

LOCAL BRIEFS

O'Callahan Arrested— Jerry O'Callahan, charged with embezzlement, was arrested here Saturday by the sheriff's office, according to announcement today. A preliminary hearing will be arranged as soon as District Attorney Carl Helma returns to La Grande from a trip to Western Oregon. O'Callahan was arrested on a warrant.

Receive Pay Checks— A large attendance, considering the cold weather, was present at the national guard drill last evening, when pay checks were issued. The time was spent in general review of the work learned during the past six months in preparation for the federal inspection which will take place in about a month.

Left This Morning— Miss Josephine Mills, a graduate nurse of Glendale sanatorium, Cal., and a sister of Stanley Mills of La Grande, who has been visiting her mother and other relatives in this city for two weeks, left this morning for College Place, Wash., where she will attend the Walla Walla college.

Postpone Dance— The dance of the Good Times club scheduled for this evening at the La Grande hotel has been postponed due to the cold weather and illness, it was announced by the committee today.

Returning Home This Evening— Mrs. Lydia Grandy, who has been visiting in Seattle and Portland for the last two weeks, is returning home this evening.

At the Hotels— R. E. Bell, Seattle; A. J. Demerit, Walla Walla; Mr. and Mrs. George C. Harmon, Tacoma; Glenn E. Fox, Stoughton; E. H. Beech, Salt Lake City; G. A. Albright, Portland; E. J. Kirby, Boise; H. H. Ruskin, Pendleton; are registrants at the local hotels.

Left Yesterday— Mrs. R. H. Turner left yesterday morning en route to Benton, Wash., where she expects to spend a month visiting her son George.

Illness— Mrs. E. P. Hoessler was absent from her classes at the Central school yesterday due to illness. Mrs. H. H. Cleaver substituted for her.

Returned to Work— Miss Peggy Hess returned to work yesterday following a two weeks vacation spent visiting relatives in Payette and Portland.

Returned to Work— H. J. Kitchen returned to work yesterday after a weeks absence of illness.

Improving— Mrs. Lila Kinsey returned to her work at Green and Hess yesterday after an absence due to illness.

Ill at Home— Alfred Berry, son of Mr. and Mrs. C. L. Berry, is ill with the flu at home in May Park. He hopes to be able to return to school the last of this week.

From Portland— Miss Wilma Smith returned Monday morning from a two weeks vacation spent in Portland.

Back at Work— Miss Leona Waldroff has returned to work following the recovery of her knee which she accidentally sprained.

To Elgin— Mrs. Myron Greenough went to Elgin today where she was called by the illness of her son.

On Business— E. LaRuff went to Huntington yesterday on business.

Returned to Elgin— Mrs. Dorothy Baclow, who has been visiting in La Grande since Sunday, returned to her home in Elgin today.

Improving— H. D. Hill, mail carrier No. 5, is improving after several weeks illness at his home at 744 Fourth street.

Traffic Accident— Two cars, one driven by W. H. Bunch and the other by a woman whose name had not yet been learned, figured in a minor accident at Hemlock and Washington this morning.

All Day Meeting— The Island City Ladies Aid will have an all-day meeting Thursday at the home of Mrs. John Schroeder if the weather permits.

Ill at Home— Tom DeBorde, janitor at the county court house, is ill at his home, it is reported today.

Returned Yesterday Morning— J. D. Meyers returned yesterday morning from Portland where he spent several days on business.

Here This Week— H. V. Owens, supervisor of time service of the U. P. railroad from Omaha, is in La Grande and vicinity this week on business.

Here From Denver— Mrs. Katherine Winters, of Denver, a sister of Dr. J. A. Wunderlock, arrived here this morning for an indefinite stay at his home.

Baby Son Born— Mr. and Mrs. A. C. Harmon, of 1217 N. Myrtle, are the parents of a fine and three-quarters pound baby born to them Jan. 20 at the Goodrich hospital.

Baby—or Divorce Is Bridal Contract



Mr. and Mrs. Bacon have returned from Portland where they have been for the past week. Mrs. Bacon attended the annual treasurer's convention the first part of the week and Mr. Bacon received medical attention. Mrs. Bacon reported a very interesting time at the convention. She also stated that the weather was very cold and that eight inches of snow fell in one day, which is quite a record for Portland.

Reviews Play— Robert Guild, of La Grande, reporter for the Oregon Daily Emerald, wrote an interesting review in a recent issue of the school paper of the play "The Last of Mrs. Cheney," for which he received a by-line. Last year Mr. Guild participated in school dramas.

Judge in Baker— Judge Knowles was in Baker Monday trying a criminal case for Judge McCullach, and will go to Vale from there to try a case for Judge Woods. He is expected to be gone three or four days.

To Portland— P. E. Robinson, of the H. and S. electric shop, left Sunday on his way to Portland on business. While there he will attend a banquet given by the Majestic radio company.

22 Below Zero At Baker, Ore., Today

BAKER, Ore., Jan. 21 (AP)—The temperature at Baker dropped to 22 degrees below zero today for the second time this winter. It equaled the January cold record established in 1924 and falling within two degrees of the coldest temperature recorded during the last 40 years. The coldest weather on record, 24 degrees below zero, was registered December 13, 1919.

MOVIE COUPLE MARRIED HOLLYWOOD

Cal., Jan. 21 (AP)—George W. Hill, film director and his bride, Frances Marlin Thompson, pianist, are back at work today, hurrying to complete present motion picture assignments in order that they soon may begin a round-the-world honeymoon.

SONG WRITER DIES NEW YORK

NEW YORK, Jan. 21 (AP)—The author of "Goodbye Dolly Gray," "Waltz Me Around Again, Willie," and other popular songs of bygone days is dead. Will Cobb spent his last days in a state hospital. He was 53 years old.

LA GRANDE HEARS KING OF ENGLAND

(Continued on Page Two) Mitchell, also dressed for the medicine ball game, Justice Stone of the United States supreme court, Dr. Joel Boone, the White House physician, Lawrence Richey and Walter Newton, two of the president's secretaries.

The reception of the different speeches was as clear as if they had been made in the next room. The small group, so vitally interested in the success of the conference, sat completely silent during the entire ceremonies.

Immediately after the last speech the president and his companions went to an enclosed court for the regular morning medicine ball game.

While the president was listening to the broadcast Acting Secretary of the Navy Jahncke and two admirals were in a room at the Mayflower hotel listening to the conference.

The reception at the Jahncke party was so clear that sound motion pictures of the group were taken.

Crescent lake and zero in Klamath Falls, Kirk, Ore., reported 19 below this morning. Residents of The Dalles sought the aid of plumbers to mend ured water pipes today after another cold morning. Grain was dispatched by automobile to various county points for feeding pheasants and other wild birds. Traffic was moving over all highways.

Pendleton 26 Below— Pendleton experienced the coldest night since 1919 last night when the mercury dropped to 26 below zero. It was 24 below at 8 o'clock this morning. Plows were working today on the Teppner, Ukiah and other highways.

The cold wave reached a new mark at Corvallis where the Oregon State college station registered 4 above zero which was the low point since 1924. The campus was covered with four inches of snow.

FLYING SAFETY IS ON INCREASE

Federal Accident Report Shows Big Gain in Number of Miles Flown.

WASHINGTON (Special)—A market increase in the number of miles flown for each accident in civil aeronautics in the United States for the first six months of 1929 over the same period in the previous year is shown in the semi-annual report of aircraft accidents made public today by Clarence M. Young, assistant secretary of commerce for Aeronautics.

A total of 56,201,338 miles was flown by civil aircraft in the United States between January and June of 1928—in air transport and miscellaneous operations. Air transport operations, it was stated, includes those in which aircraft carry passengers, mail or express on scheduled service over regularly established routes, and miscellaneous operations include student instruction, experimental, commercial and pleasure flying.

One Death to 1,000,000 Miles—In scheduled air transport operations for this period, the report shows there were 2,201,338 miles flown with nine fatal accidents reported, the mileage flown for each fatal accident therefore being 1,022,371. For the same period of 1928 there were 4,484,612 miles flown and five fatal accidents, the miles per fatal accident being 896,922.

Considering all classes of accidents, including those referred to above as well as all others, the miles flown per accident in scheduled air transport operations for the first half of 1929 totaled 153,206 as there were 60 accidents. For the corresponding period in

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1928, the total number of accidents reported was 35, which placed the miles per accident at 128,132. As there was a total of 47,009,000 miles flown in miscellaneous operations in the 1929 period, and as there was a total of 118 fatal accidents, the miles flown per fatal accident in this class of flying amounted to 398,305, while in the same period in 1928, the total mileage was 12,000,000, the number of fatal accidents was 92, and the miles flown per fatal accident numbered 130,435.

The total number of all classes of accidents reported in the 1929 six-month period in miscellaneous operations, was 714, which brought the miles per accident in miscellaneous operations to 65,826. This mileage per accident was more than twice that for the same period in 1928, as the records show but 30,380 miles flown per accident in that period. This latter figure is based on a total number of accidents for that period of 295.

Grand Total Average—Carried out further to take in the total mileage flown in all classes of aircraft operations for each fatal accident, the figures show that there was one fatal accident during the first half of 1929 for every 442,530 miles flown. The total number of fatal accidents for this period was 127, while the total miles flown was more than 56,000,000, as previously set forth. For the corresponding period of 1928, however, the number of fatal accidents in all classes of operations was 97, the miles flown were 16,484,612, giving a total mileage per fatal accident in all classes of flying of 169,944.

From the standpoint of mileage

flown per accident in all classes of civil aircraft operations and for all classes of accidents throughout the United States for the first half of 1929, the figures show an increase of almost 100 per cent over the corresponding period of 1928. There was a total of 774 accidents in the first six months of 1929, which placed the total mileage per accident at 72,612. For the first half of 1928, there were 430 accidents of all kinds, and a total mileage of 33,337 per accident for all classes of operation.

Weather Good Late in Year—It will be noted that direct comparisons only have been made between the mileage flown and the number of accidents in the first half of 1929 and the first half of 1928. This was done because weather conditions during the last six months of the calendar year are more favorable for flying than during the first six months, and obviously, the last half of the year has the advantage over the first part. The aeronautics branch believes that due to the shortage of field personnel for carrying on the work, there doubtless were some unreported accidents in 1928, in which event the increase in mileage flown per accident for 1929 over 1928 would be even greater than shown in this report.

The causes of the accidents are divided into four major classifications—personnel, power plant failures, airplane failures, and miscellaneous. There is a fifth category given over to undetermined and doubtful causes. The largest percentage of the accidents was attributed to personnel, the total being 69.04 per cent. The next largest cause was credited to power plant failures, which amounted to 18.98 per cent.

Airplane structural failures contributed 8.50 per cent, and miscellaneous, 9.35 per cent. In the miscellaneous class, weather was credited with 5.02 per cent; airport and terrain, 2.78 per cent; darkness, 0.51 per cent and other causes not falling under the general classification, 1.94 per cent. The percentage of undetermined and doubtful causes was 4.75 per cent.

Based on Expert Findings—The accident report is based on the findings of the accident board of the aeronautics branch, which is composed of two expert pilots, a flight surgeon, an aeronautical engineer, a lawyer versed in air law, and a statistician. This board investigates and determines the causes of all civil aircraft acci-

dents; analyzes all accidents reported from the field and reduces them to their causation factors expressed in percentage. The statistics gathered from the work of this accident analysis have proved to be of great value, particularly by pointing to ways and means of decreasing the number of aircraft accidents. They also are of great assistance in the development of certain structural and flying characteristics in aircraft.

Printed copies of the complete report, giving comparative statistics and analyses of accidents in civil aeronautics for the years 1927, 1928 and the first six months of 1929 are available without charge upon request to the aeronautics branch, department of commerce.

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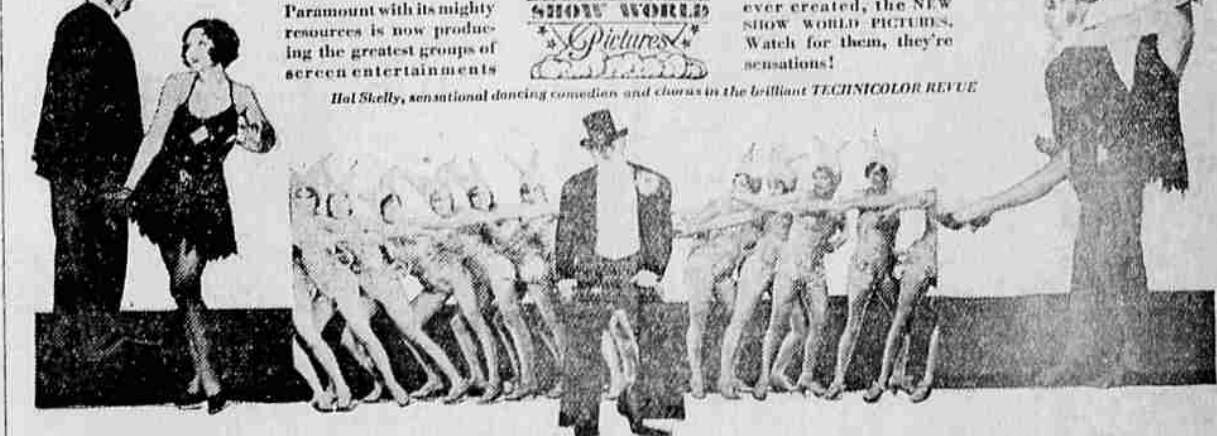
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(Continued from Page One)

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