

Honor Society Has Party.
(From the Bulldog)
Members of the high school Torch Honor Society enjoyed a clever party at the home of Margaret Clarke Friday evening, April 17th. Games were played and refreshments served. Miss Brierley is adviser of the group.

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Moyer's Men's Store
HERMISTON, OREGON

POULTRY INDUSTRY MOST PROMISING

(Continued from page 1)
mainly 24x48 feet, with 350 hen capacity. Mr. Reid is inclined to recommend a smaller house 20x40 with capacity for 300 hens. He is also giving study to the "Battery" housing plan in which an inclosure is provided for each hen. The present cost of building is figured at \$1.00 per hen, while the "Battery" system would cost about \$1.50 per hen.

Mr. Reid bought this year 1925 sexed chicks with a guarantee of 1625 pullets. These are from sires of 300 egg production with same production from trap nested dams. The cost was \$23 per unit of 125 or slightly over \$400 for the shipment. He paid \$2.50 per unit for care at the shipping hatchery for ten days. The average cost per pullet after all losses is estimated at 25 cents, and the cost of bringing the pullet up to laying age is another 25 cents. His heaviest loss is in the first ten days which he estimates at one percent and the losses up to maturity are under two percent. He states that it is far more satisfactory to buy the high grade chicks.

In feeding young chicks he uses starter mash followed by the developing mash which he gradually reduces as he adds the egg mash as the pullet nears the laying period. He disapproves sudden changes in feeds.

First class care of chicks and hens is the most important part of egg production.

His 2100 laying hens are now producing over 1600 eggs per day, and his average check per week is about \$150. He ships from 30 to 32 cases a week to the Pacific Cooperative at Portland. He believes that Hermiston should have an egg packing and cold storage plant for the better handling of eggs and that the saving would be important in several ways. While there is a very satisfactory profit now in eggs, it could be increased with greater volume and better facilities.

The most economic unit in the poultry business he believes to be 3000 hens, although much less and much more can be handled with a profit, from 250 up to 5000. This climate and the sandy nature of the

AUTO ENGINES KEY TO CHEAP PLANES

Discover Two Standard Motors Good for Flying.

Washington.—Federal aviation experts, struggling for months to develop a model, low-priced plane for mass production, have found the key to their problem in automobile engines, it was learned.

Extensive tests of two standard engines on popular-priced cars have proved successful and these motors will be recommended for widespread adoption as plane engines, it was learned. Another is being installed in a plane and will arrive in Washington within three weeks.

Already three model planes built for the Commerce department in its search for aircraft to retail below \$1,000, have been delivered here. One is the Waterman tailless plane, another a Weck ship, resembling the Waterman in that it is a pusher type, but differing in that it has a tall, and the third a Curtiss-Wright coupe.

Two more, now being put through final tests, will be delivered here soon. A third, an autogiro whose rotor blades can be folded back to convert the ship into an auto, will be completed early in February.

The two undergoing tests are a Hammond, pusher-type, low-winged monoplane, built at Ypsilanti, Mich., and an open cockpit conventional monoplane, powered by an auto engine and constructed by the Arrowplane & Engine corporation, Lincoln, Neb. A third, in use at Marshall, Mo., contains an auto engine which passed all tests before installation in the plane.

Delivery of the autogiro in February will witness the completion of the government's program to design, build and assemble for inspection an imposing array of small foolproof planes which will lend themselves easily to mass production at nominal cost.

Convinced by tests that auto engines provide the solution to production of low-cost planes, federal experts indicated they will urge auto manufacturers to effect some slight changes in their present engines to reduce weight and make them easily adaptable for airplane use.

UMATILLA COUNTY FARMERS MAKE BIG INTEREST SAVING.

Refinancing debts through the Farm Credit Administration has saved Umatilla county farmers more than \$54,200 a year on interest alone, according to figures from the central office of the Farm Credit Administration in Washington.

Over \$2,291,000 of farm debts with interest rates that averaged 6.7 per cent a year have been re-financed with long-term mortgage loans carrying interest rates of 5 per cent a year or less.

The figures show that the local National Farm Loan Association has been a big factor in making these long-term mortgages available at low interest rates. The association guarantees loans to the Federal land bank.

From May 1933, when the Farm Credit Administration was organized, to the end of last year, 250 Umatilla county farmers obtained \$1,984,000 for the specific purpose of refinancing old debts.

The Federal Land Bank made 176 first mortgage loans and the Land Bank Commissioner 215 loans. Many of the Commissioner's loans were made on second mortgage security to farmers who also obtained first mortgage loans. Most land bank loans are endorsed by associations and advanced from funds obtained by selling farm loan bonds. The commissioner lends from funds provided by the Federal Government.

As in the past, the Federal land banks are making loans only on first mortgage security, lending up to about one-half of the appraised normal value of the farm property. The Commissioner lends on second as well as first mortgage security in amounts up to 75 per cent of the value. The largest amount of a Commissioner loan to one farmer is \$7,500.

An act of Congress last summer temporarily reduced interest rates on all Federal land bank loans—old and new. Where land bank loans are made through National Farm Loan Associations, the rate is only 3 1/2 per cent for all interest payable in the year ending June 30, 1936, and 4 per cent a year in the two years following. This temporary reduction of interest rates on all Federal land bank loans is paid for by the Federal Government, which reim-

Students Write Essays.

(From the Bulldog)
Essays on "Benefits of the Community Park from the High School Student's Point of View," were written by the senior English class recently. Barbara Reid's essay was chosen as the best and was sent to Mr. Thompson, WPA director, at Pendleton. He sent word that the essay had been forwarded to the Portland WPA office and would be published in the near future. The essay written by Marnie Smith was chosen as second best.

UMATILLA NEWS

By ERMA BYRNES.

Mrs. Al Moran and children Veta and Jack, and Mrs. Paul Walsh and children, Verna Dale and Merlin, were in Walla Walla Saturday.

Mrs. Anne Edwards has returned from a visit with friends in Kennebec.

Miss Alicia Bousquet left Sunday for Seattle where she will remain for some time.

Bill Switzer left Sunday for Salem where he will be for a few days.

Mr. and Mrs. Joe Springer were in Walla Walla Saturday.

Miss Clara Corrigan and Yvonne and Bill Bousquet spent Sunday at Bingham Springs fishing.

Mr. and Mrs. Hugh Van Schoiack and children spent the week end in Arlington visiting.

Bob Ruedy spent the week end in Portland visiting his family.

Mr. and Mrs. J. H. Byrnes and daughters Erma and Joan, accompanied by Earl Fromdahl, spent Saturday in Walla Walla.

Miss Mary Jane Shaw of Portland spent the week end with his father, E. E. Shaw and brother and sister here.

Mr. and Mrs. Roy Bray have organized a new class at Sunday school under the head of intermediates, including students between high school and adults.

Miss Bessie Dexter was awarded a scholarship from the Eastern Oregon Normal at La Grande.

F. O. Harryman spent Sunday in Pendleton.

Mr. and Mrs. Max Graybeal motored to Portland Saturday where Mrs. Graybeal remained for medical treatment.

Mrs. Wm. Switzer and Mrs. Lennox spent Sunday visiting in Umatilla.

Mr. and Mrs. Harry Rodenbough and children spent Tuesday in Pendleton.

Miss Betty McKenzie spent several days of last week in Messenger visiting Miss Virginia Compton.

The Umatilla high school girls attended the Play Day in Boardman last Friday.

Mr. and Mrs. Joe Springer and Mayor Tucker motored to Pendleton on business this week.

L. W. Compton and daughter Virginia of Messenger were in Umatilla Saturday.

Earl Cherry and Roy Higgins left this week for Salem to attend the "Ham" convention.

Mrs. Wm. Logan entertained the bridge club at her home Friday afternoon.

WE DRIVERS

A Series of Brief Discussions on Driving, Dedicated to the Safety, Comfort and Pleasure of the Motoring Public, Prepared by General Motors

No. 7—SLIPPERY WEATHER



ICE AND SNOW always bring problems for drivers. These problems are the result of less friction. And that is interesting, because usually we are trying to reduce friction all we can. We use ball and roller bearings to overcome friction. We smooth and polish parts to reduce friction. We put oil in our cars to avoid friction. But we can't get along without friction, just the same.

For, after all, we couldn't start a car, we couldn't stop a car, we couldn't turn a corner, if it weren't for friction. The friction between the road and our rubber tires is what gives us traction.

Most of the time we have plenty of traction. But in certain climates every year, winter comes blowing and blowing down from the North, and the first thing we know he has spread ice and snow over our roads, and our whole traction condition is changed.

But automobiles are pretty well prepared these days to meet any conditions. All we have to do is adjust ourselves to these changed circumstances.

For instance, many skilful drivers start their cars in high gear on very slippery, icy streets. Ordinarily this would be a bad thing to do. But when our tires have to start us going on slippery ice or snow, starting in second or "high" is harmless and it does help to avoid spinning wheels, side slipping and difficulty in getting under way. If you haven't tried this after stopping at intersections, you may be surprised to find out how much more quickly you get started again. Only remember to engage the clutch very slowly.

This business of starting in slippery weather can be quite a problem. But stopping is even more so. However, most good drivers agree on one method that they find quite satisfactory. First of all they begin to slow their cars down at quite a distance from where they want to stop. They press the brake lightly at first and release it almost at once. Then they press again and release quickly. By a series of brief, moderate brake actions, instead of one continuous pressure, they gradually reduce speed and can usually stop without skidding.

Many of the best drivers always make it a point not to disengage the clutch as soon as they apply their brakes, but to wait until the car has almost stopped. While this is their general practice, they say it is especially important on slippery roads, as they claim it reduces the chances of skidding. But if we use this method there is one thing we must look out for. We have to remember that on a slippery surface it is very easy to stall our engine by using our brakes when the clutch is still engaged.

Outside of starting and stopping, most winter skidding is at turns and curves. Many good drivers tell us that they treat every slippery curve or turn as though it were going to be a stop. In other words, they approach curves using the very same system of short, moderate brake actions. The result is that when they reach the curve they are going so slowly that they can actually give the engine a little gas and put some power in the wheels. With power turning the wheels, we are not so likely to skid.

After all, the main thing to do about driving in slippery weather is just what we do about walking in slippery weather. We are all pretty careful about that. The first thing most of us do when we go out on a slippery morning is to put out one foot cautiously and get the feel of the surface to see how careful we have to be. The best drivers we know do practically the same thing with their cars. The first thing they do after they get started, is to test the surface. They make sure that there are no cars too near, and then they gently apply the brakes. If they don't skid they resume speed and apply the brakes again—this time a little more firmly. In this way they determine the surface and know the degree of caution they must exercise to be safe. This seems like a very sensible idea.




Weather Made to Order Helps in Disease Cure

San Francisco.—When a change of climate is ordered for the San Franciscan of the future, he will merely call the hospital and buy his climate by the hour.

The San Francisco hospital has equipped three rooms with air conditioning and cleaning machinery that permits creation of almost any desired climatic condition except that to be found on an ocean voyage.

A turn of a switch, a twist of a dial on a machine that looks like a radiator, and the proper air for an asthma sufferer, a patient with sinus trouble, or bronchitis, or even hay fever, is created.

Ordinary air is sucked through two filters, one of spun glass and another of paper, from outside the building. Compressed freon gas, an odorless, artificial compound possessing the cooling qualities of ammonia, flows through thin coils and forces any moisture in the air to condense and drop to the floor of the machine.

Then the clean, thoroughly dry air is dampened to just the humidity content desired and piped to the room of the patient.

Doctors say the device has proved particularly valuable in treating patients with respiratory troubles that have interfered with natural rest.

With proper air conditioning, the patient gets a good night's rest and is able to rebuild lowered resistance.

Huge Radium Deposits Reported Near Guiana

Boston, Mass.—Dr. Otto Voght Von Sickingen, Haverford (Pa.) bacteriologist, has discovered what he believes to be the largest radium deposit in the world along the Corentyne river in South America.

On his arrival here he declined to disclose the exact location of the deposit until terms are agreed upon with the government in whose territory it is centered. The Corentyne river borders Dutch and British Guiana.

Doctor Von Sickingen also said he had discovered a possible cure for infantile paralysis in a drug prepared by boiling the skin of a South American reptile.

She Seeks Ph. D. at 80

Ashtabula, Ohio.—Mrs. Lillian Gist, eighty years old, who received her master of arts degree last spring, plans to enroll in a Florida college to work for her doctor of philosophy degree. The mother of eight children, she received her first degree 25 years ago.

Paste, Paper Keep Young Pupils Quiet

Cleveland.—A new method to keep school children from talking too much in class was revealed recently in suburban Rocky River.

The method—pasting a strip of paper across the lips of constant "whisperers"—was brought out by Miss Ruth Henry, teacher, to maintain strict decorum in her first grade class at Kensington school.

"It reminds the children they are supposed to keep still," Miss Henry said in defense of the practice. Educators and parents were divided in their opinion of Miss Henry's innovation.

LAST H.S. PARTY WILL BE LEAP YEAR FROLIC.

(From the Bulldog)
The next high school party, which has been postponed several times because of conflicting affairs, will be held Friday evening, May 1st, at 8:00 o'clock at the auditorium. A leap year motif will be carried out and the girls are to make their dates before hand, buy the tickets, and furnish transportation. It will also be the girls' duty to ask for dances at the party.

Maxine Paul, social manager, and committees in charge, are hoping for a good crowd and a successful party. This will be the last of this type of frolic before the prom.

Rexall One Cent Sale

(TWO FOR THE PRICE OF ONE PLUS ONE CENT)

Next Wed., Thurs., Fri. and Sat.

MI 31 SOLUTION 2 for 50c	Pound Vincent's ASSORTED CHOCOLATES 2 for 61c
Double Strength Mouth Wash. Pint size, Regularly 49c.	Lb. FENWAY 2 for 51c
WEDNESDAY ONLY	CHERRIES Chocolate Covered.
LORIE TOILET SOAP 6 cakes 37c	LAVENDER BODY POWDER 2 for \$1.01
Only one sale to a customer.	REXALL 93 HAIR LOTION 2 for \$1.01
\$1.00 SYMBOL Water Bottle 2 for \$1.01	Stimulates the Scalp. Removes Dandruff.
or Fountain Syringe 2 Quart Capacity.	PURETEST EPSOM SALTS 2 for 26c
PURETEST Cod Liver Oil 2 for \$1.01	PURETEST COD LIVER OIL TABLETS 2 for \$1.01
Pint - Regularly \$1.00. Given to the Dionne Quints All Year 'Round.	2 tablets equal 2 tps. cod liver oil in Vit. A and D. 110 tablets.
JONTEEL TOILET GOODS	Extra Special
50c FACE POWDER 2 for 51c	3 KLENZO TOOTH PASTE
35c LIPSTICK 2 for 36c	REGULARLY 50c TUBE 40c
50c BEAUTY CREAMS 2 for 51c	THERE ARE OVER 250 ITEMS ON SALE AT THE
FIRST AID SANITARY NAPKINS 2 for 26c	2 For the Price of 1 PLUS ONE CENT
Comfortable, form-fitting, highly absorbent — Perfect Protection!	
CASCADE Pound Paper or Envelopes 2 for 51c	

COME IN AND LOOK AT OUR MERCHANDISE NOW. IT IS ON DISPLAY. SALE BEGINS APRIL 29th AND LASTS UNTIL SAT. NITE - MAY 2nd

Thompson's Drug Store

HERMISTON, OREGON PENDLETON, OREGON