

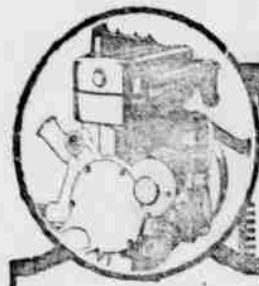
1918 ROUND-UP TO BENEFIT
RED CROSS

Pendleton, Ore., Aug. 14.—Pendleton will stage her ninth annual Round Up next month for the benefit of the Red Cross. The directors of the big frontier show offered to contribute the entire net proceeds to the Red Cross and the offer was accepted by the organization's representatives yesterday.

The ninth of Pendleton's famous epic dramas of the west will be held on September 19, 20 and 21 and, despite the fact that some of the famous cowboys and buckaroos have answered the call of their country

and are now bulldozing the Hun somewhere in France, there will be competition aplenty for the prizes and trophies. The usual program of wild west sports will be presented but there will be added touches of the military and patriotic in keeping with the spirit of wartime.

No person has ever received a salary or dividend from the Round-Up but heretofore the profits of the show have been devoted to civic improvements in Pendleton. In these times, however, the directors decided that such improvements should give way to war enterprisers, and made their offer accordingly.

**"Proven Entirely Satisfactory"**

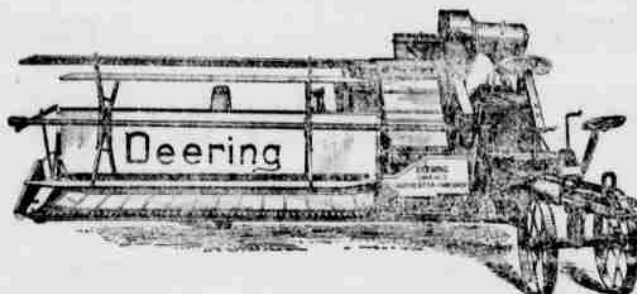
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County of New York Is Threatened With Action Which May Cost the People Money.

Three lawyers have declined to bring suit for a prominent New York business man upon the ground that it would be "unethical," yet each admits that the injury in the case cannot be disputed and that there ought to be some way in which the business man could secure just relief. Should a lawyer be found willing to bring the suit, some extraordinary precedent rulings may be expected.

Recently, says the New York correspondent of the Cincinnati Times-Star, the business man bought a "re-built" motorcar. He found, first, that it wouldn't run; second, that it differed, mechanically, from a specific promise in the bill of sale, and, third, that the car delivered to him was not the one shown him by the salesman. He sued to recover the money he had paid and the jury in the case, after being out one minute, returned a judgment in full for the amount claimed. The firm which had sold the car appealed for a new trial solely upon the ground that the judge had left the bench for a few minutes while the lawyers were summing up. After the usual delay, the court of appeals passed on the appeal and granted a new trial. Meanwhile, the witnesses necessary for the proof of the plaintiff's case had disappeared, the most important having gone into the army.

For years it had been the custom of New York judges to go out into their private office to smoke during the summing up of unimportant civil cases. No one had thought of making that a ground for an appeal until about two months before the trial of the automobile case, at which time an appeal had been based on that ground and had been granted. The judge in the automobile case hadn't read about this other case in the newspapers and no one had happened to mention it to him. Therefore, he went out to smoke as usual.

The business man now proposes to sue the county of New York for damages sustained through the incompetence and carelessness of one of its servants—the judge.

Use an Ingenious Code.

Two persons having a copy of a dictionary of the same edition make up the message which they send by the number of the page and the number of the words counted down the column of the page, for example, the word "ship" might be 30-17, thirty being the number of the page and 17 the number of the line in which the word "ship" appears in the book used as a cipher.

In the opening of the war, when the English were treating the captured German officers as courteous enemies, one of these devices, it is said, was made use of for getting information out of England, with respect to English destroyers, their number and equipment. An officer pretended to be interested in the English game of golf. He endeavored to learn it and appeared to be exceedingly enthusiastic. The letters which he was permitted to send out to his wife in Dresden were filled with details of the game, which permitted an abundance of figures on strokes and distances. Important information with respect to the English admiralty was conveyed to the German staff through the medium of the apparently harmless letters of this convert to the English game. The book used for the cipher was a certain English edition of Shakespeare, of which there was a copy in the Dresden public library.—Everybody's.

Mental Hygiene for Defectives.

"For the first time in the history of warfare," says the New York Medical Journal, "mental hygiene as practiced among the soldiers is given the prominence it deserves, and, profiting by the experience of England and France in the present war, the surgeon general was impelled to inaugurate an elaborate organization, both in number and plan, to take care of any mental disturbances detected in the camps or among the soldiers during the war. This is a distinct innovation in the medical army work, for the subjects of the mental hygiene and of mental and nervous diseases in general as occurring among soldiers in wartime were for many reasons either slightly treated or neglected altogether."

Powerful Engines.

Maj. E. A. Bishop, an English flyer, says in London Answers: "The modern fighting scout—and to my mind the single-seater is the only real airplane for offensive work—may have the power of 200 horses throbbing in its wonderful engine. Some of the machines are very slender of waist and almost transparent of wing. Airplanes do not thrust their warlike nature upon the casual observer. One has to look twice before definitely locating the gun or guns attached so unobtrusively to the framework and synchronized, where necessary, to shoot through the whirling propeller in front."

"Ground in Hamburg."

One of the curious news outcroppings of the war comes from Sheffield, the home of English cutlery. A hollow-ground razor blade was exhibited, and stamped on the shoulder was the mark "Ground in Hamburg."

The explanation was that the British public believed the Germans did better work and demanded the German product, so the altruistic British workman gave the Germans the benefit of his own unrivaled skill, apparently untroubled by the attitude of his own countrymen.

FROM ALL SOURCES

Britain Gathered Small Boats for Tigris Service.

Even Small Excursion Vessels That Were a Feature of Outings on the Thames Were Made Use Of in Mesopotamia.

River boats for the Tigris were an absolute, primary necessity. They could not be built in Mesopotamia or anywhere else in time to relieve the desperate situation. They could not be materialized by the wave of any magician's wand. Well, what then? Then they would have to come out of other rivers elsewhere and make their various ways somehow—no matter how!—across the seas and up through the Persian gulf, writes Eleanor Franklin Egan in Saturday Evening Post.

They were requisitioned from the Ganges and the Indus and the Irrawadi, from the Nile and the rivers of Africa, and even from the Sikkang, the Yang-tse and the Huangho. From everywhere they have come; it has been one of the bravest and strangest achievements of the war, and one bears with a feeling of especially chill regret that more than eighty of the ships have failed to arrive. A few from everywhere have gone—along with the high hopes of British sailors, and usually with the sailors, too—to the bottom of the seas they were never made to venture on.

But the Thames penny steamers? Where is it you go on the Thames penny steamers? To Richmond? To Putney? To Henley? To queer little landings here and there round London where crowds of people gather on gala days and where happy summer memories are made? Yes, to places like that. There is a holiday sound in the very name—Thames penny steamer. And I wonder if there are many Englishmen with no memories to make that sound music in their ears?

But the Thames penny steamers, too, were needed on the Tigris to help meet the tremendous emergency. So bravely they set out. Eleven of them started, but only five of them achieved the impossible. Five of them got to the Tigris and are now listed by number in the great fleet under a class initial, though I think I ought to add that by British officers and men they are especially identified and especially loved.

As I watched the curious, flat-bottomed, high funneled, double decked, paddle wheeled little craft churning briskly downstream with her two crowded barges in tow I was seeing visions of the kind of heroism that makes one pray, I saw first the matter of fact, nonchalant British sailors on her frail decks preparing for such a voyage as was never before undertaken; then I saw her—her sides bearded up and her one-time spick and spanness begrimed with the coal that had to be stowed in every possible space—moving out of the snug security of the busy, bustling, city bounded Thames into the open, high rolling Atlantic. I followed her course across the perilous Bay of Biscay and saw her creep down the long coasts of Portugal and Spain and through the strait past Gibraltar.

After Gibraltar would come a hopeful, careful, long crawl across the mine strewn and submarine infested Mediterranean. Port Said in safety! Then the Suez canal—contributing a brief period of relaxation—the Red sea, the Arabian sea, the Persian gulf, and finally—with what a sigh of relief—the broad current of the Shat-el-Arab and the almost rippleless serenity of the blessed Tigris!

I don't know what happened to the six that failed, but one hears that "their backs were broken by the high seas." That was the chief danger they all had to face; they and the hundreds of others from other faraway rivers, too. Eighty of the others went down and six of the Thames boats. Eighty-six! They should be honorably counted among England's honorable losses at sea, and they never have been.

Canals Now Fish Ponds.

Actual stocking of New York's new fish ponds in the beds of the old Erie and Champlain canals is in full swing. The necessary construction work has been completed and the fish used for stocking purposes are being rushed from various points to the canals and liberated at once.

The first consignment consisted of a large number of yellow perch fry, which were planted in one of the sections of the old Erie canal near Amsterdam. According to the conservation commission, a quantity of perch spawn was collected by state employees in Adirondack lakes, where these fish are a menace to other fishes in the same waters. Its removal is therefore accomplishing a double benefit.

Destroying Airplanes.

British aviators and mechanics are compelled to destroy their own machines to prevent the Germans from obtaining a jealously guarded secret about the new type plane. Occasionally it is necessary for the aviator to sacrifice his own life together with his airplane. Such an instance is described in an official report of a brave aviator who deliberately blew himself and the airplane to pieces with a bomb to evade capture by a German flotilla of destroyers.

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