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 FRANK JENKINS, Editor

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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 industry has moved with encouraging initiative in considering itself the economy act now before congress.

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. The Western Pine association, an organization of lumbermen representing interests in Oregon, Washington, Idaho, Montana and California, has called a special session at Portland this week to consider a "code of fair trade practice and understanding."

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." They hope to regulate their production, distribution and labor conditions.

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 is a tribute to the physical education departments of American universities and colleges that this often overlooked system of directed activity among children should be accepted as a municipal enterprise.

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. The real meanings of "summer vacation" are brought equally to children of all classes and ages. Playgrounds and studies—a summer of juvenile progress and recreation.

Its value can be recognized in its already generous support. There are eleven hundred children enrolled, and carrying on such work demands considerable funds. All donations, however small, will be accepted with gratitude by this committee which has worked diligently for months. The effects of the program will be injected into every home in Klamath Falls where there are children. It's worth assisting.

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. The department of agriculture at Washington has surveyed the population and discovered that one million persons have moved out of the cities into the country.

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 total farm population of the country, 31,241,000 in 1932 and 32,242,000 in 1933 shows exactly where unemployment has effects.

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. Mr. Teare is a brother of Malcolm Teare of Langell Valley. Capt. Mollison is the British Lindbergh, being the only aviator who has flown the Atlantic alone from east to west. He also holds the world's long distance flight. Mrs. Mollison, who was Amy Johnson, before her marriage, made herself famous in flying from England to South Africa, etc.

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)

seilers 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."

More evidence of an impending sellers' market.

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. Here is one case where the raw material producer is getting a break.

The suede jackets that have been worn so extensively in the past few years are up about 20 per cent—more response to increasing prices of leather.

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. They do not seem to have much stock on hand.

Demand, that is to say, will not have far to go to catch up with supply.

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. Wholesalers, jobbers and retailers are therefore buying now where possible to avoid possible future higher prices. Their customers are doing the same thing.

"Business thus receives an artificial stimulant. It is exactly the same process, though, as taking a whip to a horse when the wagon sinks into the mud—the whipping doesn't provide the

horse with any additional muscle, because a whip is rather poor food."

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.

Opossums have been reasonably common for years up in the northeastern corner of the state. The story goes that a pair of them escaped years ago from a family of immigrants bringing them to Oregon as pets from one of the Southern states.

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 yellow poppy, as everyone knows, is another California immigrant that has found a home in Oregon.

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

By PAUL MALLON

Inflation

The public excuse has been made that Mr. Roosevelt was forced into this new anti-gold standard legislation. They say at the White House he ran into difficulties trying to enforce his executive order taking us off gold. That is true, but it is only half the story.

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.

We have gone to extremes to make Europe believe we are embarked on a policy of inflation. We want them to get frightened so they will come through with some tariff agreements and exchange stabilization concessions at London.

However no one is supposed to say anything about it. Treasury Secretary Woodin partially let the cat out of the bag one day. He received a lecture at the White House for the slip.

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 ballyhoo was a little too obvious. Even with lower red-count rates you cannot get much inflation that way. Mr. Hoover tried it. His open market operations ran around \$50,000,000 a week for months. Yet deflation continued.

The auspices are much better now. But we shall need more than open market operations to keep the dollar down abroad. Europe knows that.

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. He expressed his gratification that the League Council settled the Peruvian dispute on the upper Amazon.

Few here paid any attention to the statement. But the diplomatic corps started buzzing. Some thought it a most significant international step. We have not been on speaking terms with the League. We have heretofore strongly resented any attempt of the League to handle affairs on this continent. We have a Monroe Doctrine which gives us that right.

Now we not only speak to the League but are gratified she did something we always before resented.

That is only one significant indication we may have a different feeling for the League from now on.

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.

Notes

Chinese resistance to the Japs was so weak in Jehol that our officials have an idea the Chinese sold out. . . . Their defense of Peiping was nothing remarkable but it appears they put up a somewhat better stand there. . . . Even the Chinese newspapers scented something was wrong when the truce was signed. . . . It was probably just a little Oriental diplomacy in which palm-softening is always an important part. . . . In connection with Hull's statement to the League, both he and Mr. Roosevelt were strong League supporters when that subject was an issue in 1920. . . . Our officials here believe the Japs will keep things quiet in the Far East at least until the London Economic Conference is over. . . . Former State Secretary Stimson's recent unquiet in the Far East at least against the labor amendments to the pending reorganization legislation. They have told their boys in Congress that they would

Rails

Rail officials are deadset 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 rapid development of the country and the large number of new settlers coming in has created a demand for first class buggies and wagons.

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.

Financing

One reason why the Federal Reserve still refrains from extensive open market operations is the question of public works and other new financing. It is now legally possible for the Federal Reserve to buy securities direct from the Treasury as well as in the open market. That means that the Treasury can fall back on the Federal Reserve for its financing if by chance commercial banks and private investors don't come across as required.

Such an emergency is unlikely to develop. The best opinion holds that a billion dollars or more could be floated without flicking an eyelash. But the Federal Reserve doesn't want to commit itself too far in other directions until it knows definitely it will not be needed as a life-saver.

The government has a certificate issue of \$373,000,000 coming due on June 14th. A bond issue of \$600,000,000 or more is being discussed to replace it on that day.

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. The nerve strain is terrific—but nobody is resigning.

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

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. Of course, car economy is not only a matter of fuel. Ford V-8 has that too, but it is also economical in the complete sense—initial cost, operation, maintenance.

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