

Find Work for 500 Men.

For the month of July there passed through the Pendleton office of the federal employment service approximately five hundred hands. This is considered a good showing, particularly so, as the office was not opened till the middle of the month. The above figures include men directed to Weston, Athena, Echo, Hermiton, Heppner and other towns. Only a very small percent of applicants failed to find work in a reasonable time—Pendleton, E. O.

Miss Melba Griffiths departed for Portland Saturday after a stay of a month in Heppner, at the home of Mr. and Mrs. John Patterson. Miss Melba anticipated getting work of a clerical nature in the city during the balance of the summer season. She will take up teaching in Corvallis as soon as school opens.

Eph Eskelson, of Meadow Brook farm in Heppner Saturday delivering a load of chickens to the people's Cash Market.

FREE IN CRITICISM

Marginal Notes Upon Books Are Sometimes Severe.

Readers' Estimates of the Works in a Circulating Library Apt to Be Irritating to Author, if He Saw Them.

Not only is the battered condition of certain works of fiction in circulating libraries a sure proof of their popularity, but one may even gather details from the marginal notes made by feminine readers. It is not sufficient for the commentator to underline score admired passages, observes a writer in the New Orleans Times-Picayune; adjectives of praise also are freely if not always discriminatingly bestowed.

On the closing page of some favorite novel may often be read: "Fine!" "Splendid!" "Lovely!" or—highest commendation of all—"Grand!" One notemaker undertook the large order. "I would read every single word she writes," and another avowed, "You don't often find a book like this."

On the other hand, these unprofessional critics can be terribly severe. A novel which takes them out of their depth is denounced as "A great big bore," or, with rude terseness, "Rotten," or, in one case of evident exasperation, "You think you know it all."

A vigorous commentator on one of Mary Cholmondeley's novels did not wait for the last, but on the first page warned away possible readers with the word, "Punk," and three exclamations followed. The sprawling, unpolished hand pursued the author with inveterate scorn throughout the book, manifesting that strange sense of superiority which frequently characterizes ignorance.

A verse of French poetry evoked the impatient query, "Why not write Greek?" while another was scribbled, "Aw, piffle! We are not all French, you know." Observe that no intellectual curiosity was kindled in that thick brain to know what the French words meant, nor any realization awakened that we enrich ourselves by knowledge of another language.

The author's humorous touches were clearly taken as serious by this outraged reader who, after one passage, wrote mockingly, "My hero!" When a masculine character says something "hoarsely" it is asked with biting sarcasm, "Did he have a cold?"

The hero conducts the heroine through a dark room, "knocking her carefully against pieces of furniture," as usually happens when one person tries to pilot another through obscurity, but this merciless critic demands, "Wasn't he chivalrous?"

Of a tastelessly arranged room the author said, "The furniture was not of the kind that expresses only one idea, and that a bad one," which calls forth the comment, "Like this book." The sun is not permitted to shine "bravely" without the jeer, "The sun ought to have a medal."

Finally the cup of the author's iniquities, so far as the captious reader is concerned, quite overflows, and on the last page we find the verdict, "This book is the biggest ever."

Gunner's Mate Wins Prize.

Frederick Peterson Yost, chief gunner's mate, United States navy, has received a letter commending him for the excellent work of the armed guard of which he was in charge on a cargo ship attacked by a submarine. The promptness with which the submarine was picked up and freed upon and the accuracy of aim proved the efficiency of the gun crew. Yost enlisted in the navy at Philadelphia, Pa., October 2, 1907, and gave as his next of kin his father, Albert John Yost, Centerville, R. I. Here is a characteristic report from this gunner: "Night and fog when a sub was sighted, port bow. Ship started to swing when enemy crossed port bow, giving the appearance of craft from 200 to 300 feet. Showed one gun astern. We fired three shots, one striking conning tower and exploding, while the third shot, fired as the sub got broad off the ship's beam, hit abaft conning tower. Crew of sub taken by surprise, as there were no return shots. We fired still another shot while sub was going under, striking near conning tower. Fire was heard following this attack from a distance, it being learned later that another ship had been attacked and sunk."

Rather Risky Proceeding.

The government's efforts to cure the mule of the braying habit reminds the Liberty Tribune that the same problem was up during the Civil war. Then, says the Tribune, a Colonel Garland of the Confederate army, afterward attorney general of the United States, asserted that the mule could be made brayless by tying a brick to its tail, as it was impossible for a mule to bray unless it raised its tail and released the clutch on its vocal cord. But wouldn't it be far less dangerous to operate on a mule than so to attach a brick?—Kansas City Times.

Spinach Puff.

With all the other things which the reserve man power of the nation has to worry about at this very penk and crisis, why should the household editor devise an alleged comestible known as spinach puff and spend the plans and specifications just where the noble womanhood of the nation will be sure to see them and pounce eagerly upon them?—Ohio State Journal.

CHINESE HAD BRIGHT IDEA

Attempted Reproduction of Machine, However, Didn't Win Any Approval From Aviator.

After completing his service in the United States army (he enlisted in 1907), Raoul Lufbery roamed over Japan and China and India. During his travels he ran across an airplane exhibition flight in Saigon, Marc Pourpe, the famous French trick flyer, was barnstorming in the far East. He gave Lufbery employment as mechanic, and thus occupied in a new and fascinating pursuit. Lufbery continued his airplane education for three years under Pourpe. The experience lasted until the beginning of the great war.

While performing in China the two aviators were struck with the unusual warmth of their welcome and the repeated invitations they received to prolong their stay. They were overwhelmed with gifts as well as with praise, and received many marks of royal favor.

Their hosts examined the strange bird again and again, received the unfathomable explanations of its miraculous flight, made measurements and drawings, and excitedly discussed the problem with one another, while the two foreigners examined the new gifts that had been lavished upon them.

Finally the secret of this prolonged hospitality was out. Pourpe and Lufbery were conducted in state to a neighboring city, where the Chinese experts had all this time been constructing their first airplane. It was far more marvelous to the airmen than was the original.

Upon approaching the inclosure, the aviators saw the admiring populace roll back, disclosing to view a gorgeous spectacle—the first Chinese airplane. Stepping nearer to study the magnificent creation they heard the subdued roar of the engine above the riotous clamor of foreign tongues.

Politely examining the framework and multicolored fabric, they found the spars, struts and flooring to be constructed of light bamboo. The beautiful fabric was of the lightest tissue paper.

The roar of the engine continued. Placing an ear against the engine hood, Pourpe tried to fathom this mystery. The propeller stood motionless, a splendid production of highly polished teak wood and mahogany, but undeniably indifferent to the healthy manifestations of engine power within. Several coolies anchored the impatient machine to earth by holding desperately to its framework with all their might.

The crowd was pressed back and the airman cordially invited to climb into the seat. He murmured politely, and inquired, with gestures, as to the character of the motor and the fuel. And could he examine the spark plugs?

The engine hood was reluctantly removed. A huge swarm of angry bees was buzzing madly within the glass cage, rivaling in the intensity of their fury the noise of Pourpe's own powerful motor. The Chinese had estimated conscientiously the amount of weight that could be carried by one bee and after carefully weighing the new airplane their mathematical experts had inclosed enough bees to carry the whole weight, adding a few extra bees to give a small margin of extra horse power for emergencies.

But Pourpe was dissatisfied with the soundness of these arithmetical calculations and declined to fly, much to the disappointment of his new friends. —Laurence La Tourette Driggs in Century.

England Breeds Rabbits for Food.

Rabbit breeding in England has been undertaken by the government in an effort to relieve the shortage of meat due to the war.

The National Utility Rabbit association, it was announced recently, has established a central breeding station and stud exchange in Vauxhall, London. The first club started in London under auspices of the association is at the Royal mews, Buckingham palace.

The primary object is to build up as quickly as possible a large supply of the best pedigreed stock, which will be sent to provincial breeding centers. These in turn will supply breeding stock to smaller stations.

Each of the larger provincial centers will have 100 breeding does, while the smaller stations will keep on hand about 20 each. It is the hope of officials that all allotment societies, food production organizations, women's institutes and many factories, munition works, school and summer camps will form rabbit clubs to be affiliated with the national association.

Study of Rats Valuable.

After 11 years of experimenting with rats, Dr. E. V. McCollum, head of the chemistry department of the school of hygiene and public health of Johns Hopkins university, has reached the conclusion that the food requirements of all animals, including man, are the same. He declares that the extensive consumption of dairy products is necessary to produce a vigorous race and prolong life.

During the years that Doctor McCollum has been studying this question, especially interesting now, when food is playing such an important part in the affairs of the world, he has been housing about 1,500 white and hybrid rats in his laboratory.

Fortunate Man.

Essimist Jones—How it is, Smith, that you look so hale and happy and well?
Optimist Smith—Every time I sit down to worry I fall asleep.—Pearson's.

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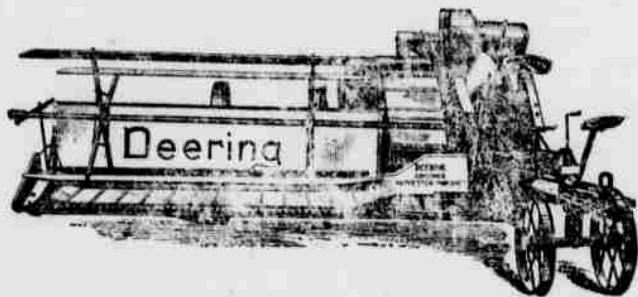
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Dated at Heppner, Oregon, this 6th day of July, 1918.

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