

CONDENSED STATEMENT OF THE MALHEUR COUNTY BANK NYSSA, OREGON

At the Close of Business February 28, 1928.

RESOURCES	LIABILITIES
Loans and Discounts.....\$428,000.87	Capital Stock.....\$ 25,000.00
Overdrafts.....402.70	Surplus and Profits.....52,562.33
Banking House, Furni- ture and Fixtures.....13,500.00	Bills Payable.....NONE
Other Real Estate.....14,000.00	Rediscouunts.....NONE
Warrants.....3,491.73	Deposits.....552,515.12
U. S. Treasury Bonds.....\$ 50,000.00	
Cash and due from Banks.....\$120,682.15	
Total Cash Reserve.....170,682.15	
	\$630,077.45

Securities Pledged or Surety Bonds Furnished for Deposits, NONE

OFFICERS AND DIRECTORS

H. J. Ward, President John Ray, Vice President
J. P. Dunaway, Cashier
O. G. Bauer, Assistant Cashier H. A. Diven, Assistant Cashier.
J. F. Reece J. J. Sarazin G. L. Phillips

The service of this bank has been developed from experience and intimate knowledge of the needs of our depositors. We desire to render always a little MORE service—a little BETTER service than you expect.

JOHN DAY, WE'RE FOR YOU!

(From the Malheur Enterprise)

Too much tourist travel is going over the John Day highway, to suit a few overly ambitious enthusiasts of the Old Oregon Trail. Again this year they have been stirring up a lot of fuss but that won't keep tourists off one of the best roads in the state. It has been estimated that twice as many tourists are going through Vale this year as last.

In Malheur County tourists enter the state by way of Nyssa and Ontario. It is safe to say that virtually every tourist who stops in the Gate City, is routed over the John Day highway. Not long ago, the Ontario road boosters very definitely advised that they did not discriminate, but treated both roads fairly.

Now, W. H. Doolittle, mayor of Ontario, tells us where he is at. The following article appeared in the Baker Herald of June 28.

"ONTARIO 100 PER CENT FOR OREGON TRAIL—Visiting Delegation Assures Baker co-operation.

"Ontario is 100 per cent for the Oregon Trail."
"This was the sentiment of that community expressed today by a delegation of business men who were guests of the Baker chamber.

"W. H. Doolittle, mayor of Ontario, a speaker, declared the reports that Ontario was directing tourists over the John Day highway were not true, and that citizens of that city had ALWAYS worked for the trail. He praised the spirit of cooperation between the Oregon towns, and said that with highway conditions good and other conditions normal the trail would receive 90 per cent of the travel west from Ontario."

Why not transfer the mayor of Ontario to Baker county?

We, of the John Day highway, can find satisfaction in the knowledge—that the mayor may be taking in too much territory when he commits himself for the whole of Ontario. Then, again, if our neighboring community in Malheur county is "100 per cent for that road" that takes every tourist out of the county, it is nice to know that Nyssa, Vale, Brogan and many Idaho towns are 100 PER CENT FOR THE JOHN DAY.

MISS EARHART'S FLIGHT

At last a woman successfully completed an over-sea airplane flight, after three had sacrificed their lives in such an attempt and a fourth had been luckily picked up at sea after covering a major portion of the distance.

Miss Amelia Earhart, an American aviatrix, was the lucky woman, who flew from Trepassey Bay, Newfoundland, to Burryport, Wales, in the seaplane Friendship, with Wilmer Stultz as pilot and Louis Gordon as mechanic. The continuous flight consumed 20 hours and 49 minutes, during about 19 hours of which the flyers saw neither land nor sea, but pushed through mist, fog, snow and rain until land was sighted through a rift in a cloud bank, as their hopes ran low.

President Coolidge and Secretary of State Kellogg cabled congratulations and Britian gave her and her companions a series of enthusiastic receptions.

It is a source of pride to her fellow-countrymen that Miss Earhart is the first woman to make such a flight, and she well deserves the honors being showered upon her for her courage.

INTERESTING NOTES

Johnny Seymour of Daytona Beach, Fla., has established a new world record for a motorcycle at 132 miles an hour.

The Turkish government prohibits marriage of ambassadors or high government officials to foreign women.

Electrocution of cattle has been tried out at the central slaughter house of Berlin.

The heart of a hibernating animal slows down to about five to 15 beats a minute.

Oysters are the most important shellfish on the American continent, clams ranking second.

The King of Afg hanistan has a beautiful white and gold painted train at his disposal.

The first Rotary club was founded in 1905 by Paul P. Harris.

Lake Victoria Nyanza in Africa is the largest fresh water lake in the world.

JULY THE FOURTH

On July 4, 1776, one hundred and fifty years ago, the Declaration of Independence was signed. It marked an epoch in the history of the world, another step forward in the progress of man. In reality it gave birth to ideas embryonic in the minds of people everywhere during the preceding century. It was the outcome of persecution, a declaration against tyranny and despotism. The fifty-six signers of this famous Declaration, and the patriots who fought for its principle, were willing to give their lives in behalf of a cause which seemed hopeless, the inspiration being the knowledge that justice and right were on their side.

The immortal words—

"We hold these truths to be self-evident, that, all men are created equal, that they are endowed by their creator with certain inalienable rights, that among these are life, liberty and the pursuit of happiness," have for these many years flourished in the minds of Americans, and have furnished the ideal toward which our nation strives.

As a young nation we were peculiarly fortunate in having statesmen possessed of unusual wisdom and endowed with vision which was not characteristic of the statesmen of the older countries of the world at that time. Their struggles with adversity in a frontier country had schooled them for the task ahead. Washington, Jefferson, Franklin, are names which stand with the foremost names in history.

With such men as these guiding her affairs, men who had been trained from early life to consider others, to be self-reliant, to have self-control, our country has progressed with astonishing rapidity. It has risen in a comparatively short time from thirteen small colonies of the British Empire, to one of the leading nations of the world.

At times, especially at first, things have looked dark and it seemed as if the "Ship of State" would be foundered on the rocks of adversity, but adhering closely to the course of our farsighted forefathers, these rocks have been avoided and our country has reached its present enviable position. American ships carry American products to every port in the world; its wealth and resources are almost unlimited; its government has been used by countries as a model; it has won every war into which it has entered.

And yet we cannot afford to rest upon our laurels. It is a law of nature that everything must be either up-building or declining. There is no halfway ground. Other nations in history, thinking themselves to have reached the heights of perfection and a position which was indestructible, have become arrogant, self-satisfied and careless, and degeneration followed swiftly. Examples are numerous; the Empire of Alexander the Great, the Roman Empire, the Empire of Napoleon, the German Empire. Let us profit by the examples of others who have gone before us.

If the United States is to continue to progress and to lead in the affairs of the world, if we are to continue to be known as a land of freedom and liberty, the fundamental principles established by our forefathers must not be ignored. We must continue to sponsor equality and individual liberty, to protect the weak against the strong, to educate youth, and to give each citizen and future citizen every possible opportunity to know the real objects of government and to derive the full advantages which a government "of the people, by the people and for the people," affords.—J. H. H.

WHAT'S NEW?

Powerful electric searchlights have been invented in England for use on sea going vessels' power life-boats.

A new automatic crossing gate, intended to be operated by the approach of a train, is jointed so that it will not damage vehicle it might happen to strike in its descent.

A German inventor claims to have perfected diving suit to enable persons trapped in sunken submarines to reach the surface of the water safely.

Photographic apparatus that registers the emotions of children subjected to various stimuli has been developed at the University of California.

A disappearing prize fight ring has been invented which lowers below the floor level after each fight and permits the boxers to enter it and leave without passing through the crowd.

Prof. Borler, of the University of Lyons, France, has invented a machine which he claims will cure a cold in 10 minutes, through generating a high frequency current known as diathermic heat which penetrates the tissues of the nasal membrane and kills the germs.

No one loves a quitter, but the acquitters seem to get by with it.

"Women are not dumb," declares a militant feminist, and most married men will agree with her.

So there is to be a third party, after all. It is composed principally of Senator Norris.

Science has so far failed to improve the quality of gas with which campaign orators are inflated.

Senator Curtis may find his early jockey training helpful in guiding the G. O. P. elephant in the coming race.

Political writers have almost completed Hoover's cabinet, which will save the busy man a lot of time if he is elected.

One certainty about the brain contest now coming in to vogue is that they will not interfere greatly with the beauty competitions.

That Upton Sinclair was bitten by a dog would not have been news except for the fact that the able Socialist was taking a bath when attacked.

According to the Christian Science Monitor, after the bombing of a troop train in China General Chang "passed on," but several members of his staff were killed.

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