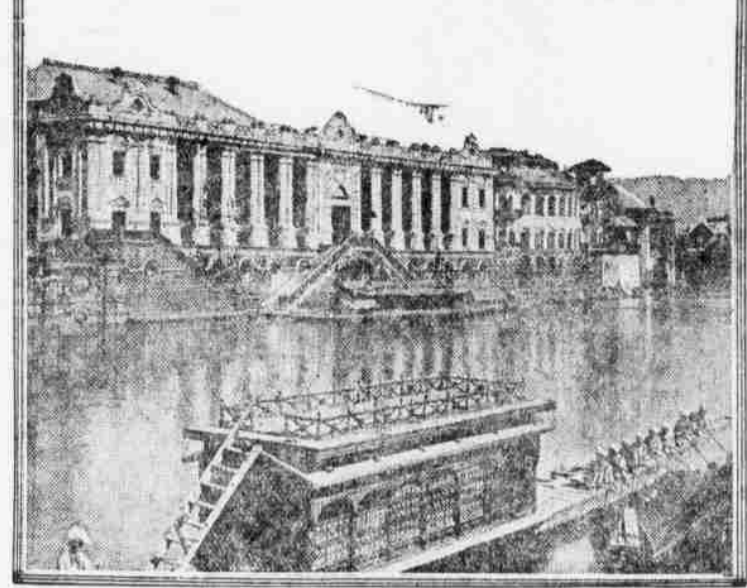


Vale of Kashmir



Palace of the Maharajah of Kashmir.

(Prepared by the National Geographic Society, Washington, D. C.)

The Vale of Kashmir has become so famous as a name suggesting superb scenic beauty and delightful atmosphere that it is known to all the world—as an epithet. But few of the world's densely populated beauty spots have been so effectively isolated by nature's barriers; and not nearly so many Westerners have taken the somewhat strenuous journey into "the Happy Valley," India's ideal summer resort, as have traveled to the summer capital of India, Simla, which may be reached after the approved western fashion by rail.

Kashmir, unlike most of the other Indian summer stations, is not on the southern slope of the Himalayas. It is actually among those towering mountains, and behind a portion of them. In back of the barrier range, passage of which, because of peculiar geological conditions, is unusually difficult, the great mountain masses opened up, so to speak, to form the celebrated Vale. This is a great level valley, its floor a mile above the sea, 54 miles long and 2 broad, with fertile soil, abundant water, most of the products of the temperate zone in profusion, the whole surrounded by a majestic wall of towering, snow-mantled mountains.

To the visitor the Vale can hardly fail to bring thoughts of the legendary valleys of the "Arabian Nights" into which one could go only by the wings of a fae. Not many decades ago the Vale was almost as safe from casual intrusion, and even now that British engineering skill has been brought into play in road construction, the 200-mile journey from the nearest railroad station at Rowalpindi, over the outer Himalayas, is far from being an easy jaunt. The geologic energies of the present seem in league with the mountain-building forces of the past to preserve something of the Happy Valley's seclusion. The road is constructed over much of its extent through a loose conglomerate formation, and hardly a rain occurs which does not cause isolated boulders or great masses of stone and earth to fall to the highway. The toll of life on this evanescent road is steady, and squads of laborers must ever be kept busy opening the way afresh. The road, superseding the old trails, was the fruit of British nervousness at the steady southward advance of Russian generation ago. By 1888 the Russians had pushed through Turkestan and the Pamir to the northern border of Kashmir, and the British felt the need of a highway over which their troops could move for the defense of this Kashmir boundary. In the face of most serious difficulties the road was pushed forward in two years.

Srinagar an Oriental Venice.
It is a distinct surprise to the visitor to discover in this valley far inland, a mile high, and in the heart of the mountains, a city that is a Venice of the East. Such is Srinagar, capital of Kashmir and the greatest city of the valley and the state. The Jhelum river, fed by icy springs from the Himalayas, winds through the Vale spreading out in several places to form beautiful lakes. The "main street" of Srinagar is the river and facing it is the palace of the maharaja, government buildings, and the dwellings of the prosperous and humble townfolk as well. Some 15,000 people live in boats on the river and the numerous canals that intersect it, and most of the traffic is carried on by water.

If one is to spend some time in Srinagar he rents not a house, but a house-boat. Such a dwelling comes "equipped" with the necessary oarsmen. One completes his message by renting a kitchen boat manned by cooks. Thus provided for, the visitor may live a lazy enjoyable life, moving his abode from one beautiful setting to another, with his breakfast, lunch or dinner in the making, trailing along behind.

Unfortunately the beauty of their surroundings does not seem to have inspired the Kashmiri to attempt to protect that quality and cleanliness in themselves. Many of the people are as dirty and unkempt as those in the ugliest slums of the East. In fact Srinagar, away from its river highway, is all too slumlike itself with narrow, dirty, odorous streets hemmed in by houses devoid of sanitary facilities. And as in all Eastern cities, there are swarms of beggars. Kashmir's beauties do seem to have

inspired art and trades that are artistic. The most famous of its artistic products were the superfine cashmere shawls that were the last word in clothing accessories to the smartly dressed women of the West two generations or more ago.

Back in the reign of Napoleon Bonaparte, when that temporarily devoted husband was looking for rare gifts to please the fancy of his charming and gracious wife, he bought one of the most beautiful of the shawls for her, and from that time on the Kashmir shawls ran a long and brilliant course at the court of fickle fashion and Srinagar developed an industry which kept the shuttle flying through 16,000 looms in the state.

Beautiful Shawl Patterns.
About the same time American whalers and sailing vessels that were plying the Pacific, exploring, naming and renaming islands in the South seas, made their way into the ports of India in order that the women waiting at home for the welcome sign of a sail might add to their collections of treasure one of those prized light wraps which have become renowned for the glowing harmony, depth and enduring qualities of its brilliant colors.

One of the most beautiful of the elaborate designs was the "cone" pattern; another general favorite being the "ring" shawl, which, though not at all transparent, is so soft that it can easily be drawn through a finger ring. Fortunate indeed was the woman who happened to possess one laden with the delicate embroidery which made them so handsome and so costly!

The production of shawls in Kashmir, however, has fallen off within the last 25 or 30 years and is almost non-existent today. The Franco-Prussian war sealed their doom, and the famine in India during 1877-79 played havoc among the weavers. It is said that if it were not for the fact that according to the treaty between the state of Kashmir and the British government six pairs of shawls of fine quality must be paid yearly, probably even the knowledge of the art itself would die out among the natives, though it has been practiced since the days of Emperor Baber, the first of the Great Moguls, who ruled India in the early part of the Sixteenth century. In those days and for centuries afterward the beautiful shawl woven and embroidered by the Kashmiri maiden was the chief object in the dowry she brought her husband.

The queer part of the story is that these exotic things are not made of wool of sheep, nor do all the animals live in Kashmir. In our every-day parlance, the word cashmere is incorrectly applied to material made from the finest grade of the wool of merino sheep raised in Spain, but the real product is made from the soft, very fine and short underwool of the shawl-wool which lives for the most part in the mountainous regions of Tibet. There are several varieties of this so-called wool, but on the finest of it the maharaja of Kashmir has a monopoly.

Transportation a Drawback.
In addition to shawl-weaving the Kashmiri have long been famous for gold and other metal work, embroidery, and for the production of that most concentrated and costly of perfumes, attar, from the roses that grow in such profusion in this fortunate valley.

Since artistic products are usually of great value in small bulk, no doubt the economies of Kashmir's transportation problem have helped to turn the energies of the country into such manufactures. In the slow-moving bullock carts the trip of freight into or out of Kashmir to the nearest railroad requires close to 15 days, while even the carrying of the mail in faster conveyances usually requires three days. The difficulties and slowness of transportation adds perhaps \$25 a ton to the cost of the products moved. But for this transportation problem Kashmir might supply all India with the fruits of the temperate zone. Since there is no reasonable outlet for fruits and vegetables, and since only a limited number of tourists enters Kashmir, living there is surprisingly cheap. Labor, too, is cheap; and the absence of motorboats in this aquatic paradise is ascribed by economists to the fact that the labor of five oarsmen for a day is less costly than one gallon of the meager supply of gasoline that finds its way into the country.

DUTCH NAMED CONEY ISLAND

Discovered in 1524 by Verrazano, and in the Public Eye Ever Since That Time.

Coney Island, New York's lively and picturesque playground, has a history as lively and picturesque as itself. It has been in the public eye ever since 1524, when, according to some authorities, it was discovered by Verrazano. Although Coney is long and thin now, stretching about six miles from east to west, according to old maps it was short and fat when Henry Hudson, first sailed past it.

The early history of Coney Island is as full of romance as that which she is making at present. The Hollanders in Kings county named it Conyen Eylant, which is Dutch for Rabbits Island, and used it for a pasturage for cattle, remarks the New York Sun and Globe.

When, in 1642, the English Gravesenders arrived they were met by Antony Jansen Van Salee, nicknamed "The Turk," who claimed the island. Jansen, although originally a Dutchman, had long lived in Barbary, and acted and dressed like the traditional Turk. He had been a resident of New Amsterdam, but got in "Dutch" with the authorities by threatening Dominie Bogardus for dunning him for church dues.

The trouble started when Bogardus' wife, Annike, snubbed Mrs. Jansen, who, piqued, gave vent to the gossip about the dominie's wife lifting her skirts too high while stepping over a mud puddle. The dominie retorted by dunning for dues. Jansen's reply was a threat of personal violence, and he was bound over by the authorities not to carry anything more deadly than an ax within the limits of New Amsterdam.

Jansen moved to a farm in New Utrecht, where he found more freedom, and when the Gravesenders obtained their patent his farm was part of the western boundary. He defended his claim vigorously, claiming the overlordship of Coney Island, until the Gravesenders' right to it was established.

HUMMING BIRD OF THE SEA

Smallest Seaplane Ever Constructed Is Designed for Use on Submarines of American Navy.

The smallest seaplane ever constructed, intended for use on naval submarines, was tested by experts at the naval air station at Anacostia the

other day. All submarines are to be equipped with this "humming bird of the air," as the bureau of naval aeronautics describes the novel craft.

In effect the new seaplane will be an enormous aid to the submarine, as it will give it a periscope thousands of feet in the air. It can be stowed in parts in the small space available in a few minutes. It measures eighteen feet over all and weighs scarcely one thousand pounds and has a three-cylinder, sixty-horsepower engine.

Some of the planes already have been delivered to the naval air station at Hampton Roads and it is expected they soon will be in service.

The Train Talkers.

"My wife's played out sitting around in the heat. Guess I'll have to slip her off to the mountains after all."

"Mine, too. She says she's all in." "And yet?" "Well?"

"Just look at that pretty girl over there. Steenographer, I'll bet."

"Yes, I happen to know her."

"Now she looks as fresh as a daisy. Instead of lying around in a cool, comfortable home all day she has to work in a hot office from 9 to 5."

"No time to be hot, I suppose." "Must be it!"—Boston Transcript.

Hired.

The steady tendency in our civilization is to get the same results with fewer employed. This constantly releases man power for the operation of new industries and expansion of old ones—that is, a gradual increase in our average standard of living.

Government issues figures showing that American farmers in 1920 had 1,705,000 fewer workers than in 1910.

In the same ten years the auto industry, movies and railroads added nearly a million employees to their pay rolls.

It Hurt.

A stone carver was on the witness stand describing the way in which he had been assaulted by the defendant:

"He walked right into my yard and slammed me up against one of my tombstones," the witness said.

"Did he hurt you," inquired the court.

"Hurt me?" roared the witness, "why, I've got 'Sared to the Memory of stamped all down my back!"—Philadelphia Ledger.

RAGS WANTED—Clean cotton rags wanted at Herald office. Knit underwear, etc., not acceptable. 22-ft

Advertise it in the Herald.

Charter number 3774 Reserve District No. 12

REPORT OF CONDITION OF THE

FIRST NATIONAL BANK

at Heppner in the State of Oregon, at the close of business on September 14th, 1923

RESOURCES

Loans and discounts, including rediscounts, acceptances of other banks, and foreign bills of exchange or drafts sold with indorsement of this bank (except those shown in b and c)	\$697,707.32	
Total loans	\$697,707.32	\$697,707.32
Overdrafts, unsecured	\$1,603.42	1,603.42
U. S. Government Securities Owned:		
Deposited to secure circulation (U. S. bonds par value)	25,000.00	
All other United States Government securities (including premiums, if any)	25,450.00	50,450.00
Total		50,450.00
Other bonds, stocks, securities, etc.		29,165.91
Banking House \$25,000.00. Furniture and fixtures \$5,000.00		30,000.00
Real estate owned other than banking house		48,484.10
Lawful reserve with Federal Reserve Bank		40,588.95
Cash in vault and amount due from national banks		49,297.25
Amount due from State banks, bankers, and trust companies in the United States (other than included in last two items)		24,420.34
Checks on other banks in the same city or town as reporting bank		140.40
Total of last three items	73,858.12	
Checks and drafts on banks (including Federal Reserve Bank) located outside of city or town of reporting bank	325.85	1,096.82
Miscellaneous cash items	790.67	1,250.00
Redeemable deposits with U. S. Treasurer and due from U. S. Treasurer		1,250.00
TOTAL		\$899,204.85

LIABILITIES

Capital stock paid in	\$50,000.00	
Surplus fund	66,800.00	
Undivided profits	16,276.51	
Reserved for interest and taxes accrued	16,707.48	
Less current expenses, interest, and taxes paid	6,129.94	15,577.45
(Including notes outstanding)		22,799.89
Amount due to State banks, bankers, and trust companies in the United States and foreign countries (other than included in last item)		18,297.45
Certified checks outstanding		48.10
Cashier's checks outstanding		17,152.33
Total of last four items	37,497.93	
Demand deposits (other than bank deposits) subject to Reserve (deposits payable within 30 days)		386,612.95
Individual deposits subject to check		26,000.00
Certificates of deposit due in less than 30 days (other than for money borrowed)		26,000.00
State, county, or other municipal deposits secured by pledge of assets of this bank or surety bond		20,480.00
Other demand deposits		6,740.04
Total of demand deposits (other than bank deposits) subject to Reserve, last two items	442,832.75	
Time deposits subject to reserve (payable after 30 days, or subject to 30 days or more notice, and postal savings):		
Certificates of deposit (other than for money borrowed)		94,466.32
State, county, or other municipal deposits secured by pledge of assets of this bank or surety bond		30,071.47
Other time deposits		191,997.16
Total of time deposits subject to Reserve, last three items	226,534.95	
Notes and bills rediscounted, including acceptances of other banks and foreign bills of exchange or drafts sold with indorsement of this bank		14,564.14
Letters of Credit and Travelers' Checks sold for cash and outstanding		142.00
TOTAL		\$899,204.85

State of Oregon, County of Morrow, ss:
I, W. E. Moore, Cashier of the above-named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

W. E. MOORE, Cashier

Correct—Attest:

JACK HYND,
FRANK GILLIAM,
W. P. MAHONEY,

Directors.

Subscribed and sworn to before me this 26th day of September, 1923.

RUBINA F. CORRIGALL, Notary Public.

My commission expires August 18, 1925.

At Grade Crossings

He Who Hesitates Is Safe



Self-preservation would seem to be nature's last law.

For in the last five years, 9,191 persons (almost twice the number killed at the Battle of Gettysburg) have sacrificed their lives at highway grade crossings in the United States through failure to stop, look and listen.

Train operation is safe because railway employees are carefully trained. Except in a few states, automobile drivers are turned loose without even an examination.

Trains and street cars stop before crossing another railroad where there is no interlocking device. If it be necessary for them, how much more necessary for the auto driver! For most automobiles carry loved ones and friends of the driver.

Yet, eight out of ten automobile drivers race across railroad tracks without stopping and looking in either direction. Many motorists disregard the watchman's stop signal. Running through and breaking crossing gates is a common occurrence. One-fifth of all train accidents involving automobiles are caused by the automobile running into the side of the train.

The railroads maintain warning signs and require engineers to whistle and ring the bell for every crossing. Highways are being relocated to eliminate crossings. But railroads are powerless to prevent injury to occupants of automobiles who fail to exercise care for their own safety.

It has been suggested that all grade crossings be removed. There are 250,000 in the United States and at \$50,000 each it would cost \$12,500,000,000—and take at least thirty years to remove them. This expense is about two-thirds of the value of all the railroads of the country, as tentatively found by the Interstate Commerce Commission, and neither the railroads nor the municipalities have the money. The "Stop, Look and Listen" rule can be followed now without cost. It takes a train but a few seconds to pass over a crossing. Surely no one would sacrifice his life and his loved ones to save a few seconds!

Lives of rail passengers are imperiled by grade crossing accidents. Recently several trains on eastern roads have been derailed by striking motor vehicles, and engineers and passengers have been killed.

Grade crossing accidents would absolutely cease if every automobile driver would stop, look and listen at every grade crossing.

Won't you do it?

C. R. GRAY,

President.

Omaha, Nebraska,
October 1, 1923.

UNION PACIFIC SYSTEM

Ice Cream Season

NORMAN'S ICE CREAM

Place advance orders for Brick
Ice Cream for Sunday

McAtee & Aiken



Do You wonder why the merchant across the street gets all the business while you get none?

HE ADVERTISES - YOU DON'T

We can make your ad as attractive as this one with effective cuts and copy. Our contract with the Bonnet-Brown Sales Service brings you the opportunity of putting your advertising on the highest plane of attractiveness and efficiency.

Have us call and show you cuts and ads for your line of business.

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