

FRANK JENKINS MALCOLM EPLEY
Editor Managing Editor
A consolidated Evening Herald and the Klamath News...

Today's Roundup

WHEN Col. Jack Dubel and Capt. Lowell T. Coggeshall arrived in our midst at the beginning of operations of the Klamath Falls Marine Barracks...



EPLEY

On some of the architectural lay-outs, it was listed as a recuperational center. Others called it a convalescent center. The United Press and others insisted on calling it a hospital.

The local people immediately fell in line with this idea, which was a good one, and from then until this day the grand place on the hill has been known as a Marine Barracks.

The name, however, is likely to be misleading to those unfamiliar with the place, and we point that out in connection with consideration of the installation for other purposes.

Most people, when they think of a place called a "barracks," see a dreary set-up of uniform buildings set up in an uninteresting flat, row on row without landscaping or architectural beauty.

On the contrary the Marine Barracks at Klamath Falls was laid out with imagination in a beautiful mountain setting. Unusual architecture was employed in many of the buildings, and the barracks structures themselves are many-windowed and more attractive than such buildings in most other installations.

It is no ordinary war-time-built military installation, but an attractive layout which lends itself admirably for consideration for permanent institutional purposes.

Those Stage Drivers
AN acquaintance of ours dropped into this sanctuary today with the suggestion that we say a word here in appreciation of the stage and bus drivers.

Railroaders, he said, have received a lot of deserved commendation for the responsible job they do with the lives of scores of passengers depending upon them.

Now, he said, it is time to give public recognition to the bus or stage driver who, all alone without benefit of fireman or co-pilot, operates a big, passenger-laden vehicle over all kinds of roads in all kinds of conditions.

Anyone who has ridden a motor stage knows that this praise is justified. Cool-headed competence simply radiates from the back of the head of the man at the wheel up front. Stage-drivers are a clean-cut lot—sober, responsible, courteous.

Come to think of it, they do a remarkable job, and it's time for disinterested comment about it in the public prints. We're pleased to lead off.

Spud Situation
POTATO shipments are running from 30 to 40 carloads a day from the Klamath basin right now—a low average for this time of the shipping season due primarily to rather poor market conditions.

There are just about enough cars to go around, not because of any sizeable improvement in the car situation, but because there is not so much pressure to ship due to the markets.

Truck shipments were unusually heavy in January, but they have dropped off sharply, also because of the market.

By PAUL MALLON
WASHINGTON, Feb. 6.—Some people say publicly and privately there is no such thing in these days as truth or justice. A wise and philosophical lawyer friend of mine, bundled up this entire new theory by adding that when truth and justice died, the law died with them; that there is now no law either.

The law, he said, concretely has become whatever the judge happens to believe is socially beneficial—that day. It may be something otherwise tomorrow. It is, he contended, the socio-political beliefs of politicians on the bench, no longer concerning itself primarily with what is justice to the humans involved.

Truth, he said, is only what a person happens to think at the moment, about any given situation. . . there is no exact truth, no accepted popular standard of what truth is. . . And who can say what is justice, exact justice, between the strikers and the managements over demands for wage increases, for instance.

First, what has happened to the law? A personally and politically embittered supreme court, divided three and often more ways, started conducting a social reform revolution by revising the legal standard. They attempted to effect a social revolution that neither the president nor congress could accomplish, but all they succeeded in doing was to break down the old standards. They did not erect any new standard, to which honest men could repair.

Now truth is not alone what I think, but what you and I agree. It is agreed actuality. So also with justice, which is an agreed form of fairness. Now if you speak of truth and justice in the sense of poetic perfection, you will wait until heaven for it.

Imperfections in Truth
IMPERFECTIONS in truth, justice and law have always existed to some degree, although they rarely before, in modern times, enjoyed such eminence and power.

Underlying the imperfections of nature are the good—the irresistible, unconquerable natural truths and natural justice of existence. We see them. We know them. They survive confusion and catastrophe.

These are hard times for men with honest minds. They would help themselves if they would study the natural laws of truth and justice on this crust of earth.

LIVESTOCK
SOUTH SAN FRANCISCO, Feb. 6 (AP-USA)—Salable cattle 100, calves none; market steady to 25 cents higher; load good 102 1/2; steers 116 1/2; medium-good heifers 114.00-16.25; about load 110 lb. Montana range cows \$13.20-14.50; few common cows \$10.00-11.00; canners and cutters \$7.00-9.00; good-choice yearling steers \$10.00-12.00; good-choice yearling heifers \$10.00-12.00.

CHICAGO, Feb. 6 (AP-USA)—Salable hogs 8000, total 18,000; active, steady; good and choice barrows and gilts at \$14.85 ceiling; sows at \$14.10; ceiling; complete early clearance.

PORTLAND, Ore., Feb. 6 (AP-USA)—Salable and total cattle 200, calves 40; market very active, some buyers re-acting but most sales 25 cents higher; some cows 30 cents higher; scattered lots medium-good steers \$14.00-16.50; com- good heifers \$16.50; one lot strictly medium-good heifers, 10 to 15 cents higher, instances 25 cents up; demand broad on outside account; local small lots also bought, rather freely; general killing quality improved.

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"Some day when we're married and rich like that, we can look back and see what a swell time we're having now!"

Market Quotations
NEW YORK, Feb. 6 (AP)—Steels, metals and selected industrials tacked on fractional gains in today's stock market but the trend as a whole was irregular.

Weather
Eugene Max. 47 Min. 29 Precip. 1.44
Klamath Falls Max. 47 Min. 29 Precip. 1.44
Portland Max. 48 Min. 30 Precip. 1.00
Reno Max. 42 Min. 27 Precip. .00
San Francisco Max. 43 Min. 29 Precip. .01
Seattle Max. 45 Min. 28 Precip. .01
Medford Max. 48 Min. 31 Precip. .17
Red Bluff Max. 43 Min. 28 Precip. Trace

Potatoes
PORTLAND, Feb. 5 (AP)—Potatoes: local Burbanks, \$2.90-3.00 cental; Baker course, \$2.50 cental; Deschutes 1000, No. 1, \$3.45 cental.

CHICAGO, Feb. 6 (AP-USA)—Potatoes arrivals 84, on track 119, total U. S. shipments 678. Old stock supplies light, for Nebraska and Wyoming, triumph demand moderate, market firm and slightly stronger; for offerings other sections demand fair; market steady to firm for best stocks.

SAN FRANCISCO, Feb. 6 (AP-USA)—Potatoes: 8 broken, 13 unbroken cars on track; arrivals, Idaho 3, Oregon 16; new stock, 1 broken, 2 unbroken cars on track; arrivals, Florida 2; market dull; Klamath Russets No. 1, size A, \$2.90.

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Stark Tells Of Aviation Conference

Charles Stark, manager of the Klamath County chamber of commerce, reported on an aviation conference held at Boise, Idaho, and offered such reports to the city council in session Monday night.

Stark said that a number of problems similar to that of Klamath Falls as regards the airport, he advised that Boise "dropped a bombshell" when the city said it would charge private fliers \$1.50 per landing at Gowen field, but later said that no charge would be made.

The chamber manager suggested to the council that the city should try to supply adequate hangar space and suggested that if \$15 monthly was charged that there would be a fair income on the basis of 20 planes. He also advised that other cities were obtaining revenue by making a small charge for gas, to revert to the city, renting out eating concessions, pay telephones, taxi service and the distribution of power which the city would buy in bulk.

Aircraft Franchise
Cy Wallan advised the council that he had an aircraft franchise along with a returned veteran and they were anxious to go into business. He said the factory had asked for definite commitments as to what concessions were being granted.

Mayor Ed Ostendorf said that the city airport commission had not been advised of anything definite by the government and that the city had no plans. The mayor assured Wallan that he would be able to rent hangar space.

"We can assure you that you will have a fair chance to get hangar space," Councilman P. O. Landry said. "Income is what we want out there."

The city council agreed to investigate the need of a street light at Roosevelt and California and referred the need of sidewalks in that area to the city engineer after Mrs. Ray Michels, 740 California, asked for a remedy at that point. Mrs. Michels advised the city that only planks, and wornout planks

at that, were available to pedestrians and that one lot, adjacent to the area, was owned by the city. Chief Orville Hamilton also asked the council for a stronger light at S. 6th and Martin where a fatal accident occurred recently.

Resolution Adopted
A resolution was adopted by the council requesting that the sewer system and connections be left intact when buildings and trailers are removed by the federal housing authority at the housing facility on Washburn way. Copies of the resolution will be forwarded to the congressional delegation.

On recommendation of the chief of police and fire chief, the structure at 937 Klamath will be destroyed and February 26, at 8 p. m., has been set for the time of hearing.

The council passed the third and final reading on the purchase of property for the Veterans' Memorial park from J. E. Hosking at a value of \$1400, and Copeland Yards, \$1500.

Two residents were advised to destroy trees on their property, Milton Price, 444 S. Riverside, and C. C. Colvin, 346 S. Riverside.

The city recreation director, E. E. Hambreck, was authorized \$350 for the basketball program.

Mayor Ostendorf outlined the meeting of the public utilities commissioner, operators of the Klamath heating plant and citizens held Thursday in the city hall.

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Advertisement for Union Pacific Railroad featuring the slogan 'don't give up the trip... EAST' and 'Many thousands of men in uniform have yet to be returned home from the Pacific theatre. That's Union Pacific's first and most important job.' Includes a map of the Pacific Northwest and the text 'THE PROGRESSIVE UNION PACIFIC RAILROAD ROAD OF THE Streamliners AND the Challengers'.