

THE KLAMATH NEWS

Owned and Published by

KLAMATH NEWS PUBLISHING COMPANY (Incorporated)
Officers and Directors: Nate Otterbein, president; Byron H. Hurd vice-president; Ben H. Stevenson, secretary; Walter Stronach, treasurer. (Constituting the owners of the entire outstanding stock issue.)
B. H. STEVENSON Managing Editor
J. W. McDONALD Editor
WALTER WEST Business Manager

Entered at the Postoffice at Klamath Falls, Oregon, as second-class matter.

PUBLISHED EVERY MORNING EXCEPT MONDAY
Office I. O. O. F. Building, 102-122 S. Fifth St.
Telephone 877



Address all communications and make all remittances payable to
THE KLAMATH NEWS PUBLISHING COMPANY

In ordering change of address, subscribers should always give the old as well as the new address

Subscription Rates—All Subscriptions Payable in Advance
Delivered by Carrier, per month \$ 30
Delivered by Carrier, six months 2.50
Delivered by Carrier, one year 5.00
Outside Klamath County 5.00

FULL LEASED WIRE, UNITED NEWS AND UNITED PRESS
(Longest in the World)

OFFICIAL PAPER OF THE CITY OF KLAMATH FALLS

"Let us have faith that right makes might, and in that faith let us to the end dare to do our duty as we understand it"—Abraham Lincoln

A TWISTED IDEA

To "give the public what it wants" is an impossible order for a newspaper editor. Moralists of a type propose to prevent the publication of the news of crime. But when a few newspapers experiment with this idea they find that the majority of readers do not want news denatured.

This whole "crimeless" agitation is twisted in the minds of newspaper men and others urging it. There is no legitimate complaint against the publication of real news of crime, but there is legitimate complaint against newspapers that glorify crime, titillate the lower elements of society with exaggerated "heroism" of sneaks and brutes, excite sexual appetite with lewd word and picture, and pander to the cheapest human curiosity.

It is queer that newspapers which are about as blameless as any in the land should be the ones to take upon themselves the implied burden of guilt involved in crimeless news experiments. This alone is proof that editors are not clear on this subject.

No honest editor should attempt to give the public what it wants. He cannot lend his type to indecency, and unquestionably large sections of the public want just that. He cannot yield to the restrictive demands of theorists, however sincere, who do not understand the processes of civilization half so well as does the practical editor because they are not in touch with life in all its phases.

There is a rule which governs newspaper editing, superseding all others. It is the application of the conscientious intelligence of a trained editor who seeks to tell the public all the news of the day that may be decently told.

GET READY

The one hundred and fiftieth year of American Independence will begin on July 4th. Which is to say that on July 4, 1926, these United States of America will be one hundred and fifty years old.

It will be the most important birthday America has had since 1876. And following it, there will not be another birthday calling for a great organized celebration until 1976, and that's too far ahead to worry about.

July 4, 1925, will give us all a fine opportunity to stage a dress rehearsal. Let's go!

Ever read the Declaration of Independence? You can do it in five minutes. And that five minutes will give you a glorious picture of the road America has traveled, and the spirit in which she has traveled it, in one hundred and fifty years.

BIG DAILIES VANISHING

There seems to be a race on between Mr. Munsey of New York, and Mr. Curtis of Philadelphia, to see who can buy the largest number of big metropolitan dailies. It may be that in a few years four or five men will own and control all the large dailies in our country. The country weeklies and small city dailies remain the big independent group of newspapers. There are some 14,000 of these published and read in the homes of the people and reaching a majority of the population.

Father's birthstone is a grindstone.—Flint Journal.

AUTO DEATHS ARE STEADILY INCREASING

Casualties As Result of Auto Accidents Have Increased 6% Over 1924

NEW YORK, June 27.—The rate at which people are being killed by automobiles continues to increase. In spite of the fact that New York City was able to report a reduction for the month of May, from 191 last year to 94 this year.

Returns from the nation at large up to May 16th show that the number of deaths have increased six per cent over the same period in 1924, according to the statisticians of the Metropolitan Life Insurance company. The per centage is obtained from the deaths among the 16,000,000 industrial policy holders, which group is an indicative cross-section of the entire industrial population.

The six per cent increase has been recorded also, in spite of a sharp falling off in the automobile death rate during the months of January and February, when storms and snow reduced the volume and speed of traffic.

The death rate for 1924 was 16.9 for each 100,000 of population according to the Metropolitan experience. This was an increase over 1923, when the rate was 15.4. Mortality from this cause has doubled since 1916, tripled since 1915, quadrupled since 1913, and increased seven fold since 1911.

Automobile fatalities still stand as the foremost cause of accidental death, causing four times as many deaths as railroad accidents, and more than twice as many as do accidental falls or accidental drownings.

New Figure Assumes Dominant Rank in Motor Car Industry

Since the name Walter P. Chrysler, through the Chrysler car, first became known to the public, it has grown to a position of commanding importance in the automobile industry. Men competent to judge have since declared that at the rate he is going and the progress his organization is making, he is rapidly establishing himself as the outstanding new figure in the industry.

It is only to the public at large that Walter P. Chrysler is a new figure in the making and merchandising of motor cars. Within the industry he has been known more than a dozen years as one of its leading men. Since he assumed a position of outstanding importance in the nation's largest industry, nearly 2,000,000 cars have been built and sold under his leadership.

It should be said here, to appreciate the singularity of the man, that the magnitude of his operations and interests is larger than that of any other American, with perhaps a half dozen or ten exceptions.

But visitors who have seen him spend hours at a time about the Chrysler plants are inclined to agree with those closest to him that the Chrysler car holds for him an affection second only to that of his family. Practically every visit he makes to the plants is the occasion for a personal checkup to see that the quality of the Chrysler car not only is maintained, but constantly improved.

His lieutenants insist that a considerable share of the tremendous success the car has created for itself is due to his personal attitude.



The Paragon Auto Laundry

Cars Washed and Polished
Upholstering Cleaned

J. G. McSHANN

Phone 894-J, 127 S 11th St.

WOULD REMOVE HEADLIGHT NEED

Experts Seek to Halt Casualties Resulting From Blinding of Drivers

There are few motorists who have driven at night but who have not breathed a soft epithet or two—often more—at the glaring headlights of approaching cars. Despite vigilance of traffic officers and the passage of laws aimed at curbing the vicious headlights, every day the columns of the daily papers chronicle an accident in which lights of the other car was such he could not see the pedestrian. And another casualty is chalked up to the growing toll of automobile accidents.

Now comes a prediction that in the not far distant future headlights will be a part of the equipment, but used only in an emergency.

To "Daylight" Roads

The highways are to be "daylighted." In other words, the main paved roads are to be illuminated as they are today in the city streets, and it will not be necessary to use headlights, although, of course, tail lights will still be of as much service as they are today.

There are 32,000 miles of concrete paving in the United States, and more is being added every year. One billion dollars will be spent this year on new hard-surfaced roads in the country. With this enormous increase in the total mileage of national highways safety engineers are convinced that the glaring headlights must go, and have been working along two lines—the "daylighting" of the main trunk roads and luminous paint for cars.

Of late years the wrist watch with the luminous dial has come into high favor—a survival of the war. Incidentally, jewelers say there are more wrist watches sold

today to men than there were during the war.

Work On Plan

It is merely a continuance of this principle on which engineers are working now. It is planned to develop a paint which will withstand weather and still be luminous at night. The experts do not plan to paint the entire car with the luminous substance, but they would use it merely on the outline, so that when a headlightless car is approaching an illuminated highway crossing it will be seen with as much ease as if it were casting a heavy blinding glare ahead of it.

The plan is possible now, but its cost is prohibitive. If the results of the laboratory tests are what it is hoped they will be—that a luminous paint can be perfected that will "stand up" and that will not involve any great extra cost—it is not entirely improbable that within a year or two it will be announced.

The permanent character of the new highways built in the last few years and those projected is such that their maintenance cost is being reduced to the point where it is believed county officials can be

persuaded to view the installation of light on main highways with favor.

If this is done and the luminous paint tests result in its adoption for cars, the night driver who is not sufficiently accustomed to bright lights to drive even at a moderate speed without the fear of an accident will breathe a sigh of relief.

And it is hoped that the appalling toll of 19,000 dead from auto

crashes in 1924—1925 even more—will be steadily lessened.

MAKING MONSTER
The monster motor car reached in Ford production line at 1927 p. m. The final assembly line, at Manchester, according to program received by Editor from the English car

Here's a Hunch

on which you can make some real money. Tire prices are advancing 10 to 20% on or before July 1.

You can come in now and select what you need which we will lay aside for you until you want them.

This offer good until July 5.



A type of tire to fit every machine and a price to fit every purse.

Federal Tires

Six years handling the same two brands of tires. "They must be good or we make good."

DIAMOND TIRE & VULCANIZING CO.

Phone 167.

707 South Sixth

FOR A REAL

Vacation

OR

Week-end

LAURA MOORE RESORT

POINT COMFORT

"Follow the Airplane"

Wonderful Fishing, Boating, Swimming

Rooms with Private Baths, Running Hot and Cold

Water—Screened Porches— Electric Lights

GENUINE HOME COOKING

For Reservations Phone 187

Used Cars

Overhauled and Painted Like New

2—Ford Sedans, Duco Paint

1—Ford Coupe, Duco Paint

1—Ford Coupe, Duco Paint

1—Ford Roadster

1—Oakland Touring

1—Overland Touring, Duco Paint

Petersen Motor Car Co.

After We Sell We Serve

7th and Klamath.

Phone 668



E. A. Dunham Says

These are strong statements

—but I'll stand back of them personally

THIS is not the usual kind of automobile advertisement.

You won't find any superlatives in it. You won't read any fancy phrases.

For I'm simply going to tell you, in a plain, understandable way some of the things I know the new Studebaker Standard Six Sedan will do. And I'll stand back of every statement personally.

In the first place, the Standard Six is the most powerful car of its size and weight—on the road today.

This is an actual fact that can be easily demonstrated. Fifteen minutes behind the wheel and you can prove this statement to your own satisfaction. Drive through the thick of traffic. Notice how quickly it stops and starts. How easily it steers. Here is

power, pick-up, and flexibility you cannot find in any other car of this size or price.

Now drive into the open and out on the open road on the accelerator and it climbs—30—40—50—fast as you want to go out the steepest hill and from a standstill watch the speedometer go over the top in half a minute.

Note, also, the striking appearance of this car. Lustrous lines. Its rich, hair upholstery. Its appointments.

And then consider the price—\$1595, f. o. b. factory.

Please don't buy until you at least compare this new Studebaker Standard Six Sedan with the other values Studebaker offers.

Dunham Auto Co.

6th and Oak Sts.

Phone 5