

THE OBSERVER

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WHERE THERE'S A WILL THERE'S A WAY.

Farmers living on the five entrances to the city of Union, have, at the instigation of President Will Vogel of the Union Commercial club, devoted 86 days to road building this year. As a consequence roads that would have been impassible as a consequence of the flood waters there for weeks, are really in good shape, well rounded, fairly smooth and carry good drainages.

THREE-YEAR HOMESTEAD BILL.

President Taft has signed the three year homestead bill, permitting entrymen on public lands to prove up their claims in three instead of five years, allowing five months' absence from a claim each year and reducing the

acreage to be cultivated on large claims from eighty to forty acres.

The bill is destined to liberalize homestead laws as to check the immigration of American farmers to Canada.

Final agreement on the Borah-Taylor bill was reached May 23 by house and senate conferees.

Secretary of the Interior Fisher, who had been opposing the bill in every possible way, yielded his scruples concerning water power sites, minerals, timber and cultivation requirements with the result that settlers will get their land and everything it contains upon satisfying the year during settlement period. It is required that they shall cultivate one-sixteenth of their holdings the second year and one-eighth of the land the third year.

Few realize what the new law will mean to the west generally and the state of Oregon in particular. The main features as incorporated in the government they have lived three years upon it.

Those who take lands may be absent from them for five months of each law are:

First—A reduction in the period of residence from five to three years upon all homestead entries, whether made before or after the passage of the act.

Second—A leave of absence from the land of five months each year, the time of leaving and returning to be reported to the local land office. Under the old law leaves of absence could be granted only for specific reason, a total or partial failure of crops, sickness or other unavoidable casualty.

Third—The cutting in half of the present requirements as to cultivation.

Just what the scope of the last mentioned provision will be is not shown by the reports now at hand. Under the enlarged homestead act of February 9, 1909, allowing a maximum entry of 320 acres, 40 acres of cultivation is required beginning with the second year of the entry and 80 acres the third, fourth and fifth years. Whether 20 acres the first year, and 40 acres for the second and third years will be the future requirement will not be definitely known until the full text of the bill becomes known.

Union hospitality is a hard thing to beat or even emulate. Imagine a band being rallied from dinner tables and assembled down town ready to play a selection in 20 minutes' time. That is what the folks at Union did last night.

Katherine creek's wild rampage cost several farmers dearly this year, and drowning out acre after acre of small grain; yet, on the other hand, semi-arid land lying near the turbulent stream that has not produced enough to pay taxes and upkeep for several years is a waving field of verdure. It's a queer disaster that brings nobody good.

THIS DATE IN HISTORY.

- June 25, 1807—Conference of the Emperor Alexander and Napoleon near Tilist.
1841—Gen. Alexander Macomb, who defeated the British at Plattsburg in 1814, died in Washington, D. C. Born in Detroit, April 3, 1782.
1844—Thomas W. Dorr, leader of the Dorr rebellion in Rhode Island, sentenced to imprisonment for life, but afterwards pardoned.
1850—Railroad jubilee at Burlington, Vt., celebrating the union of the lakes and the Atlantic by railroad through Vermont.
1862—The seven days' battles around Richmond began.
1870—Abdication of Isabella II of Spain.
1872—Earl of Dufferin assumed office as governor general of Canada.
1875—Rev. Francis Xavier Krautbauer consecrated in Milwaukee as Roman Catholic bishop of Green Bay.
1896—Sir Samuel Leonard Tilley, Canadian statesman, died. Born May 8, 1818.

"THIS IS MY 66TH BIRTHDAY."

Le Baron B. Colt.

Judge Le Baron B. Colt, who is prominently mentioned to succeed United States Senator George P. Wetmore of Rhode Island when the latter's term expires next March, was born in Dedham, Mass., June 25, 1846. He graduated from Yale in 1868 and from the law school of Columbia college two years later. For several years he practiced law in Chicago. In 1875 he removed to Bristol, R. I., which place has since been his home. He was elected to the Rhode Island legislature in 1879 and two years later became a judge of the United States district court. Since 1884 he has been on the United States circuit bench. Judge Colt contested the last senatorial election in Rhode Island with H. P. Lippitt, who was elected to succeed Senator Aldrich, and his friends express confidence that he will be the republican candidate for Senator Wetmore's seat in the legislative session next winter.

UNION GREETES 40 VISITORS

SHORT NOTICE RECEPTION IS A WARM ONE.

Music, Speeches and Informal Gatherings Make Merry Evening.

An even 40 men and women interested in a proper exploitation of the chautauqua which opens next Saturday for a ten-day session yesterday evening participated in an enjoyable and lark including Cove and Union on the itinerary. The Cove stop was short on account of the hour but at Union open armed delegations received the visitors, band music, an elegant spread, speeches of welcome and informal entertainment was the order. Through some oversight, the Union delegation was not apprised of the caravan's approach until 20 minutes before the first car pulled into Union at 7:30 and President Will Vogel and his diligent lieutenants prepared a copious luncheon, assembled the band and by telephone methods managed to get half the population out to hear the program of music and speeches. Mr. and Mrs. Ferris, Mrs. Geddes, W. K. Davis and F. C. Bramwell and Miss Bramwell entertained the Union people for a half hour.

J. D. Gillilan, S. Platt Jones and J. H. Budd told briefly of the chautauqua's purposes and plans and W. T. Wright of Union responded, all speaking from automobiles with a large audience present. A storm hurried the conclusion but a happy, well entertained and joyous crowd scooted home ward with high words of praise for the Union crowd, vowing them not only clever hosts but rapid ones. It is doubtful if a warmer reception could have been planned in a week's notice than was accorded in 20 minutes' preparation.

NOTES FROM THE LABOR WORLD

The referendum vote on the proposal to hold a convention of the League of Pattern Makers this year resulted in its defeat, but the same question will be submitted to the subordinate unions next year.

A minimum rate of 6 1-2 cents an hour has been fixed for women employes in the tailoring trade in Great Britain. Apprentices or learners are to receive wages of from 75 cents to \$3.12 a week of fifty hours.

The San Francisco Labor Council will ask the American Federation of Labor to urge congress to take steps to build a national highway at a cost of \$500,000,000 to the end that the unemployed may be furnished work.

Any person in New South Wales taking part in a meeting of two or more persons to instigate, aid or control a strike or lockout, where the strike will deprive the public of a necessary commodity, is liable to imprisonment for twelve months.

The Rocky Mountain Association of the United Mine Workers of America, embracing four northwestern districts and four districts of Canada, and representative of 51,300 coal miners, was formed at Butte, Mont. to advocate the use of life saving apparatus.

The Brotherhood of Railway Trainmen hopes to establish a home for the aged and infirm members in California. A site has been obtained in the vicinity of Ben Lomond, Santa Cruz county, and an effort is being made to get money for the erection of suitable buildings.

JAGGED CAPE RACE

One of the North Atlantic Traps That Mariners Dread.

ROCKY, FOGGY AND DEADLY.

This Gray, Grim Menace to Vessels That Come Within Reach of Its Icebergs, Gale and Wild Currents is One of the Graveyards of the Ocean.

In Harper's Magazine George Harding describes Cape Race, that menacing point of Newfoundland that is a terror to the mariners of the north Atlantic coast.

Every great trade route of the world has in season some peculiar danger to navigation which brings disaster to vessels plying its lanes. In the north Atlantic, for ships bound east and west over the busy northern route, the particular menace is Cape Race. In this neighborhood there is an extraordinary conjunction of perils. Fog, icebergs, submerged rocks, northeasterly gales, a sheer shore and singularly treacherous current create a large possibility of catastrophe.

Cape Race is a bluff, jagged bit of coast scarcely provided with strand, and a multitude of submerged rocks are scattered from the breaking water at the foot of the cliffs as far to sea as the Virgin rocks, which outlie ninety miles. The polar current, "which runs like a river" past the gray cape, is so variable in the direction of its flow that it may race southwest at one time and flow northeast at another. In the spring and early summer—and often as late as the fall of the year—icebergs come down with the current and lie sluggishly off the coast, hidden from the sharpest eyes of the ships' lookouts in the dense accumulations of fog.

It is the fog, almost continuously raised by contact of the polar current with the warm waters of the gulf stream, which for centuries has made a menace of this cape of evil name. There is little relief from it. It is so continuously present, indeed, that the cape foghorn is frequently blown for hundreds of hours at a stretch.

The route of the transatlantic lines from American ports runs past a hundred miles to sea, and it is the vessels that go astray in the fogs of the beaten track which come to grief and give the coast its gruesome name. In a single month an Atlantic liner, crowded with passengers, and four tramp steamers were totally wrecked within twenty miles of one another. And once ashore a craft has small chance. The stupendous cliffs, with deep water to their jagged edges and exposed to the swells of the open ocean, have allowed but one vessel of the seventy that have been wrecked there in the past twenty years to be refloated.

The craft on the rocks is furiously pounded to pieces by the first heavy sea. The Regulus, a tramp steamer of near 2,000 tons, utterly vanished with the whole ship's company between dark and dawn, leaving her propped fast in the cliffs twenty feet above sea level, where it remains to this day.

Steamers have gone so close to the cliffs in the fog that the fishermen on the heads, unable to even discern an outline of the blind craft, have clearly heard that panic on the bridge when the captain reversed the engine room signals and in the same breath ordered the lifeboats manned. After that they have listened to the churning of the screw, to the orders from the bridge and to the gradual departure of the vessel from her dangerous position.

Once, at a point beyond range of the fog whistle, a fisherman heard from the fog not only the orders to reverse the engines and man the lifeboats, but a loud command to one of the officers to guard the liquor. Vessels often slip past in the mist, themselves unseen, their presence, peril and escape from disaster told only by voices coming muffled from the obscurity at sea. Sometimes skippers send boats ashore to inquire the way, but often they go by in care free ignorance without the faintest notion that they have escaped catastrophe by the miracle of a hair's breadth.

"I heard a feller go by today," said a fisherman of Chance cove. "I allowed he'd fetch up on Fish reef by the sound of his course and waited to see, but he skipped her, and a close skim too!" It is a coast to beware of. The better it is known the more it is feared. The skipper of a New York-St. John's liner, for a moment at a loss for a reckoning in the fog, took no chances, but instantly turned tail and headed for the open sea, where he lay for six days waiting for the fog to lift.

It is no wonder the deep sea skipper shakes in his sea boots when the fog captures him in a treacherous current off that coast. Some of the rusted hulls of his forerunners in predicament serve as landmarks for off shore fishermen, and on the wind sweep barren of the heads, in graves marked by crosses raised by kindly hands and snugly stowed away for good and all in the little graveyards of the settlements, lie the bones of hundreds of men who have been cast up by the sea.

Advertisement for Wilson Dress-hooks. Features an illustration of a woman and the word 'FREE' in large letters. Text includes: 'To Every Woman', 'Bring this advertisement to our Notion Department not later than one week from today and receive, absolutely free, a regular 10c card of Wilson Dress-hooks', 'Cut Out this Advertisement and present at our Notion Department. Large and small sizes: Gray, Black and White colors. One dozen on a card. We can not give a card to any one who has received a card free from any merchant of the Wilson Dress-hook Co., Cleveland, O. None given to children.'

N. K. WEST

The Quality Store

Modern Dentists ALL WORK WARRANTED Modern Dentists

Bad teeth, poor digestion, improper assimilation, impaired nutrition and irritable disposition go hand in hand and contribute materially to the many social and financial failures. No one should be without a satisfactory dental equipment at prices and terms to suit the conditions regulating your affairs.

Table listing dental services and prices: Set of Teeth \$3.00, Gold Crown \$4.00, Porcelain \$3.00, Bridge work \$5.00, Silver fillings .75, Extraction .50

The Modern Dentists

OVER NEWLIN'S DRUG STORE, DEBOT AND ADAMS AVENUE LA GRANDE, ORE

A Working Capital of Over \$215,000.00 Inspires Confidence in This Bank.

The stability of this institution, The substantial men behind it, Its reputation for progressiveness, Its large loaning capacity, Its spirit of accommodation, Have attracted customers whose deposits aggregate over \$700,000.00. Promote your interests by allying yourself as a depositor with this strong and successful institution.

La Grande National Bank

LA GRANDE, OREGON. CAPITAL \$ 100,000.00 SURPLUS 115,000.00 RESOURCES 1,000,000.00

United States Depository

Arcade Theatre VAUDEVILLE TONIGHT. ON EL MONTE RANCH. Essayay is the recognized maker par excellent of western subject! Here is a splendid drama throbbing with the spirit of the plains, and featuring Mr. Anderson and a star cast! THE POTTERS OF THE NILE An Egyptian industrial picture, very interesting. DALE AND PHAIL Comedians of more than usual ability. A laugh all the time THE PILGRIMAGE. From the poem of Heinrich Heine and in a distinct novelty in settings and action. JACK AND JINGLES. The human interest story of a newsboy and his dog. The almost human acting on the part of Jingles, the dog, will mark this picture as one that will be long remembered. GETTING THE MONEY. A bright, snappy comedy. One big continuous laugh.

WEDNESDAY SPECIALS BOILED HAM COTTAGE CHEESE FRESH PREMIUM BACON SWIFT HAMS STRAWBERRIES CHERRIES RASPBERRIES Pattison Bros. Phone numbers Main 79 and Main 80.