

EASIER TO TRAVEL IN JAPAN

Government Operates Good Railway System Throughout Main Island—Fare, 2 Cents a Mile.

Travel in Japan has long ceased to be what Knopfer described it two centuries ago, when the backs of men or horses bore the traveler and his belongings along the highways.

All along the sea front the steamers ply; narrow roads penetrate most parts of the interior, and Japan now has a good railway system throughout the main island, with shorter lines in the three other large islands.

One of the transforming agencies has been the jirickshaw—properly called "Kuruma"—which is used throughout the empire and has forest good roads. This big bulky carriage takes only about three and a half feet of space,

weighs as little as 25 pounds and will carry a load of 250 pounds.

The railways, now taken over by the government, are rather of the European than the American type. They are built with great care and solidity, the slopes exactly shaped and graded, the short bridges of stone, the longer ones of iron.

The stations are at present in about the same condition as those in America forty years ago; but the government has under construction a splendid central terminal in Tokyo. Trains run very slowly; even the express make under 30 miles an hour, but atone for it by remarkably low fares—about 2 cents a mile for first-class and a third as much for third-class.

The cars resemble those of Switzerland, always with connection through the train, but the first and second-class coaches are more or less subdivided into compartments and staterooms.—From Asia.

FLATTERING MILLINERY



Three styles, characteristic of the season, are shown here. At the top a hat of bright blue braid, piped with satin, has a beehive crown and a narrow satin-covered brim. It is trimmed with cherries primly set about the crown in clusters and bunched at the right side. A brilliant all-black hat, suited to older wearers, has a glittering fabric over its upturned brim and sprays of feathers at each side. The youthful hat at the bottom, employs ribbon and flowers to trim a shape covered with a novelty material. This hat is shown in several colors with little springtime blossoms massed against the upward-rolling brim.

ELEGANT BLACK FROCKS



These simple, elegant black frocks of silk crepe, for afternoon, have an aristocratic quality that endears them to women and they are found in all displays. One of them shown here is a straight-line model, bloused at the waist, where roses made of the crepe are set on a girle also made of it. The sleeves of georgette are slashed from arm's-eye to cuff and the edges finished with green and white silk braid.

DOMINANT STYLES



The tuxedo and the slip-on are the two dominating styles in sweaters, each of them made in many variations of color, weaves and material. A handsome tuxedo, knitted of wool yarn, appears above in a sweater that reveals the effective use of a fancy weave in the body of the garment and the employment of contrasting color.

POPULAR SWEATERS



In the bright lexicon of youth is written the sweater, and a sweater-less wardrobe is not to be imagined—either for young or old. The tuxedo or sweater-coat is deservedly the most popular style, made of wool or of silk yarn like that one pictured here. It is shown in many colors and in black or white. Collar and cuff sets of checked silk or plain linen are fashionable with the quieter colors.

Stories of Great Scouts

By Elmo Scott Watson

By Western Newspaper Union.

CAPT. JACK CRAWFORD, THE SCOUT WHO WROTE POETRY

When a bit of sunshine hits ye After passin' of a cloud, When a fit of laughter hits ye And yer spine is feelin' proud, Don't forget to up and sing it! At a soul that's feelin' blue, For the mint that ye sling it It's a boomang to you.

That was the philosophy of Capt. Jack Crawford, the poet-scout. A poet and a scout! A strange combination, but he excelled as both. John Wallace Crawford was an Irish boy who came to this country shortly before the Civil war began and enlisted in the Union army when he was only sixteen years old. While lying in a hospital, a sister of mercy taught him to read and write.

After the war Crawford drifted West and became a miner in the Black Hills of South Dakota. When the Black Hills miners were organized to protect the miners from hostile Sioux and bands of highway robbers, Jack was chosen chief. In one fight he killed three desperadoes.

At the outbreak of the Sioux war in 1876 Captain Jack enlisted as a scout and rose to the position of chief of scouts for the Fifth cavalry. After the battle of Slim Buttes, S. D., where Chief American Horse was killed, Captain Jack, who was also correspondent for the New York Herald, gave the world the first story of this fight. Crawford rode to Fort Laramie, 350 miles away, in three days and a half, outriding five relays of couriers, but he killed two horses doing it.

During the Apache wars in Arizona Crawford was again in the saddle as a scout for Gen. Edward Hatch. In 1881 he took the trail of the notorious chief, Victorio, and after a scout of 10 days, located his camp in the Candelaria mountains in Mexico. Captain Jack then made another remarkable ride to the nearest post. As a result of his news, Victorio's camp was attacked by Mexican troops and the old chief and many of his warriors were killed.

When the Indian wars were over, Captain Jack began writing down the verses which he had recited to his comrades around many a campfire on the Indian campaigns. He went on the lecture platform and in a short time the "Poet-Scout" was one of the best-known of the old-time scouts in the country, second only to his old comrade of the Fifth cavalry, Buffalo Bill. In a little over a month after Buffalo Bill's death, Captain Jack followed him on the Long Trail. He died in New York February 28, 1917.

DR. JOHN A. MOREHEAD



Dr. John A. Morehead, European commissioner for the National Luther Council of America, who has established a chain of small farm loan banks in Poland.

NOT THE USUAL LANDING



Misled in the dark, an aviator crashed his plane into a tree about a mile from the University of Virginia at Charlottesville recently. This most unusual photograph shows the plane sticking fast in the tree on the following morning.

Judge R. J. Kitchen Lays Political Facts Bare

Municipal Judge R. J. Kitchen, of La Grande, Oregon has entered the race for Joint Senator on the Republican ticket, of Union, Umatilla and Morrow Counties. Gives Facts regarding "Faithful Fourteen"—Asks farmers and business men for nomination at May 19th primaries.

His opponent in Union County, Senator C. R. Eberhard, is a member of the Senate from said district and in the last regular session was a member of the Ways and Means Committee. Judge Kitchen differs with Senator Eberhard relative to state and public affairs and he desires it to be understood that all statements herein made are relative to Mr. Eberhard's official career and in no wise are meant or intended in a personal manner.

Judge Kitchen believes that it is unnecessary to spend \$15,175,931 and more to run the state, including the millage tax. He also believes that there are entirely too many commissions and that a board of control or some other such method would more efficiently handle the business of the state and at a much less expense to the tax payer, and that it is unnecessary to raise 120 salaries of state and county officers during the last term of the legislature at a time when we were all trying to reduce taxes.

FAITHFUL FOURTEEN

The Senator is proclaiming the fact over this Senatorial District that he was one of the "Faithful Fourteen" in the special session called by the Governor just before last Christmas. The facts are as follows: At this special session there were three companion measures to pass regarding the support of the World's Fair to be held at Portland in 1925, one to pass a law regarding gasoline tax; one to bond the state, and the third to call a special election to vote on the question as to whether or not we would have the fair. Mr. Eberhard voted "yes" to call the special session to have the fair and every other member of the fourteen senators voted "no." Was he one of the "Faithful Fourteen," or was he not? We don't think so.

Demands Reduction in Taxes

It nominated and elected Mr. Kitchen will favor the reduction of taxes by all taxing bodies, no more bonds issued until a method is devised for paying all those authorized. Cut overlapping commissions, apply strict economy in expenditure of all public funds same as in private affairs, not straining our efficiency.

Fewer Offices Advocated

Mr. Kitchen advocates fewer offices and the raise of no salaries and placing the Governor's salary back where it was before the 50 per cent raise. He stands for the organized farmer and laborer and the cutting out of all frills in education and the giving of preference to ex-service men on public work.

Cut Out Extravagance

He advocates change in auto tax law so owner will pay on value and not weight of machine; let holder of note secured by mortgage on real estate, pay taxes on it and not mortgagor pay double taxation; cut out all unnecessary appropriations and stand for poll or income tax so taxation on real property will be more fair and uniform. "Cut out extravagance. Reduce taxes—not just talk about it."

KITCHEN IS OUT TO WIN

He is not in this race to divide the votes between any other candidates but to be nominated himself and the voters of the 19th Senatorial District should support him.

KITCHEN FOR SENATOR CLUB.

LOU HARRIS, Secretary, 408 Fir Street, La Grande, Oregon

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