

## GRASS VALLEY MAN SELECTED

SUCCESSOR TO LATE MR. McALLISTER NAMED.

Members of Executive Committee Return to Their Homes Today.

Fred Krusow, a resident of Grass Valley, and until Saturday vice president of the Farmers' Co-Operative and Educational union of Oregon, has been chosen president to serve the balance of the term left vacant by the death of President John W. McAllister. The newly ordained president returned to his home this morning, with nearly a year before him to serve.

The death of Mr. McAllister brought several of the executive committee to La Grande and a special meeting has been held at which the president was selected and the policy of the new regime outlined. Among those who attended as members of the executive committee were M. M. Waterman of The Dalles and J. D. Brown of Arlington. Both of these men returned to their homes today after spending several days here.

Another matter which came up before the executive committee meeting was the proposition of sending State Organizer A. P. Davis of this city to Idaho to start unions there.

## GRAND MOOSE DAY SUNDAY

THREE SPECIAL TRAINS TO CARRY MOOSE HERE.

Elaborate Banquet and Installation of Officers Object.

The Moose will organize in La Grande Sunday, the 21st day of January in the K. of P. hall, with a membership of over two hundred and fifty. Two visiting lodges will come here in special trains, one from Baker and one from Pendleton, to help install the lodge. The visiting lodges will be given charge of the work for the day, and there will be a special from Elgin bringing in 50 candidates on that date about three hundred out of town attendants is anticipated. Arrangements to take care of 500 at the banquet have been made, and this will be one of the biggest events of its kind La Grande has ever seen, but still the Moose of La Grande hope for more because Pendleton has a membership of 650 and Baker City a membership of 350 and La Grande is not going to be outdone by any of its sister towns and are all working for a membership of 700 in the near future. The Moose charter will be open until the 21st of January, anyway so there is still time to get away with the big crowd and good time.

The local membership is striving hard to make the event a huge success in every way possible. To do this entertainment features requires time and effort but the Moose are out to make it a genuine triumph from start to finish.

**Seek Restoration of Army Canteen**  
New York, Jan. 16.—A meeting to arouse interest for the restoration of the army canteen was held at the Waldorf-Astoria today under the auspices of the National League for the Civic Education of Women. A number of prominent army men delivered addresses strongly favoring the restoration of the canteen. Many army men and their wives were present and acted as patrons of the gathering.

## DANCE BREAKS AT 6 A. M.

LADD CANYON FOLKS ENJOY ALL NIGHT FROLIC.

Rain Holds Guests Within Doors Until Morning.

Ladd Canyon, Jan. 14.—(Special)—Perhaps the most enjoyable event which has ever been held in Ladd Canyon for years was the neighborhood dance which was given by Tom Bates on the W. D. Grandy ranch Friday night. A large crowd of the Ladd Canyon citizens and a few from the valley filled the spacious dance hall up stairs until long after the roosters had crowed. The dance did not break up until after 6 o'clock in the morning on account of the rain. But one could not help enjoying dancing so late anyhow, but such excellent music as the Messrs. Lawrence Spencer and Jack Walker from La Grande furnished on the violin and organ. A splendid supper was served at midnight.

The Misses Ruth and Frankie Peebler and brother, Roy Peebler, entertained a number of young folks last Wednesday evening at the home of their parents, Mr. and Mrs. Dick Peebler, in honor of George Crosby, who left the following morning for Wyoming. Games and music were the order of the evening until 12 o'clock.

Mrs. T. W. Bates left this morning for Wallowa to be at the bedside of her aunt, who is not expected to live, the hard blizzards on Sunday and Monday a week ago and the recent rains have caused the roads to be in a very bad condition. They were almost impassable most of last week. The daily mail carrier only succeeded in getting through once, and on horseback then. The high snow drifts, which were considered to be the largest that have been formed for years, are disappearing very fast since the rain.

### Cost Prices Juggled.

Chicago, Jan. 16.—The government today introduced testimony in the packers' trial tending to show that while the packers were howling about the hard times and panic in 1907 they were making millions. Through questions put to Harry Timmons, chief accountant for Morris & company, they showed that the packers juggled the accounts and inflated the costs. In one instance hides which appeared to cost \$34,000, sold for \$31,457.

### Strikers Less Troublesome.

Lawrence, June 16.—Still dreading the striker's outbreaks eight companies of militia are held under arms today. The owners of the plants today are asserting that between 20,000 and 30,000 operatives have returned to work. The strikers claim that the higher class workers are still out.

### MANY HEAR BREWER

Socialist Discourses on Labor Topics to Audience at High School.

George D. Brewer, sent out by the socialist bureau, lectured last night to a good-sized audience at the high school auditorium on class war in the labor situation. His audience was well entertained with a clear and concise argument on the theme in hand.

### BEN CARNEY HURT.

Trainman Falls From Top of Car at North Powder Last Night.

As the result of a fall from a box car near North Powder last night, Ben Carney, a local well known trainman, is in the hospital here today. His hurts were severe but in no way critical and his recovery will no doubt be rapid.

### Marriage License Issued.

County Clerk Wright has issued a marriage license to Mr. Eklund of Pendleton and Miss Merva Bell of this county.

## PORTLAND IS PAINTED RED

LA GRANDERS ATTEND MANY FUNCTIONS IN A DAY.

Banquet, Classic Dancing, Auto Rides, and, and, and, and

Portland's latch string was torn off and portals to the municipality razed when the La Grande delegation struck town Sunday night according to Conductor H. C. Grady who returned this morning from Portland where he fell in with the band of tourists from La Grande and was forced to partake of the hilarity which fell their way. About the first thing that fortune decreed for the merry journeymen was an elaborate banquet at the Imperial where, aside from the regular tourists, Fred Stanley and J. M. Berry, former La Grande people, the Misses Gaskell and Miss Wood, daughters of Fred Gaskell and Mac Wood, members of the party and H. C. Grady were seated at the festal board.

The best was retained to the last, however. Still content with the elaborate dinner at the Imperial, and patting satisfied stomachs, the tourists dragged the Portland ex-La Granders and Mr. Grady with them and got front seats at the Hellig at a Sunday night performance where one of the greatest heel kicking productions ever shown in Portland manifested itself. Modification is necessary to the foregoing sentence, however, for George L. Cleaver "nigged" and refused to keep up with the crowd. He seceded and went to Epworth League services, which was no doubt the more sane celebration of the two.

The La Grande bunch came near being tossed out of the fashionable Hellig, however, but especial compassion was taken on the crowd when it was noised about that the Eastern Oregonians were out to get acquainted. Portlanders who have seen Parisian theatre production kow tow to the "misses" seen at Portland, says Mr. Grady today in speaking of the quality of classic dancing. Paris has nothing on these heel manipulators.

An automobile ride about town was only a small portion of the celebration in the metropolis and the local conductor sprouted salty bubbles at his inability to stay with the La Granders on their way south. "They are having some time, believe me," is the way Mr. Grady summarized the tour only then commence. "If the pace is kept up that the merry makers set in Portland I see some tired business men at home next week—ye gods, what a time they are having."

### EQUAL TO THE TEST.

Daniel Webster, the Boy, at His Entrance to Exeter Academy.

Almost a year passed, however, before the plan so long cherished was fairly started and Daniel, dressed in a brand new homemade suit and astride a sidesaddle, rode with his father to Exeter to be entered at the famous academy founded by John Phillips. The principal then and forty years thereafter was Dr. Benjamin Abbot, one of the greatest teachers our country has yet produced. As the doctor was ill the duty of examining the new pupil fell to Joseph S. Buckminster, then an usher at the academy, but destined to influence strongly the religious life of New England.

It was the custom of the doctor, we are told, to conduct the examination of applicants with pompous ceremony, and that, imitating him, young Buckminster summoned Webster to his presence, put on his hat and said, "Well, sir, what is your age?" "Fourteen," was the reply. "Take this Bible, my lad, and read that chapter." The passage given him was St. Luke's dramatic description of the conspiring of Judas with the priests and scribes, of the last supper, of the betrayal by Judas, of the three denials of Peter and the scene in the house of the high priest. But young Webster was equal to the test and read the whole passage to the end in a voice and with a fervor such as Master Buckminster had never listened to before. "Young man," said he, "you are qualified to enter this institution," and no more questions were put to him.—John Bach McMaster, "Daniel Webster."

### A Word to Study.

Snellpaardeleosoondoerspoorwegpit-roortijting—that's the technical and locally accepted name of the automobile in Flanders. "Snell" (note that the second letter is n, not m) means "rapid." "paardeleoso" means "horseless." "zoondoerspoorweg" is the recognized way of describing a thing "without rails," and, finally, "pitroortijting" implies a thing "driven by petroleum." So you have it, quite simply, and mere white whizzers and drab devils are outclassed. But how'd you like to be hit by a real "snellpaardeleoso"—etc.?—St. Louis Republic.

## OLD SHIP CLOCKS.

Crude Devices Mariners Used In Reckoning Time.

SANDGLASS MOST POPULAR.

If It Were Carefully Attended to the Skipper Could Tell the Days Fairly Well, but It Was Often Juggled—The First Chronometers.

To ascertain the time when at sea is now a matter of the utmost simplicity. But such was not the case in the old sailing days, and in order to acquire even the vaguest idea of longitude and time the seaman had recourse to curious devices.

Crude as these devices appear compared with present day instruments, they save the mariner from chaos and destruction, and even if he could not name the hour with any degree of certainty he at least knew the day of the week.

Eclipses of the moon and the positions of the stars afforded a little guide to the skipper, who was, nevertheless, greatly handicapped by his lack of astronomical knowledge and the inferior quality of his spyglass. Moreover, eclipses could not be arranged for every night in the week, and there were dark nights when the stars could not be seen, so various devices had to be pressed into service.

The most popular form of old sea clock was the sandglass. Many of these glasses were timed to run twenty-four hours, and prior to the ship leaving land the glass was set exactly at noon. If it were carefully watched and turned as soon as the sand ran down the skipper could reckon the days with fair accuracy.

Side by side with the large glass were placed half hour and minute glasses. The man at the helm carefully watched this old sea clock and announced the time at regular intervals by striking a bell. It was customary to estimate the duration of any incident by so many glasses. "To flog the glass" was an operation very congenial to lazy seamen. It consisted in turning the glass before all the sand had run down so that the watch was appreciably shortened.

When the twenty-four hour glass was employed a little juggling was indulged in for the purpose of finding the longitude. The difference between the twenty-four hour glass and the time by the sun was estimated and this difference was held to represent the longitude east or west, according as the sun's time might be before or after the time returned by the glass.

"Taking the sun" was a weird and wonderful operation. Clumsy quadrants were utilized, and toward midday the captain appeared on deck to perform his solemn duty. After much screwing of eyes and waggling of the quadrant the captain would bawl out to the mate, "Make it — bells!" the number varying according to personal idiosyncrasies.

A demand for a more satisfactory device for estimating time at sea was responsible for experiments being made with pendulum clocks, though with little success. The interest of inventors was aroused when the English government in 1714 offered £10,000 to any one inventing a method of reckoning longitude to within a degree, or sixty miles; £15,000 if within forty miles and £20,000 if within thirty miles.

John Harrison, an obscure Yorkshire carpenter, who had achieved a local reputation by repairing and cleaning clocks, came forward with a chronometer which at once attracted attention. Through the influence of Dr. Halley he was enabled to make a voyage in a government vessel to Lisbon, where he succeeded in determining the longitude to within 1 degree 30 minutes.

For this achievement he was granted £500 to enable him to proceed with his invention. After thirty years' hard toll he produced a chronometer on which the present marine chronometer is based. His invention was shaped like a large watch, and in 1781 Harrison's son embarked for Jamaica in order to carry out tests. On the voyage out the chronometer was only 5.1 seconds in error, and during the whole trip from Portsmouth to Jamaica and back the variation was only 1 minute 54.5 seconds.

The accuracy of the chronometer thus enabled the longitude to be determined within eighteen miles, a result which exceeded the admiralty's most sanguine expectations. After further demonstrations an act of parliament was passed in 1765 awarding Harrison £20,000, half of the money to be paid as soon as he explained how his timekeeper was constructed and the remainder when the government was convinced that these timekeepers could be made by others. Despite the fulfillment of these conditions, Harrison had to wait several years before the money was paid over.

Larcum Kendal, who had been Harrison's apprentice and who was ultimately his successor, followed on the lines laid down by his master and produced a chronometer which was used by Captain Cook during his daring voyage in the Resolution. Of this chronometer Cook wrote, "Our longitude can never be erroneous while we have so good a guide as Mr. Kendal's watch."

Various horologists have introduced so many improvements that little trace of Harrison's model is to be discerned in the modern chronometer, though to him must be assigned the credit of pointing out the way.

The heart has reasons that reason does not understand.—Bossuet.

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