thereby raising dairy prices to higher and more profitable levels.

"IT TAKES 20 tons of alfalfa hay and five good dairy cows nine months to transform the forage into a ton of butter," Lytle declared. "Hence it is a question of our exportable surplus of feeds and whether or not butter will reach the price where it will pay to ship cows 2,000 miles to work the transformation."

State Has 920,000 Cows

Present Oregon milk production averages somewhat higher than many other dairying states. The state now has approximately 220,000 dairy cows for a 1,000,000 population, as compared to the nation's dairy holdings of some 22,500,000 cows for a 120,000,000 people.

THE OREGON coast and the Willamette Valley district seem particularly well adapted to dairying. Mild summers here do not tan delicate hides of thin-skinned animals and the dairy cow machine seems to work best in the Pacific northwest, it was said.

"THE FUTURE of Oregon dairying looks brighter and there is every indication that the fall of the year will show heartening markets for dairy products," he stated.

Timely Quotations From People in the Public Eye

"Art is a comfortable excuse for loafing."—Dr. Frederick S. Hammett, Philadelphia research scientist.

* * *

"Perhaps the unemployed would have done better if they had pretended they were Belgians."—Heywood Broun, author.

* * *

"The wife's is an old, old problem."—Mrs. Franklin D. Roosevelt.

* * *

"You cannot graft materialism on a Celt. If you do, you make a very terrible compound."—Stanley Baldwin of England.

* * *

"There's no expedient to which man will not go to avoid the labor of thinking."—Thomas A. Edison.

* * *

"Rightness in mechanics, rightness in morals are basically the same thing and cannot rest apart."—Henry Ford.

* * *

"We can look for reasonable prosperity within the next year."—Secretary of Labor Davis.

C. D. Long Chosen Delegate to A. F. L. Annual Meeting

C. D. Long, president of the Klamath Central Labor union, was elected Wednesday night as the delegate from that body to the annual session of the American Federation of Labor to be held at Boston this fall. Mr. Long, who is business agent for the carpenters' union, has been active in local labor movement for years.

Mr. Long was also named as one of the two delegates of the union to the convention of the State Federation of Labor, to be held at Medford October 6. The other delegate chosen was A. J. Schaufferstein, secretary of the barbers' union. Several of the members of the Central Labor union are also planning to attend the Medford convention.

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of
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of the
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