

The Evening Herald

O. G. Crawford, Editor
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Monday, August 25, 1930

Ocean-Crossing Dirigibles

DID you notice how much less public interest there was in the recent trans-Atlantic trip of the British dirigible R-100 than there was in the earlier voyages of Germany's Graf Zeppelin? The heroic adventure of the Britishers was fully equal to that of the Germans, but the public didn't acclaim it as such.

All this may be lamentable from the standpoint of British pride, but it is an encouraging sign to those who view the future of aviation.

For it denotes clearly that trans-Atlantic air voyages are becoming quite commonplace, and it heralds the approach of a day when such will no longer be regarded as a rash adventure, but as a definite, systematized means of commercial transportation—as much as that of steamships that now ply the ocean's waves.

The adventure of today becomes the ordinary, routine duty of tomorrow. The air pioneers lead the way in the skies, just as Columbus pioneered the way on the oceans. The fact that their daring feats soon sink to the commonplace is visible proof of the fact that their aims are fast approaching the stage of efficiency.

Such are the stepping stones of progress and so they have been since history began.

The Responsibility Remains

IT develops, now, that the terrible fire in the Ohio penitentiary last spring was set by the convicts themselves as part of a big plot to escape. A fuse that burned too slowly caused the fire to break out half an hour later than was planned, thus trapping the men in their cells instead of starting when they were in the open prison yard.

All of this—subject, of course, to verification by a more complete investigation—is interesting; but it should not lead anyone to suppose that the fire is any the less a black mark on the record of the state as a whole. Ohioans may have the minor comfort of learning that it was not the negligence of prison authorities that caused the fire to start; they cannot escape, however, from the responsibility that lies on the state as a whole for confining its prisoners in an antiquated fire trap. That responsibility is as dreadful as ever, no matter how the fire got started.

Zuta's Strong Box

IT will be extremely interesting to watch the progress of Chicago's investigation into the murder of Jack Zuta, "vice king," and see just how many more tell-tale checks, notes and other documents are unearthed from the dead gangster's strong boxes.

To date the indefatigable Pat Roche has brought forth evidence showing pretty clearly the way in which gangland and politics are allied. There may be more of the same sort of evidence to come, and if there is it will be worth waiting for. These checks and notes go a good part of the way toward providing the answer to the question, "Why hasn't Chicago been able to suppress her gangs?"

EDITORIALS FROM OVER THE NATION

A ROUGH NIGHT, MATE

Arthur L. Lippman in Judge: It was a mad night off the Grand Banks. The fog was as thick as pea soup. Mountains of waves crashed against the beautiful yacht Mirador as tons of water foamed across her decks. Life boats were torn from their davits and hurled into the swirling seas. The owner, Lord Holmesdale, immaculate in flawless evening clothes, sat at the head of the table in his modernistic dining cabin. Around his board sat many socially prominent guests, including Countess Throplington, Lord Beardsley, Catherine Blake and others of the Four Hundred. Then Captain Doremus, the yacht's grizzled skipper, stepped into the dining room from the main inferno outside. "I beg your pardon," he said to Lord Holmesdale, "but I'd like to have you on deck a moment. I'm afraid we're going to founder."

"Let's go!" shouted the guests. "It's a jolly for you."

"Begin your pardon, folks," said the skipper. "but I wouldn't advise it. You couldn't stand on deck a moment without being washed overboard."

"Don't be a kill-joy," chided Miss Blake. "We're going up on deck."

Laughing merrily and exchanging epigrams, the entire party stepped up the ladder and went out into that maelstrom of howling wind and tempestuous seas. The sturdy timbers of the stanch vessel creaked and groaned as tons of green water raked her from stem to stern.

Five minutes later the laughing party of guests came tripping down, back from their adventure on the sea-swept decks. And lo! Lord Holmesdale's dress suit was as immaculate as when he ascended. Not one of Lord Beardsley's vaseline-dipped hairs was out of place. The ladies looked as fresh and fragrant as when they had stepped out into the maddening gale ever along that coast.

"Jolly, wasn't it?" asked Miss Blake, as she fondled her undamaged orchids.

"Rather," said Lord Beardsley as he lit a cigarette.

"That'll be all for today, folks," cried the camera man. "Tomorrow we'll shoot the wreck scene on the desert island."

SIZE IS NOT EVERYTHING
Milwaukee Sentinel: Now that the Washington census bureau has officially announced the discovery of an error of more than 5,000 in the Milwaukee census returns, speculation will probably be revived concerning the possibility of Milwaukee passing Buffalo in the immediate future.

DAILY WASHINGTON LETTER

The U. S. S. Rochester, oldest ship in Active Service in the Navy, Has Just Put to Sea Again, And It Looks Like She'll Sail on Forever, Despite Talk of Junking Her

BY RODNEY DUTCHER

NEA Service Writer

WASHINGTON, Aug. 25.—For nearly 80 years they have been talking about replacing the U. S. S. Rochester, the oldest ship on active service in the United States Navy. But this ancient cruiser has gone back after an overhauling at the Brooklyn Navy Yard to resume her place as flagship of the special service squadron in Central American waters, and still nothing is being done about replacing her.

She has lived to an almost unbelievable age of service since she was commissioned in 1853 and, under one name or another, has gone more places and done more things than any other of the navy's vessels. Originally she was named the New York and later the Saratoga, but these names were precluded for bigger ships. Congress authorized her in 1853 and she cost \$3,000,000.

As the New York, she had her real baptism of fire when she served as the flagship of Admiral W. T. Sampson in the Spanish-American War, taking part in five engagements, the last of which ended with the defeat and surrender of Cervera's fleet off Santiago.

Sailors Like Her

Everyone in the navy liked her and still does. Her name was changed to the Saratoga in 1911 and to the Rochester in 1917. Her personnel runs over 600 men and she is still strongly built as well as roomy and comfortable in tropical waters.

In 1915 she was the flagship of the Asiatic fleet and she was the only foreign man-of-war present when she anchored at Yokohama to represent the United States at the coronation ceremony of the emperor of Japan.

In May, 1917, she was being repaired prior to joining the patrol force of the Pacific fleet. A month after the declaration of war, however, repair work stopped because Congress had failed to pass a bill authorizing funds. The authorization was obtained a month later and when it being repaired a patrol from her engaged in a riot at Seattle which followed an attack by soldiers and sailors on an I. W. W. meeting place.

German agents were supposed to be leaving Mexico on a merchant ship clearing Ensenada, Mexico, and the Rochester was sent to that port in September to intercept them. She was instrumental in the seizure of the steamer Anvil, which was said to hold 32 agents and "blacks" wanted by the American government.

Carried Troops

After that she was sent around through the Panama Canal to Hampton Roads, Va., and in December sailed on the first convoy trip from New York with the U. S. S. Pastores and the U. S. S. President Grant, which carried troops. Time and again she zig-zagged across the war zone with subsequent convoys.

Once a submarine torpedo missed the Rochester by 30 yards as she was chasing a submarine which had torpedoed the British merchantman Atlantis. At another time she headed a convoy carrying 15,000 troops. In 1919 she was attached to the transport force which returned troops from Europe and for the next three years was a flagship with the destroyer squadron of the Atlantic fleet and later was the scouting fleet in Caribbean and South American waters.

General Pershing sailed down on the Rochester and remained aboard her while heading the plebiscite commission at Tacna-Arica on the Peruvian coast of South America. Quite recently the Rochester carried President Hoover's Haitian commission to Port au Prince, remained there during the investigation and then carried it back.

For several years she has headed the special service squadron, first under Admiral Latham and now under Admiral Campbell, sailing on many special missions. During the Nicaraguan troubles, beginning with the Liberal revolt in 1926, she was anchored at Puerto Cabezas on the east coast of Corinto on the west coast or was sailing some where between. Prior to her return here for repairs last year she was under command of Captain H. A. Baldrick, now head of the division of Naval Intelligence. She was the ship which greeted President Hoover in Corinto harbor when he visited Nicaragua in 1928.

Last year she visited each of the Central American republics so that the commander of the squadron might pay personal calls to all the Central American presidents. This was followed by another goodwill trip as far south as Trinidad and Venezuela.

It will be at least a couple of years before the Rochester's tonnage has to be used for new cruiser strength under the naval treaty and meanwhile the navy suspects that she will just go on in active service forever.

above all else. There is no doubt that size, when that size results from healthy natural growth, is conducive to municipal prosperity and other things desirable in urban life.

The important thing is that size, to be valuable, must come about as a normal development. Hasty and ill-considered annexation for the sake of size alone, while it may enlarge a city's rank another city, may not react to the best interests of the community in which it takes place.

EIGHTEEN YEARS AGO IN KLAMATH

Maylon Dolan, the editorial force of the Klamath Falls Northwestern, and Rossiter Mikel, advertising solicitor for the same publication, have been missing since Sunday morning when they started in one of Telford and Son's launches for a pleasure trip on Lower Lake Klamath.

Fear is felt that they may have become lost in one of the many sloughs of South Lake, when a searching party failed to locate them.

For the purpose of taking moving pictures of the trip of scientists from all sections of the globe to Crater Lake, two expert moving picture men will accompany the party next month according to Will G. Steel of Portland, who is arranging the details of the visit. The American Lifeograph company is planning to take the pictures.

According to Superintendent Arant of the Crater National Park, the travel to Crater Lake is far in excess this year of what it has been during any previous year. There have been more than 200 automobiles to date in the park, and there will probably be 200 more before the season closes. Tourists from nearly every state in the Union are among those registered, and there are some from foreign countries.

Klamath Falls councilmen who have been charged with grafting will have two weeks time in which to prepare their defense.

This was the result of the change in the original plans of calling the grand jury.

Charges against three councilmen are serious, and if they are proven, will mean jail sentences.

In an attempt to solve the mystery of the disappearance of B. B. Bakowski, the photographer, who dropped out of sight last winter, while on a trip to Crater Lake, Frank Gas and C. C. Clark risked their lives Thursday. They were lowered over one of the unexplored precipices of the rim of the crater, but found no trace of the missing photographer.

The entire vicinity of the famous lake has now been gone over in an attempt to explain the mysterious disappearance of the photographer, but no indication of what has become of him or how he so effectively disappeared has been discovered.

HAIL DAMAGES KENO GARDENS

KENO, Ore., Aug. 25.—Quite a number of local men were called out on a fire Wednesday which broke out in the vicinity of Jenny creek.

Mrs. Esther Gordon is spending this week at Diamond lake chaperoning a party of girls spending a week's vacation there.

Mrs. E. G. Scherer accompanied by Mrs. Jack Buckbee and Mrs. Stroud motored to Klamath Falls on Wednesday.

Mr. and Mrs. R. W. Tower, son James, and daughter Elizabeth of Klamath Falls, were in Keno Tuesday evening calling on friends.

Miss Elizabeth Tower expects to leave at once for Marshfield where she will be employed in a hospital.

Miss Jessie Puckett has returned from the Lake of the Woods where she spent a week instructing the Campfire Girls and Girl Scouts in swimming.

The local gardens were damaged considerably on Sunday afternoon as the result of an unwanted hail storm which did much weather work.

Mr. and Mrs. R. W. Nelson transacted business in Klamath Falls Friday.

Poster Seaver is at a Klamath Falls hospital recovering from an injury which was sustained while working at Weyerhaeuser camp.

Ed Palma made a trip to Ashland on Friday.

The local grange held a business meeting Friday, August 15. The Keno janitor, R. F. Gorman, and wife have returned here after spending the summer months working at schools.

T. A. Grubb, accompanied by D. R. Doten motored to Hiatt lake Sunday, where they visited with Sailor Bailey and family.

Among those of the Kenotites who visited in Klamath Falls on Saturday were Mr. and Mrs. Lee Hembell and family, Mr. and Mrs. E. J. Markie, O. A. Broyles, R. A. Grubb, Ray Scherer, Tom McCormick, Mr. and Mrs. E. E. Kerns and son and daughter, and Mrs. L. W. Anderson and children and Mrs. Harold Stummen.

Jessie Puckett has gone to Klamath Falls where she will spend a week at the May King studio.

Bob King was a business visitor in Klamath Falls Monday.

Riding Academy New Diversion For City Folk

One of the world's popular sports, horseback riding, is to become one of the leading Klamath sports if the present interest shown in the new riding academy is a criterion. The Klamath Riding Academy opened this week at the Great Northern stock yards on the Midland road and already has become a popular place for many people.

M. H. Barber, a former Wyoming cowboy and twice world champion broncho buster at South Dakota and Cheyenne, Wyoming, has opened the academy and has a string of 20 good riding horses, some more gentle than others and a few high spirited horses for the experienced riders.

Bring Wild Horses
Mr. Barber and Mr. Cox, a former Arizona man, who is associated with Mr. Barber in the academy, recently received wide publicity recently when they brought a string of 100 wild horses from Nevada to Bend, Ore. Some of these horses, including Wildfire, the leader of the band, were broke to the saddle and are now located in the stables at the new academy.

Competent instructors are located at the academy to give riding lessons to those who wish. Horses may be taken out by the hour.

SCIENTISTS STUDY "MIND"
"Mind" was the subject of the Lesson-Sermon in all Churches of Christ, Scientist, on Sunday, August 24.

The Golden Text was, "Who hath known the mind of the Lord? or who hath been his counsellor?" (Rom. 11:34).

Among the citations which comprised the Lesson-Sermon was the following from the Bible: "Great is our Lord, and of great power: his understanding is infinite" (Ps. 147:5).

The Lesson-Sermon also included the following passages from the Christian Science textbook, "Science and Health with Key to the Scriptures," by Mary Baker Eddy: "Divine metaphysics, as revealed to spiritual understanding, shows clearly that all is Mind, and that Mind is God, omnipotence, omnipresence, omniscience,—that is, all power, all presence, all Science. Hence all is in reality the manifestation of Mind" (p. 275).

Roumanian Royalty Reunited



Members of Roumania's turbulent royal family here are pictured together for the first time since the prodigal King Carol's return to the throne. Leaving a Bucharest church after an anniversary requiem in memory of the late King Ferdinand, the new monarch is shown at the right, in the foreground. At the left is the Dowager Queen Maria, and behind her, Queen Helene, who has been reunited with King Carol by official decree. Prince Nicholas, brother of Carol, is shown in uniform, in the background.

Daily CAPITOL News Letter

"White Fleet" Traffic Officers Reasons Given Experiment Works

SALEM, Aug. 25. (UP)—The first few cars of Oregon's new "white fleet" were patrolling the highways of the state this week and the remainder of the state traffic motorcycles and automobiles were being painted a gleaming white and black as rapidly as possible.

THERE ARE several reasons why these traffic vehicles are painted a distinctive color, says Hal E. Hoss, secretary of state. TRAFFIC officers are more interested in the prevention of reckless or careless driving than they are in the arrest of motorists after they have driven recklessly.

THE MORE physical presence of a state traffic vehicle on the highway will cause motorists to drive carefully when it is seen, Hoss says, so it is a psychological proposition with a definite practical value.

THE RIGHT of a motorcycle is associated in the mind of the average motorist with a traffic officer, but with the increased use of automobiles in the force, the distinctive coloring was deemed necessary.

HOSS SAID an experiment conducted by the state traffic department at Rickreall Junction in Polk county where roads from four directions converge, revealed an interesting sidelight on the psychological effect of a state traffic vehicle upon prevention of careless driving.

AN OFFICER concealed himself and his motorcycle in a position where he could watch motorists approaching the junction of the roads. He learned that a considerable number of them failed to pause at the "stop sign" and drove carelessly past the intersection.

THE OFFICER then placed his motorcycle in a prominent view where motorists from all directions could see it. He hid himself where he could see but not be seen. The mere sight of the motorcycle, although no officer was in view, caused motorists to approach the intersection with care, come to a complete stop, cross the junction, cautiously and proceed on their way within the legal speed limit.

REDUCES Recklessness
WHEN ALL state traffic vehicles are painted white and black and are easily recognizable, this mental attitude upon the motorist will have the desired effect of reducing reckless driving all over the state.

ANOTHER important reason for creation of the "white fleet" is to make it possible for people who need help on the highways to recognize an officer. Although the patrolman on a motorcycle is recognizable quick enough, the officer in an automobile is not readily seen, he said.

Justice Coshaw Saturday Visitor

Oliver P. Coshaw, present chief justice of Oregon and candidate in the November election for position No. 5, in the supreme court of Oregon, was a visitor in Klamath Falls, Saturday, calling on a number of friends.

Justice Coshaw took his seat on the bench January 15, 1924, and in November, 1924, he was elected for a full term of six years. He became chief justice in the state, January 1, 1929.

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Timely Quotations From People in the Public Eye

"The term 'financial panic' means a temporary absence of the customary assumptions upon the basis of which normal life proceeds." —Richard Whitney, president New York Stock Exchange.

"Man is woman's natural protector." —Dr. Max Joseph Exner.

"Literary men—hell! With millions of people in the country experiencing the great and sorrowful distress what do literary men do? They sit in New York composing odes to spring. You can't count of them for leadership." —Theodore Dreiser.

"Keep the imagination young." —Selma Lagerlof.

I thought We've Been Thinking

(Continued from Page One)

deserving ones, but there is no use taking chances. Make the rule positive and no mistake will be made.

PEOPLE are asking Governor Norblad for about everything these days, so why not ask him to make it rain?

A MOST excellent job of lawn making is now in progress at the Union High school grounds. To anyone who doubts that a lawn can be made here in the shortest possible time, we respectfully ask to visit the school grounds and see what is going on. The large area has been leveled and most of it is seeded. On the north side a fine crop of grass is up and growing. The property will be a beautiful spot in a short time. The school board has finished the side walks and steps on the property and is ready to put in walks to the bridge over the canal if any bridge was in evidence to connect with. That

bridge is a disgrace and a relic of days long gone by. Just how to secure a proper structure so that vehicles can turn off of Esplanade onto the High School grounds has not yet been determined, but it must be. That is too beautiful a property and too fine a drive to be bottled up because of no bridge. A new bridge should be included in the general bridge scheme for the canal so that traffic can reach the school from Esplanade.

MANY may not realize what is being done here in the way of improving and adding additions to the schools, and to those we would suggest a trip around the different buildings. No citizen with the interests of the community truly at heart can fail to experience pride in the general scheme of improvement and adding space to buildings that is now in progress.

CHESSMAN ON BOARD

SALEM, Ore., Aug. 25. (AP)—Merle R. Chessman, editor of the Astoria Budget, was today appointed by Governor Norblad as a member of the Oregon state geographic board to succeed the late Dr. J. Q. Bowby of Astoria.

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