

PROGRESS IN AIR MADE IN AMERICA

Flyers Uneasy About the
Slow Gain of Passenger
Planes—Future Rosy

WASHINGTON, Dec. 31 (AP)—Substantial progress in the development of aviation, both commercial and military, together with several notable exploits of flying, including flights respectively by an airplane and a dirigible over the North Pole, was recorded during 1926.

While the United States took the lead in the private ownership and operation of aircraft and is well in the front rank in the technical development of military aircraft, it was a notable feature of the aviation progress in 1926 that European nations, especially the Latin countries, made enormous strides in their flying development.

Pessimistic Note
There is a pessimistic note, however, in American aviation circles in the comparison of American and European commercial use of airplanes. While the United States commercial flying has displayed encouraging development, in Europe large airplanes, engaged in passenger carrying flights, are being used extensively mainly supported by governmental subsidies. Passenger carrying services in the United States have not been usually financially successful and aviation in this country must largely pay its own way, but the government is endeavoring to pave the way by establishing and maintaining airways without resorting to the subsidy policy.

A note of the future progress of commercial aviation is sounded in the plan of the postoffice department to turn over its airmail service entirely to private companies in 1927. Aviation authorities claim that the main problem, facing the flying industry to place it on a self-supporting basis, is to establish substantial reductions in cost of construction, operation and maintenance, together with betterment of the safety of aerial navigation.

Probably as an index for the near future of aviation in America the notable feature of 1926 was the clarification of aeronautical legislation, including the appointment of aviation secretaries in the departments of commerce, navy and war and the five-year programs for the army and navy air corps.

What the Coolidge administration thinks of aviation is expressed in the increase of the air budget of the government by \$7,216,000 for 1928, despite the administration's policy of economy. The president recommended to congress appropriations of \$523,000, an increase of \$10,000 for the national advisory committee on aeronautics; \$24,395,300, an increase of \$1,000,000; navy \$4,555,850, a \$200,000 increase and commerce, \$5,213,500, an increase of \$3,000,000.

Three flights to the North Pole were essayed in 1926, two of them successful, one by an American in an airplane and another by a Norwegian in a dirigible. From January to May Captain George Wilkins, Australian flyer, attempted to conquer the Arctic regions in flights from Alaska, but all of his three planes met with misadventure. In a brilliantly courageous flight, Lieutenant Commander Richard Byrd of the United States navy contributed the greatest aviation exploit of the past year in a flight on May 9 from Spitzbergen to the North Pole and return in 15 hours and 30 minutes. Roald Amundsen, the Norwegian Arctic explorer, and Commander Nobile of the Italian navy followed two days later with another flight over the Pole in the Dirigible Norge from Spitzbergen to Nome, Alaska, a trip of 2,000 miles.

Other notable flights were the army's hop to South America, and the exploits of an Englishman, Sir Alan Cobham, who flew from England to Capetown, South Africa, and of two Frenchmen, Les Challes and Captain Weiser, who flew 3,250 miles from Paris to Bender Abbas, Persia. An American, Lt. James Doolittle of the army who topped the Andes from Santiago, Chile to Buenos Aires on Sept. 2, displayed an amount of courage for he flew with both engines broken. In smashing all the airplane speed records in the Schneider Cup races, Major Mario de Bernardi on Nov. 13 brought fame to Italy.

In the national air meet of Sept. 11, Lt. C. T. Cuddy of the United States navy established a new pursuit ship speed record with 150.475 miles per hour. Walter Beach won the Ford Reliability contest, covering 2,652 miles with an average speed of 124 miles an hour, on Aug. 21. American balloonists came to the fore, Wade Van Groen capturing both the national balloon and the Gordon Bennett international balloon races.

Probably the worst aviation disaster of the year was the burning up of the giant Sikorsky biplane after it had left the ground on its New York to Paris flight with Captain Rene Ronck, French world war ace at the controls. Two of the plane's crew of four were killed.

Air traffic multiplied the problems to police authorities in 1926. In the south "hedge hopping" flying was prohibited after a cotton farmer was killed by a low flying plane, while at the Harvard-Yale crew races air police were on duty to prevent planes flying at low altitudes over the crowds.

OUT OUR WAY



COTTON'S WASH DAY
AND THE VISITOR.

Remembers When Snow Was 4 Feet Deep Over All of Inland Empire

SPOKANE, Wash., Dec. 31—E. F. Benson, agricultural development agent in Seattle, Wash., recently gave the following letter from Uncle Dan Drumheller, concerning the winter of 1861 and 1862. The letter follows:

Dear Benson: Yes, I well remember the winter of 1861-1862. There are now but very few left to tell the story of that terrible winter. I spent that winter on a ranch near the town of Walla Walla and remember what the weather was like every day from the beginning to the finish of it. The winter set in on the 23d of December, 1861, with a big snow storm and on the 23d of January 76 inches had fallen. The snow at that time was about four feet deep all over the country. The weather everywhere was extremely cold, thermometer ranging 25 to 40 degrees below zero.

On the evening of the 23d of January a warm strong chinook wind blew in. The wind lasted eight hours and settled the snow down to about 20 inches deep on the level. The weather then turned extremely cold again which formed a hard crust on top of the snow two inches thick. This crust would hold up the weight of a man and horses and cattle would make a few steps on top of the snow and then go down up to their breast. From the 23d of January to first of March weather was generally clear but extremely cold, often 40 below zero.

The weather moderated the 1st of March with warm, bright sunshine and gentle southerly wind, but no real chinook winds. On the 15th of March we could, for the first time, see bare ground along the south slopes of ridges running down from the foothills of the Blue mountains, but the snow did not

disappear from the valley until the 25th of March.

Nothing approaching this winter has happened for at least the last 50 years. The true story of this winter in eastern Washington would astonish the Johnny-comelatelys. The winter was practically the same from Lewiston to The Dalles, Oregon. Just what it was like in the Spokane and Big Bend countries I do not know. James Monaghan was operating a ferry across the Spokane river 20 miles below Spokane Falls. He told me that there was not a white man passed his ferry for four months. That on the 4th of May, 1862, he walked south on the old military road about 15 miles, this would have placed him about five miles east of Reardan. He said at that point all the snow was gone on the south hillsides and level ground but on north side hills and gulches snow was several feet deep.

On the 15th of April the late Lewis Neace left Tucuman creek on horseback for Montana. He told me he was snowbound for 10 days at a point 30 miles south of Spokane Falls. Fully 95 per cent of all horses and cattle wintering on ranges between Lewiston and

The Dalles perished during that winter. I was interested in a herd of 320 head of cattle in the fall of '61, they ran in Walla Walla valley where hundreds of acres of rye grass stood six feet high. We only found four of them alive next spring and all were about 3 months old heifers.

The Columbia river above the mouth of the Snake river reached its high water mark in '62 about the 10th of June. I happened to be on the river at that time with a band of cattle bound for Cariboo, B. C. According to the drift wood along the Columbia the river was practically as high in '94 as it was in '62. I have found it not as much due to the amount of snow at the head of streams that causes the high waters as it is to the four continued hot weather that melts the snow. When the Columbia and Willamette rivers happen to be in flood tide at the same time the Columbia backs the water up the Willamette which causes the serious floods in Portland. When the Willamette runs down, which it usually does before the Columbia reaches flood tide, Portland will not be badly flooded.

D. M. DRUMHELLER.

The quaint belief still persists in some parts of the country that Santa Claus got his start in life as a jury foreman.

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THE MAHARAJAH of Nepal has just restored liberty to 52,000 of his subjects who were held in a state of semi-slavery.

By Williams

GRANGES SELECT NEW OFFICIALS

Wallowa County Organizations Pick Heads for the Coming Year

ENTERPRISE, Ore., Dec. 31.—Local granges of the county have elected officers during the last fortnight and most of them will install early in January. The locals which have reported their annual meetings to date, with names of the new officers, are:

Alder Slope
Master, Harley Murray; overseer, Burl Kooch; lecturer, Edith Crader; steward, Clifton Terry; assistant steward, Lee Hulburd; chaplain, Mrs. E. R. Plack; treasurer, Joe Miller; secretary, Ervin Storm; gate keeper, Lee Sherman; Ceres, Thelma Storm; Pomona, Violet Murray; Flora, Minnie Fleishman; lady assistant steward, Alice Miller. Date of installation, Jan. 14, 1927.

Hurricane Creek
Master, J. G. Crow; overseer, Everett Hayes; lecturer, Mrs. Ava Wilson; steward, Paul Wilson; assistant steward, Julius Aleson; chaplain, Mrs. A. E. Cole; treasurer, Frank Fisher; secretary, Fred Hime; gate keeper, M. L. Fairchild; Ceres, Lovena Shinn; Pomona, Sylvia Cannon; Flora, Cora Fisher; lady assistant steward, Myrtle Fisher. Installation, Jan. 5.

Liberty Grange
Master, Fred W. Mastrude; overseer, John D. Laird; lecturer, Arlene Reams; steward, William Halsey; assistant steward, Ed Freundenburg; treasurer, Frank Gowing; secretary, Dorris Mitchell; gate keeper, John Goupe; Pomona, Mildred Butner; Flora, Francis Freundenburg; L. A. S. Goldie Day.

Promise Grange
Master, Henry Carper; overseer, I. S. McDonald; lecturer, Emilie Bennett; steward, Elmer Bennett; assistant steward, Harvey McDonald; chaplain, Mrs. I. S. McDonald; treasurer, Royd Carper; secretary, Wm. A. Reed; gate keeper, Ralph Carper; Ceres, Lucy L. Reed; Pomona, Cora Fleishman; Flora, Maud Swearingen; lady assistant steward, Lora Carper; H. E. C. Maud Swearingen. Installation, Jan. 1.

South Fork
Master, George Tilton; overseer, Charles Hook; lecturer, Dollie Pearce; steward, Charles Knosne; assistant steward, Wallace Spencer; chaplain, Belle Tilton; treasurer, Charles McArthur; secretary, Stella Hook; gate keeper, R. O. Harris; Ceres, Ruth Knosne; Pomona, Nina McArthur; Flora, Hilda Moffitt; lady assistant steward, Eliza Olsen. Installation, Jan. 8.

WALLOWA PERSONALS

ENTERPRISE, Ore., Dec. 31.—Mr. and Mrs. A. M. Wagner, pioneers in Wallowa county, celebrated their golden wedding anniversary at their home Christmas day. Only members of the immediate family were present and the day was spent very quietly. Their anniversary really fell on Christmas eve but they waited until Christmas day to hold the celebration so that all their children and their families might be present.

On Dec. 24, 1876 Wagner was married to Belle Long in Kookuk county Iowa. Ten years later, in Oct. of 1886, they came to Enterprise, then known as Bennett Flat. The year following Wagner erected the first real house to be built on the flat. In the fall of 1887 he named the new town Enterprise and built the first school house and was later moved to the business street and is now occupied by a restaurant at the corner of Main and West First street. Wagner was also a member of the school board when the present building was constructed.

When Wagner and his family came to Bennett Flat, John D. Zuercher had a log cabin near where W. R. Holmes' residence now stands and R. E. Stubblefield had a shanty in which he camped when here with his stock. This stood where the brick Enterprise building now stands. Wagner took up a preemption claim on his land east of the Zuercher and Stubblefield homesteads. He borrowed a cow from a farmer on the Slope and Stubblefield had a stack of rye hay, and by bringing the two together, both had milk the first year.

Mr. and Mrs. Wagner later moved to the present Lookout farm on Alder Slope, which they bought of James Koger, and their next move took them to Prairie Creek, two miles east of town, where they built the house now on part of the Craig land. Afterward they picked out a nook at the base of the hills at the northeast corner of old Bennett Flat, and there established a home where they have lived ever since. Wagner followed the carpenter's trade many years, erecting a good share of the houses of the early days. He began business here by making washing machines, on which were stenciled the name of the settlement, Bennett Flat.

Their seven children, Mrs. Nellie Rudolph, Mrs. Lesta Humphreys, Mrs. Mary Martin and Wayne Wagner and their families and Glenn Dee and Raymond were present at the celebration Saturday.

DECORATE WOMAN ATHLETE
WARSAW (AP)—Miss Hallina Konopacka, Poland's famous woman athlete, has been decorated with the "Cross of Merit" by the Polish government. Miss Konopacka broke the record for women's discus throw at Gothenburg, Sweden, last summer, when she flung the "pancake" 27.71 metres.

As a plea for rain the natives of Angola, on the west coast of Africa, cut off a man's arm at the shoulder and plant it in the ground with the hand sticking up.

Starting from Silver Springs, Md., in 1925, Frank M. Heath rode the same horse through thirty-two states, covering 5898 miles.

W. L. Marcy, of New York, United States Senator a hundred years ago, is said to have first used the saying, "To the victors belong the spoils."

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