

WORLD HAPPENINGS OF CURRENT WEEK

Brief Resume Most Important Daily News Items.

COMPILED FOR YOU

Events of Noted People, Governments and Pacific Northwest, and Other Things Worth Knowing.

Adolph Hitler, the Bavarian fascist leader, arrested after the failure of the recent nationalistic "putsch" in Munich, was reported to have gone on a hunger strike in the jail at Stadelheim, near here, where he is confined.

Commander William S. Pye of the navy, commanding destroyer division No. 31, two vessels of which were lost at Point Honda September 8, was acquitted by a navy court martial late Tuesday on negligence charges growing out of that disaster.

Three miners were killed Monday when two boxes of powder exploded in the winze of the 700-foot level of the United American mine at Oatman, Ariz. The bodies of two men were blown to pieces while a third miner was overcome by fumes and was found dead in the mine.

The British government has requested of its charge d'affaires in Washington a full report on the circumstances surrounding the seizure of the British schooner Tomako off the New Jersey coast and the British schooner Island Home off the Texas coast by American officials.

Differences of opinion on methods of regulating the anthracite coal industry were apparent Tuesday among delegates of anthracite consuming states who met in Harrisburg, Pa., at the invitation of Governor Pinchot to devise a programme of legislation intended to keep down prices.

The Chinese imperial household recently was sued in the civil court by a Peking banking house because of failure to meet certain financial obligations. A representative of the boy emperor appeared and pleaded extenuating circumstances, but the court ruled that the debt must be paid.

While continuing his investigation of the contents of King Tutankhamen's mortuary chamber, Howard Carter, head of the British expedition, Monday was said to have discovered against the outer shrine another huge bouquet of flowers, faded to a drab color by their long preservation.

Edwin P. Morrow, who will retire as governor of Kentucky next month, Monday accepted appointment by President Coolidge as a member of the railroad labor board, succeeding A. M. Barton, who has resigned. Governor Morrow will enter upon his new duties soon after December 11 when his term as governor expires.

The rum schooner Tomako, captured by coast guards Monday after an exciting chase six miles off Seabright, N. J., while flying the British flag, was seized with the knowledge that her registry papers were faulty and that she positively had been identified with the landing of liquor on American shores, government agents announced Tuesday.

The Northern Pacific railway has a prospective improvement programme for the next three years which calls for an expenditure of \$56,000,000. Charles Donnelly, president, told the interstate commerce commission's railroad rate investigating committee in Minneapolis Tuesday. In the last three years and ten months, he said, the Northern Pacific spent \$11,000,000.

Seven heavily armed bandits held up two messengers of the Bank of California in a limousine at 5:50 o'clock Tuesday at the crowded intersection of Second avenue and Jackson street, Seattle, handcuffed a special motorcycle policeman following the machine as an escort on his motorcycle, and escaped with a large quantity of registered mail said to contain \$20,000 worth of negotiable bonds.

The German government, it is expected in Paris, will bring the agreements between Franco-Belgians and the Stinnes group and other Ruhr industrialists to the notice of the reparations commission with a view to combatting any effort by the occupying powers to hold out proceeds from deliveries in kind or payments of taxes under the arrangements for the purpose of meeting their own expenses of occupation.

\$910,000 TO IMPROVE RIVERS

Funds Are for Improvements of Western Streams and Harbors.

Washington, D. C.—No additional funds for improvement of the mouth of the Columbia river were asked by the chief of army engineers Monday in his annual report to congress, carrying estimates of all financial needs for river and harbor work during the fiscal year 1925.

For the Columbia and Willamette rivers below Portland and Vancouver to the mouth of the Columbia \$910,000 is asked for operations during the next fiscal year, \$250,000 of which would be used in new work, including dike construction and the balance of \$660,000 for maintenance. The amount required for maintenance is larger than the average for the last five years because of the operation of the dredge Clatsop in three shifts; the probable operation of a borrowed dredge and the construction of new equipment.

No money is asked for the mouth of the Columbia because the unexpended balance is deemed sufficient to continue the present work to June 30, 1925. With reference to the improvement accomplished at the mouth the report says it "has made it possible for the largest vessels operating on the Pacific coast to enter and leave at all normal stages of tide and in any weather except the most severe storms."

Regarding the work done below Portland and Vancouver to the mouth of the Columbia, a project which calls for a 30-foot channel 300 feet wide the full distance, the report says:

"The improvement has greatly increased the draft of vessels that can ascend to Portland at all hours and seldom have to wait for tides. There is a large saving in freights on the commerce handled in ocean-going vessels on the lower Columbia and Willamette rivers between Portland and Astoria and vice versa. The saving the last calendar year on a total of 4,163,554 tons is estimated to have been \$9,867.63. On receipts of oil and gasoline alone (1,129,282 tons in 1922) there was an estimated saving of \$3,322 per ton, or a total of \$3,749,216."

Navy Fliers Die in Air Collision.

San Diego, Cal.—Three naval aviators were killed Monday when two airplanes collided at an altitude of about 1000 feet at a point almost directly over the bridge between Coronado and North Island. The dead are: Lieutenant F. M. Byers, 28, of Coronado.

Willard B. Jackson, 26, aviation chief machinist mate, of San Diego.

Thomas B. Entwistle, aviation chief machinist mate, 29, whose widow resides at Pensacola, Fla.

Jackson and Entwistle were flying a J-N-4 ship, familiarly known in the service as a "Jennie," and, making about 50 miles an hour, were just nosing down preparatory to landing when Lieutenant Byers, who was in a Vought plane, from which the pilot does not have extra good vision, swung along the same course. The Vought hit the slowly moving J-N-4 between the right upper and lower wing sections, the propeller ripping a great gash in the fuselage and shearing off the upper wing of the enlisted men's plane. Both airplanes plunged in a dizzy spin. Lieutenant Byers and Entwistle were still breathing when rescuers reached them, near the shore, but soon died. Jackson was killed outright.

Naval Aviators to Dash to Pole.

Washington, D. C.—A dash by air for the north pole will be launched by the navy department during the coming summer. Secretary Denby announced Monday that President Coolidge had given his specific approval to the project as "of great practical value."

The route, date and method of procedure for the trip, however, are still to be decided, a special board of naval officers, headed by Rear Admiral William A. Moffett, chief of naval aeronautics, having been appointed by Secretary Denby to prepare a detailed plan.

The project grew out of the desire of Robert A. Bartlett, the explorer who sailed with Rear Admiral Robert E. Peary on the steamer Roosevelt on the expedition of 1908-1909, which saw the stars and stripes raised over the north pole, again to make that journey. Mr. Bartlett proposed to Secretary Denby some months ago that Roosevelt, now in commercial service, be repurchased and equipped for polar work.

Bank Bondsmen Win.

San Francisco.—A lower court decision holding that the bondsmen of F. L. Stewart, missing cashier of the defunct Kelso State bank of Kelso, Wash., were liable to the extent of \$25,000 for loans made by Stewart in the name of the bank, was reversed Monday by the United States circuit court of appeals. The court held that there was nothing to show that the security given the bank was not ample at the time the loans were made.

11,666 ARE KILLED BY AUTOS IN YEAR

Increase of 1498 Over 1921 Report Shows.

LOS ANGELES WORST

City Reports 29.5 Deaths in Accidents for Each 100,000 Population. Oregon State Increases.

Washington, D. C.—Deaths from automobile accidents numbered 11,666 last year in the census registration area of the United States, which contains 85 per cent of the total population, an increase of 1498 over the previous year.

The total number of killed as shown in census bureau figures Sunday represents a death rate of 12.5 for each 100,000 population, an increase of one for every 100,000 as compared with 1921. In 1917 the rate was 9.0 to 100,000. California had the highest rate of the 37 states in the registration area, its total representing 26.0 for each 100,000 population.

New York had the second highest rate with 16.7. New Jersey was third with 16.4, and Colorado fourth with 16.3. No other state's rate exceeded 16.0 to a 100,000. Mississippi had the lowest rate with 3.4 for each 100,000.

The largest increase was shown in Vermont with 11.1 to each 100,000, or 4.6 above 1921. Decreases occurred in Montana, Connecticut, Massachusetts and Virginia, with Washington showing the largest reduction, from 14.5 to 12.3.

Los Angeles had the highest rate in the 67 cities reporting, showing 29.5 to each 100,000. Camden, N. J., was second with 27.9, and Memphis was third, with 25.0. Sixteen of the 67 cities had rates of 20 or more for each 100,000. Memphis had the largest increase of the cities, with 9.9 over 1921 while New Bedford showed a higher rate of 9.3. Twenty-three cities showed a lowering of the rate, Lowell leading with a decrease of 13.3 for each 100,000 from 1921. Other large decreases were Norfolk with a drop of 9.3; Albany with 8.8 less than 1921, and Spokane with a rate 8.6 lower.

The death rate for each 100,000 population in states showing decreases and the amount of the decrease include:

Montana 8.1, decrease 0.2, and Washington 12.3, decrease 2.3.

The rate in states showing increases and the amount of increase include: California 26.0, increase 1.6, and Oregon 13.9, increase 1.0.

The rate in states for which no 1921 statistics are available include: Idaho 4.6, Wyoming 13.5.

The cities having decreases, with the rate for each 100,000 and the amount of decrease include: Portland, Or., 14, decrease 0.3; Seattle 13.9, decrease 0.1, and Spokane 9.6 and 8.6.

Cities showing increases, with the rate for each 100,000 and the amount in the increase include: Denver 29.9, increase 4.0; Los Angeles, Cal., 29.5 and 2.4; Oakland 17.6 and 2.1, and San Francisco 22.3 and 4.2.

Washington, D. C.—Tax collections of the internal revenue bureau during the year ending June 30 last, were \$2,621,745,227, or 18 per cent less than those of the previous year, when they amounted to \$3,197,451,000. The reductions, Commissioner Blair said Sunday in his annual report, were due largely to the decreases of tax rates made by law.

Income and profits taxation netted the government \$1,691,039,000, which was \$395,000,000 less than the total collected from these sources the previous year. From the various other forms of internal taxes levied on amusements, automobile sales, spirits and the like, there was collected \$930,655,693 against \$1,110,532,618 for the year before.

The internal revenue taxes on tobacco netted \$38,256,108 more than in the previous year, and the tax on automotive products was greater by \$39,856,727, but these increases were insufficient to offset the reductions made by new laws in taxation on other products.

Cotton Growers Irate.

Washington, D. C.—Readjustment of the methods used by the government in estimating the cotton crop was recommended at a meeting Saturday of the newly-organized cotton bloc in congress. Representative Rankin, democrat, Mississippi, who introduced the resolution, declared cotton growers had lost more this year through "misinformation upon the crop prepared by the government than from boll weevil and other ravages."



MR. FOX AND MR. DOG

MR. FOX named him Neighbor because Mr. Dog lived at the farm house nearest to Mr. Fox's home. But Mr. Fox did all the calling. He didn't mind a bit making all the visits, he used to tell Neighbor Dog from the other side of the barnyard fence—"and, of course, you can't call on me, Neighbor," he would say, "because you do not know where I live. Ha, ha, ha!"

This would make Neighbor Dog very angry, of course, and he would tell Mr. Fox that if ever he caught him he would show him how sharp his teeth were.

"Barking dogs never bite, I have heard it said," Mr. Fox would reply. You bark a great deal, Neighbor."

"If only master would let me go unchained during the day when he is away," Mr. Dog would sigh, "I would catch that saucy fellow and save the poultry."

Mr. Dog knew well enough why he was chained. He ran away when there was no one at home, so the poultry would suffer anyway, was the way the farmer looked at it.

Mr. Fox always seemed to know when Mr. Dog was chained and the



Into This Mr. Dog Crawled.

farmer had gone to town and those were the times when he was very bold and said such taunting things to Mr. Dog.

But one day Mr. Dog saw Mr. Man getting ready for a drive to town and he ran away and hid until he heard the wheels of his master's wagon go creaking down the road. Yes, he heard his whistle calling him, but Mr. Dog did not mind this time. He had a plan in his head which he intended to try even if he got a whipping from his master afterward.

By and by when the wheel sounds

were far away, out crept Mr. Dog from under the steps and peeped around. Then he half crawled and half walked through the barnyard and crept under the fence.

There was an old barrel lying beside the fence and into this Mr. Dog crawled and waited for Mr. Fox to call.

He did not have long to wait. Pretty soon Mr. Fox came trotting along and when he reached the place where he knew Mr. Dog's house was on the other side of the fence, he jumped up and leaned on his front paws.

"Howdy, Neighbor Dog, howdy," he said. You ought to be outside your house this beautiful day—fine day for the race—human race, you know, ha, ha, ha—" Mr. Fox started to laugh at his own joke, but it was cut short, so short he almost choked.

Mr. Dog had waited until Mr. Fox was so intent upon making him hear, thinking he was inside the dog house that he was not listening for sounds. And then he came from his hiding place and sprang on Mr. Fox's back.

Over tumbled Mr. Fox with Mr. Dog clinging to him. They rolled and tumbled, but Mr. Fox managed to break away and how he ran!

There was nothing to do but to take refuge in his own house, a thing Mr. Fox never did unless driven to it, and this was one of the times he was.

In he went and Mr. Dog nipped one hind foot as he disappeared inside his doorway. "I have come to call, Mr. Fox," said Mr. Dog. "You see I know where you live and I shall be very neighborly after this. I can assure you." And all the time he was making the earth fly trying to make the doorway large enough for him to enter.

Mr. Fox had more than one doorway or Mr. Dog would have found him at home when at last he got inside, but Mr. Fox was some distance away when Mr. Dog got the doorway large enough to get through.

When his master found him he was still digging for Mr. Fox, and because he had worked so hard Mr. Man only patted his head when at last he called him out. "He got away, old fellow," he said, "but you have scared him so he will do no more calling around our barnyard, we may be certain of that."

"I think I had better change my visiting list," mused Mr. Fox as he rested under some bushes. "Neighbor Dog may get bothersome and call too often now he has found where I live, so I'll cross his name off and make my calls on the other side of the hill."

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The Why of Superstitions

By H. IRDING KING

TAKING BABY INTO SUNLIGHT

IN MANY sections of this country and in many regions of the Old World it is believed that a baby should be first taken into the sunlight on Sunday; that when it is old enough to be put into long clothes the shift should be made on Sunday, and that all important changes with regard to the child should be made on Sunday if good luck and good health are to be its inheritance.

This is such an obvious survival of the custom, prehistoric in point of age, of dedicating the child to the sun-god that it needs little comment, though those who most firmly believe in the superstition would be horrified to be told that they were in practicing it perpetuating an ancient heathen custom—worshiping at the shrine of Osiris, or of some other of the personifications of the sun as a deity.

The designation of the first day of the week as the "sun's day" far antedates Christianity and prevails in lands never Christianized, where it has existed from remote antiquity. By some an astronomical reason is considered to be the cause of the dedication of the first day of the week to the sun. But whatever the origin of the nomenclature "Sunday," it is the day which, from time immemorial, has been especially set apart for dedication to the sun-god. Therefore the baby of the Twentieth century A. D., like the baby of the Twentieth century B. C., is first taken into the sunlight on Sunday.

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A LINE O' CHEER

By John Kendrick Bangs.

THE UPWARD WAY

I NEVER see
A bush or tree
A-reaching toward the blue
But that I feel
That they reveal
A hint for me and you.
With might and main
'Tis very plain
That UPWARD is their fight.
And greener grow
As up they go
Toward the source of Light.
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YOUR HAND

How to read your characteristics and tendencies—the capabilities or weaknesses that make for success or failure as shown in your palm.

"SHALL I TRAVEL?"

IN SOME rare cases the line of travel (either horizontal or vertical, on the mount of the moon) runs into the line of the head, which is the lower of the two main lines crossing the palm horizontally. We may then foretell, or hold as indicated in the past, some danger to the head, or some other malady, arising from a journey. This is confirmed when the place of joining of the two lines is marked by a spot, an island or a break.

When travel is indicated by the little hair lines that leave the line of life (encircling the thumb) and travel with it, the indication is similar to that shown by the line of life. If one branch of the divided line goes on its way around the mount of Venus, the ball of the thumb, while the other proceeds to the base of the mount of Luna, the subject will make a great change from his native land to another. When the line of life divides toward its end and there is a wide space between the branches, the subject will most likely end his days in a country other than that which gave him birth.



A COMPELLING LIKENESS.
Patron—Does that portrait really resemble my wife?
Artist—It's so life-like it'll cost you alimony to get rid of it.

Moros Among Fiercest.
The Moros of the Philippines are direct descendants of the Malay pirates that infested these seas for centuries, and the ancestral microbe is still extant. They are probably as fierce and reckless as any people in the world, and under their own leaders are accustomed to obey the law of force and nothing else. A few hundred old rifles are scattered through the islands, and the possession of one almost carries with it a title to nobility. To be without a knife is a shame and disgrace.—Adventure Magazine.

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