

THE OBSERVER

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Editor and Owner.

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LA GRANDE AWAY FROM HOME.

If there is any doubt in the minds of La Grande people that this city is looked upon with great favor over the entire state those who hold such doubt should journey around and hear the many good things said of their city.

In Portland you can hear in any hotel lobby the merits of La Grande discussed, and the same is true all along the coast. The general public is playing this city for the permanent city of Eastern Oregon. They view the pay rolls, the different running institutions, the large acreage of land under the plow, the close proximity of Wallowa county and their decision is that La Grande has the legs to stand upon; that this city is equipped for the race of the metropolis of the eastern half of the state.

And haven't you always noticed that what the people as a whole say is usually more or less true? For this very reason La Grande could not have the standing she has if there was not foundation for it. She could not be rated as the solid, substantial town, and a certainty for future growth of there were not many things leading up to that belief.

What we need here more than any other one thing is some vibration, at home—for the home people to come to a full realization of the true worth of their community. With this in full swing there would be a strong current sent out to support the opinion of the public which has been formed merely from business conditions and observation. It is a plain case wherein La Grande needs the awakening to herself. Let's have it.

ABOLISHING THE POSTAGE STAMP.

In our day the mail traffic of large business concerns has swollen to gigantic proportions, and even the simple labor of affixing stamps requires a special clerical staff. "No wonder, therefore," says the Muschau. "If the problem has been considered how the stamp could be abolished altogether without prejudice to the interests of the post office. Proposals of this

character have not been wanting, as for instance in Bavaria, since February 1, 1910, large consignments are simply stamped with a post mark at the post office, the operation being carried out by machinery. In this way the post office has saved the expense for paper and the printing cost for ten million stamps, while the business world has economized time and money, for affixing stamps to one thousand letters requires about one hour and a half time.

"This method of treatment, while fairly satisfactory, is still primitive. We can easily imagine a much better system worked out somewhat along the lines of a gas or water meter, the letter being simply placed in a machine, and stamped with a post mark which serves at the same time as receipt for the postage and as record of the date, etc. The machine would be inspected periodically by the post office in just the same manner as the consumer's gas and water meter is inspected, and his bill would be paid as usual."

THE MOTOR TRUCK IN THE COUNTRY.

The Engineering News recently expressed the opinion that one use for the motor truck to which it would be difficult to place a limit is in direct haulage over considerable distances to save an intermediate railway journey. Direct delivery may be made by the automobile from a city wholesaler to his customers in towns ten, twenty, or even forty miles away at less cost, perhaps, than would be involved in the hauling to the railway station and hauling from the railway station to receiver at the other end of the route, when the various rehandlings that are made necessary by the railway shipment are taken into account. The saving in packing alone, where this method of delivery is used, may often make its adoption worth while.

"There are large possibilities also in the use of motor-propelled vehicles in industrial plants, shops and warehouses in place of the industrial railway or overhead carrier, both of these systems which are extensively used," continues the Engineering News.

"With present-day shop floors of concrete or wood-block paving, motor trucks can be run over them with little more friction than over the rails of shop tracks. A great advantage over the rail system is that the motor trucks can be run any where. There is no stoppage for turntables or for switches, or because of cars blocking the line ahead as often happens with industrial railways. In such a system, where current for charging is available at low cost and where the loads to be hauled are light, storage battery trucks appear to have great promise. The extent of this one field alone is so great that it will tax the ability and enterprise of many engineers and many manufacturers to cover it."

NUMBER OF MEDICAL STUDENTS IN THE UNITED STATES.

The total number of medical students in the United States for the year ending June 30, 1911, was 19,786, a decrease of 1740 below 1910, a decrease of 2359 below 1909, a decrease

of 2816 below 1908, and a decrease of 8356 below 1904, when the highest number of students was enrolled. In fact, it is the lowest number since 1900, according to the Journal of the American Medical association, which recently published a report on medical education for the past year. Of the total number of students, 18,414 were in attendance at the regular colleges, 890 at the homeopathic, 433 at the eclectic, and 49 at the physio-medical colleges. The attendance at the regular colleges shows a decrease of 1722 below that of last year, of 2140 below 1909, and 2522 below 1908. In the homeopathic colleges there was an increase of 23 above the attendance of 1910, but a decrease of 9 below the total for 1909. The eclectic colleges show a decrease of 22 below 1910, but an increase of 20 above 1909. The physio-medical colleges had the same number as last year, 49 students, as compared with 52 in 1909, and 90 in 1908.

THIS DATE IN HISTORY.

- August 23, 1793—Louis XVI, of France born. Died on the guillotine January 21, 1793.
- 1784—State of Franklin, afterwards Tennessee, was formed.
- 1814—Right Rev. James R. Baile, Roman Catholic archbishop of Baltimore, born in New York City. Died in Newark, N. J., Oct. 3, 1877.
- 1822—Sir William Herschel, celebrated astronomer, died in England. Born in Hanover, Nov. 15, 1738.
- 1835—Baron Aylmer resigned his office as governor of Canada.
- 1846—Capture of Santa Fe by Americans and annexation of New Mexico to the United States.
- 1861—Sioux Indians, under Little Crow, attacked New Ulm, Minn. and were repulsed.
- 1873—First issue of the Detroit Evening News.
- 1890—U. S. cruiser Baltimore sailed from New York for Sweden with the remains of Captain John Ericson, inventor of the Monitor.
- 1898—The United States and Canadian Joint High Commission met at Quebec.
- 1910—Democrats of Georgia nominated Hoke Smith for governor.

THIS IS MY 64TH BIRTHDAY

Sir Charles D. Rose. Sir Charles Day Rose, one of the Canadian-born members of the British parliament, was born August 23, 1847, in Montreal, and received his education in that city. In his younger days he was a captain in the Montreal Garrison Artillery and served with that corps at Trout River on the occasion of the Fenian invasion of 1870. Of late years Sir Charles has made his home in England, where he has attained a position of high eminence in the world of finance. Entering the banking firm of Morton, Rose and Company, of New York and London, he worked his way up until he succeeded his father, the late Rt. Hon. Sir John Rose, as head of the firm. In 1880 Sir Charles joined Lord Mount Stephen and Lord Strathcona in the syndicate for the construction of the Canadian Pacific railway. He has been a member of parliament since 1903, in which year he was elected to represent the Newmarket division of Cambridge. In the last general election he carried Newcastle for the Liberals.

EDITORIAL SNAP SHOTS.

Most people think the maximum is the mean temperature.—Boston Transcript.  
Judge Gary wants to adopt the Golden Rule. Anything golden looks good to the trusts.—Atlanta Georgian.  
There will be no permanent peace in Mexico until the government creates enough offices to go around.—Atlanta Constitution.  
The ability of the Maine to keep a secret may explain why, among other craft, a battleship is not termed feminine.—Los Angeles Tribune.  
It is getting so now that an honest trust is afraid to go home in the dark.—Washington Post. Let them quit travelling in the dark, then.—Omaha Bee.

La Follette Plan Popular. Portland Ore., Aug. 22.—"The Oregon Idea of Fanny, the government



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develop the Alaska coal fields 100 miles south of the Cunningham at the same time break the hold of monopolies on Alaska, as outlined by Senator LaFollette in the senate yesterday meets with my heartiest approval" said Herbert Spencer, wealthy coal operator, here today "I have been over the entire coal-land zone in the Controller Bay district," added Spencer, "and was surprised at its richness. For practical the government could handle the proposition, and I drew out. "Millions in wealth is there ready for the hand of man. If the government does not take hold of it, some syndicate of private individuals undoubtedly will secure a monopoly, as he who holds the transportation lines into Controller Bay, will likewise control the development of the coal fields and profit enormously."

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