

THE KLAMATH NEWS

KLAMATH NEWS PUB. CO., Publishers

FRANK JENKINS Editor

Published every morning except Monday by The Klamath News Publishing Company at 102-132 South Fifth street, Klamath Falls, Oregon.

Official paper of City of Klamath Falls and Klamath county.

Entered as second class matter at the postoffice at Klamath Falls, Oregon, November 13, 1923, under act of March 3, 1879.

SUBSCRIPTION RATES Delivered by carrier, \$.85 month \$ 8.50 year

Delivered by mail, \$ 5.00 year, outside county, year, \$ 6.00 Subscriptions payable in advance.

Represented nationally by M. C. MOGENSEN & CO., INC., San Francisco

New York, Detroit, Seattle, Los Angeles

Copies of the News and Herald, together with complete information about the Klamath Falls market, may be obtained for the asking at any of these offices.

Member Audit Bureau Circulation Telephone 1999

The Lumber Industry Moves With Initiative

THE Pacific coast lumber industry, taking the lead from Washington, has not awaited explicit orders from the administration in outlining its program for national trade recovery.

The measure advanced by President Roosevelt to foster public works and establish some degree of control within private industry has suggested the establishment of standards of competition for each type of industry.

These lumbermen, headed by R. B. Macartney of Klamath Falls, have come to realize that "something for the good of the greatest number will be best for the individual firm within the expanse of one industry."

But, after all, the most admirable development of this conference comes from the ranks of lumber itself. It is so much better to voluntarily draw up acceptable codes itself than to have imposed upon it definite outside influence always subject to the criticism it is involuntary.

The Practical Application of a Theory

THE Civic Recreational Committee has fostered one of the most advanced theories of child education and development in its promotion of organized play through the summer vacation.

It presents uniform advan-

tages to the children of the city without setting up a program to stereotype young minds and bodies. It commands the summer months, removes the disadvantages of idleness and brings about a mild system of supervision encouraging mental and physical alertness.

Its value can be recognized in its already generous support. There are eleven hundred children enrolled, and carrying on such work demands considerable funds.

Agriculture Absorbs the Depression Orphans

THE depression has gone far in cutting loose the population of the United States from its old environments, and we have come to wonder just where this shift has been absorbed.

It is a striking contrast to the population movement of two and three decades ago when the development of America's cities drained agriculture of its young men and women.

The depression has brought about the largest farm population through the long years of a fluctuating record.

The honeymoon days are about over. Husbandly Roosevelt is about to break into an argument with his wifely congress.

The salmon run is almost at an end. Something ought to be done on the Lower Columbia for pretty soon there won't be a thing to strike about.

It must have been a particularly rotten ball game to make those convicts riot in the grandstand at the Kansas penitentiary.

Jobs must still be hard to find. Just see how many applicants there are for the governorship.

RELATIVE HONORED

LANGELL VALLEY, Ore. — Among those who were invited to government house recently to meet Captain and Mrs. J. A. Mollison when on their flying visit to the Isle-of-Man, was A. C. Teare, editor of the Ramsey Courier.

Railroads are planning a new high speed train that can run 100 miles an hour. Now let's see a motorist beat one of those trains to a grade crossing.

Quite often the purchaser of a second-hand auto finds it's hard to drive a bargain.

SIDE GLANCES — by George Clark



"Remarkable woman—has a mind as good as most men."

Editorials on the Day's News

(Continued from Page One) sellers have made cocky statements such as that to buyers.

THERE have been recent advances of about 25 per cent in wholesale prices of shirts of the dollar grade, such as men have been buying for the past couple of years.

One seller, notifying buyers of this increase, writes: "If you want them at this new figure, let us know by RETURN MAIL."

SHOES of the lower-priced grades have gone up about 15 per cent. This reflects a considerable rise in the price of raw hides, which are up materially.

FURNITURE prices are rising—as you have noticed from the advertisements. Not only that, but furniture manufacturers are not holding out very rosy prospects of early delivery of new orders.

WHY THESE increases? Inflation, presumably. At least, that is the conclusion of the Corvallis Gazette-Times, which says: "The threat of inflation is having the usual effect. Manufacturers will not make quotations for future deliveries."

ANOTHER Oregon immigrant—this one a tree, instead of an animal—is the live oak. Many of these oaks, which retain their foliage in the winter, are to be found along the Pacific highway in the Canyon Creek canyon, south of Canyonville.

THE CORRESPONDENT who sent out that dispatch should know his Oregon better. Opossums have been reasonably common for years up in the northeastern corner of the state.

WHY THESE increases? Inflation, presumably. At least, that is the conclusion of the Corvallis Gazette-Times, which says: "The threat of inflation is having the usual effect. Manufacturers will not make quotations for future deliveries."

WHY THESE increases? Inflation, presumably. At least, that is the conclusion of the Corvallis Gazette-Times, which says: "The threat of inflation is having the usual effect. Manufacturers will not make quotations for future deliveries."

WHY THESE increases? Inflation, presumably. At least, that is the conclusion of the Corvallis Gazette-Times, which says: "The threat of inflation is having the usual effect. Manufacturers will not make quotations for future deliveries."

WHY THESE increases? Inflation, presumably. At least, that is the conclusion of the Corvallis Gazette-Times, which says: "The threat of inflation is having the usual effect. Manufacturers will not make quotations for future deliveries."

WHY THESE increases? Inflation, presumably. At least, that is the conclusion of the Corvallis Gazette-Times, which says: "The threat of inflation is having the usual effect. Manufacturers will not make quotations for future deliveries."

WHY THESE increases? Inflation, presumably. At least, that is the conclusion of the Corvallis Gazette-Times, which says: "The threat of inflation is having the usual effect. Manufacturers will not make quotations for future deliveries."

The National Whirligig Inside Story of Washington The News Behind the News

By PAUL MAILLON

Inflation The public excuse has been made that Mr. Roosevelt was forced into this new anti-gold standard legislation.

It covers up the fact that Mr. Roosevelt really had his eye on Europe when he recommended permanent legislation. It gives him a bigger club over the London Economic Conference. He needed it.

The administration has spent most of its time recently trying to depreciate the dollar abroad. That question has been bothering Mr. Roosevelt more than any other.

Woodin had said the first \$25,000,000 open market purchase of bonds meant we were off on inflation with a bang. That sort of baloney was a little too obvious.

rather have the bill killed than accept the labor clauses. That makes the situation strained. The labor officials have already told their people not to let the bill pass unless those amendments are in.

The rail crowd figures it can get along well enough without the bill. The roads are beginning to come back. Reports are around in financial quarters that the Baltimore and Ohio already is out of the red.

League An innocent little announcement came from the State Department a few days back. It said State Secretary Hull had communicated with the Council of the League of Nations.

TRUE ENOUGH! Still, if you ever happen to have been stuck in the mud with a heavily loaded wagon, you know that pouring the mud to the team often helped like the mischief in getting out.

Business is stuck in the mud of depression. The President, quite frankly, with no effort at concealment of his purpose, is applying the whip of inflation to the horses in an effort to get out of the hole.

All of us are hoping fervently that he succeeds. A DISPATCH from Toledo, away over in Lincoln county, on the coast, says: "An errant opossum was on exhibition after it had been killed by Francis Thorne near Drew's Prairie."

"The animal is the first ever known to have visited the state of Oregon." THE CORRESPONDENT who sent out that dispatch should know his Oregon better.

When the Republicans were in power they were very cautious on that subject. Whenever they were compelled to deal with the League on opinion or whatnot it was always made clear that we had our fingers crossed.

That day is gone. RAILS Rail officials are dead set against the labor amendments to the pending reorganization legislation. They have told their boys in Congress that they would

Some People Say

When hubby's pockets are chokin' with greenbacks it's easy for him to get into trouble, but when he's nursing a thin dime he's more apt to behave himself.—Leo Winchester, Memphis (Tenn.) divorce proctor.

As has been amply demonstrated in recent years, practical men are those who practice the errors of their forefathers.—Dr. Robert M. Hutchins, president University of Chicago.

Armaments create the very danger they are designed to avoid.—Norman H. Davis, U. S. representative at Geneva.

Earlier Days

From the Files of the Klamath Republican, June, 1909 More business is being done by the railroad than anyone had reason to expect, and yardmen predict that a switch engine will be needed soon.

One of the largest, if not the largest shipment of buggies and wagons ever brought to this city, was received this week by the Baldwin Hardware company. The weight of the shipment was 39,000 pounds.

The contract for supplying feeders to the Klamath Indians has been awarded to William Hanley of Portland, at \$2.75 a head, delivery to be made by August 15, at the reservation. These feeders are furnished the Indians as a portion of the payment of the purchase of the lands of the Indians some years ago.

the funds which French citizens stampeded to store away in Britain. This cross-channel hoarding causes the French government anxious moments.

WAKE UP YOUR LIVER BILE— WITHOUT CALOMEL

And You'll Jump Out of Bed in the Morning Rin' to Go

If you feel sour and sick and the world looks black, don't swallow a lot of salts, mineral water, oil, laxative candy or chewing gum and expect them to make you suddenly sweet and buoyant and full of sunshine.

They never know nowadays when one of their cases will show up in the newspapers as a prosecution. If anything has been put over that they missed the assumption is they were paid not to see it.

Irony New York financiers see irony in the British loan to France. The truth is that Britain is now re-lending to France some of

WOMEN'S CONTRIBUTION TO THE MOTOR CAR

There is some doubt that people care to hear very much about what goes on under the hoods of their cars.

The driver knows that "driving qualities" are not accidental; they are put there. How the manufacturer creates or evolves those results may not interest him. He judges entirely by the results he gets in driving.

Well, it is not essential to talk "shop"; let us talk Results. Smoothness. Drive the Ford V-8 and you will find that the engine runs with surpassing smoothness, due to its design and the extra precise methods of its manufacture.

Power. There it is, 75 horsepower (we could say 80) at the drive-shaft for the driver's use. With less weight to pull around, the mettle of this car—its life-like response—is rather remarkable.

Economy. Our V-8 develops more power on a gallon of gasoline than any car we have made. Mileage is partly a matter of individual driving, but under average conditions the Ford V-8 does 17 to 20 miles a gallon.

Appearance. This is woman's contribution. The motor car must not only be useful, but also good-looking. View the Ford V-8 and you will not need our comment on its fine appearance.

Comfort. This also is woman's concern. In 30 years she changed the motor car from a wagon to a coach. Comfort is a quality made up of numerous ingredients. There is no comfort without a quiet, smooth-running engine. We have all the other ingredients too.—color, good taste, quality, ease, safety, roominess and convenience.

Henry Ford Dearborn, Mich. May 29, 1933

LITTLE ORPHAN ANNIE

By Harold Gray



Wood If you want your money to buy the most order GREEN SLABS Double load ..\$3.00 DRY SLABS Double load ..\$4.00 BLOCK-WOOD Double load ..\$5.50 Single load 3.75 1/2 Single load 2.25 We had to order another car of that BROODER COAL Every customer comes back for more 100 lb. sack55c Peyton & Co. "Wood to Burn" 126 S. 7th Phone 585

Henry Ford Dearborn, Mich. May 29, 1933 WOMEN'S CONTRIBUTION TO THE MOTOR CAR There is some doubt that people care to hear very much about what goes on under the hoods of their cars. The driver knows that "driving qualities" are not accidental; they are put there. How the manufacturer creates or evolves those results may not interest him. He judges entirely by the results he gets in driving. Well, it is not essential to talk "shop"; let us talk Results. Smoothness. Drive the Ford V-8 and you will find that the engine runs with surpassing smoothness, due to its design and the extra precise methods of its manufacture. Power. There it is, 75 horsepower (we could say 80) at the drive-shaft for the driver's use. With less weight to pull around, the mettle of this car—its life-like response—is rather remarkable. Economy. Our V-8 develops more power on a gallon of gasoline than any car we have made. Mileage is partly a matter of individual driving, but under average conditions the Ford V-8 does 17 to 20 miles a gallon. Appearance. This is woman's contribution. The motor car must not only be useful, but also good-looking. View the Ford V-8 and you will not need our comment on its fine appearance. Comfort. This also is woman's concern. In 30 years she changed the motor car from a wagon to a coach. Comfort is a quality made up of numerous ingredients. There is no comfort without a quiet, smooth-running engine. We have all the other ingredients too.—color, good taste, quality, ease, safety, roominess and convenience. Henry Ford