

THE OBSERVER

BRUCE DENNIS
EDITOR AND OWNER

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"TINHORN"

Who said "tinhorn"?
A committee from the present city council. Not only did they utter the expression, but they assert that La Grande has a bunch of "tinhorns" loitering the streets.

Is this true?
Surely the council committee could ill afford to make such a statement without foundation, and it being true then is it not time for a whole lot of lawlessness to be dispense with, if such exists?

The council committee have gone farther and said:

Is there bootlegging going on in La Grande on Sunday?

Are some of the pool halls fit places to be allowed to run?

Is the curfew ordinance being enforced to the letter?

All of these questions would be interesting.

The chief of police of any city should be the law enforcement head and right here it would be well to consider the method of forming a police force. Responsibility can rest upon but one head in any department while the present plan is to elect a chief and the council and mayor choose his assistants. This fails to attach responsibility—the very thing that is the big bugbear of a municipal work.

Then, why not clothe the chief of police with absolute authority, letting him pick his men who must answer to him for their every act. This having been done then hold the chief strictly accountable for every "tinhorn," every disorderly act that occurs.

La Grande is not a good place for "tinhorns" for the "tinhorn" is a relic of bygone days. He is a discard. Civilization in its advancement has shoved him out of the game—just as it has shoved the roulette wheel into the basement and the poker table into the attic. La Grande is a progressive city and no progressive city has room for the leech and the drone, such as the "sure-thing" gambler is.

SEE AMERICA FIRST.

America is renowned for her Grand canyon of the Colorado, for her Yellowstone park, for her regions of the cliff dwellers, for her Yosemite and for her countless ranges of mountains, and yet these go begging while the coffers of Europe are annually filled. The remedy lies with the citizens of those states embracing the Rocky mountains and westward. They should co-operate. They should begin at once. They should aim at diverting a fraction of the 1913 tourists' traffic. They should honestly advertise what they have by

way of roads, by way of hotels, by way of route books, by way of signboards by way of garages and get a fraction of the share of American tourists' traffic that they deserve.

But you can go further: The wealth of Europe is looking for new touring fields. They have conquered the Alps and their two-score passes; they have made their annual tours through the Tyrols; they have traveled through Scandinavia; they have encroached as far as possible on the boundless Sahara, and today they would come to America if they thought they had rational roads, rational hotels, and rational road directions. There is no reason why, with the progress in roads that is being made through Colorado and other states, that "See America first" cannot cross the Atlantic, and instead of American millions finding their way into European countries, there will be European money coming to maintain American roads, American hotels and giving to other American industries that percentage of traveling expenses which is sure to follow

AMERICAN SUGAR

An event which though unheralded and unnoticed by the general public marked a step in a great industrial conflict quite as significant as would be the entrance of the Balkan allies into Constantinople, in a political sense, was the appearance in the New York market at the beginning of the year of sugar made from American grown sugar beets. At the same time came the announcement that two of the great refineries here handling foreign grown sugar had closed down throwing 1800 men out of employment. The cause given was "inability to get raw supplies", which means of course that the bringing in of home-grown sugar had put prices down to such a level that the refiners could not find a profit in competing with it. While this condition is only temporary as the supply of American beet sugar is only about one-fifth of the total consumption of the country, it is the opinion of experts that its effect will be to keep sugar prices lower throughout the year. It is premature, however, for consumers to rejoice too greatly in the belief that permanent competition has been found for the sugar trust and its fellow refiners. The effect of their present setback and loss of position no doubt will be a redoubling of the efforts to secure the admission of foreign sugar free of duty. The refiners have been working hard to bring this about believing that it will put an end to sugar production in the United States and leave them in undisputed domination of the market.

CARROLL'S EGG EXCHANGE.

Editor Carroll of the Portland Telegram contemplates opening an "egg exchange" in which he purposes placing the eggs from the rancher directly in the hands of the man who consumes them. This is a move that means a great deal, for the high cost of living in most instances is easily traced to the number of hands the product goes through, each hand demanding a toll.

Oregon people will watch with intense interest the work of Mr. Car-

roll and if he succeeds a seat in the United States senate is none too good for him.

GOVERNMENT TO BUILD A RAILROAD.

The Senate has authorized the construction of a government railroad, the first the United States ever has undertaken. This new railroad will be built in the island of Mindana in the Philippine group, the home of the savage Moros. It will begin at the seacoast at a port called Overton and will mount the hills into high volcanic plateau where the Moros dwell, to an army post called Keithley, situated on Lake Lanaro.

The army engineers estimate that the road will cost \$200,000 and an item for this amount was, at the instance of Senator Warren, inserted in the army appropriation, but on a roll call the measure passed with a margin of three votes. The Georgia senator called attention to the fact that this is the first time the United States has ever built a railroad, taking title to the roadbed and equipment, and he protested against the investment of public funds for the construction of a permanent improvement of this character in the remote Philippine Islands. He called attention to the fact that railroads are built in the Philippine Islands by private capital under an arrangement by which the Philippine government guarantees bonds and the United States stands behind this guarantee.

He saw no reason, he said, why there should be any departure from this practice in this instance. If a railroad was needed he thought the Philippine treasury ought to bear the cost. Senator Warren defended the appropriation on the ground that it cost

\$160,000 a year to haul supplies from the coast to the military camp on Lake Lanaro maintained by the army for the pacification of the Moros. As the army engineers have estimated that a narrow gauge road can be built for \$200,000, he contends that this would make a great saving and that economy requires that the road be built. Eight years ago the army engineers estimated the cost of constructing this same road at a million dollars, and President Taft, then secretary of war, took a party including Senator Warren on horseback to the scene of the proposed road. Since that date the estimated costs of construction has been reduced. Senator Warren admitted that the road would be unique in that it would be the first road owned absolutely as a right of way, equipment, etc., by the United States government, the land being taken under the same arrangements that the government takes land for military posts, fortifications etc. The road will be operated by members of the army.

Senator Reed argued against the proposal on the ground that if there is actually \$160,000 worth of freight to be carried, the road would obviously be a good venture for private capital. Warren replied that however that might be, private capital was unwilling to build the road. Lodge urged its necessity as a military proposition. In the course of the debate Senator Bacon brought out the fact that the total cost to the United States of the Philippines up to date has been something over a billion dollars. All of which is interesting both at home and in the Philippines.

BANNHE YEAR FOR BABIES.

Whatever other vicissitudes it may have passed through during the past

year, New York found 1912 a banner year for babies. Not only were more infants born during the past twelve months but a smaller percentage of them died than ever before. Indeed the figures covering infant mortality constitute the most remarkable feature of the city's record health year. While the general death rate was reduced during the year from 15.13 percent to 14.11 percent, or a little more than 1 percent, the rate for infants under one year was reduced 6 percent. There were during the year 14,289 deaths of babies under one year of age from all causes in the city of New York, as compared with the 15,053 deaths during 1911. At the same time the number of births in the city increased by 1,081. In this ratio, the figures show a saving of 884 babies and an actual saving of 764. An analysis of the report containing these figures indicate that the improvement in the saving of baby life was not due to luck or the weather conditions, but to the campaign which has been carried on against baby diseases. As a result New York now feels entitled to claim that among large municipalities it is the most desirable destination for the stork, at least so far as a chance for life for the baby goes.

CITIZEN DISCUSSES VACCINATION.

La Grande Jan. 22.—To the Editor—Some of the citizens of this town don't understand why the authorities are insisting upon vaccination of all the pupils in school for fear of contagion of small pox, and at the same time allowing all places of amusement—theaters, picture shows, pool rooms, dance houses etc., to run un-

restrained. Parents would not object to the vaccination of their children if they didn't know that in many cases the effect of vaccination is worse than smallpox itself. Why is it? Are doctors careless in their methods or what is the reason for it? A CITIZEN.

HATCHERY SEEMS OPPOSED.

Portland, Jan. 20.—Editor Evening Observer, La Grande, Oregon.—Mr. C. J. Forsstrom, representative from Union has presented a petition signed by a large number of citizens of your city concerning the establishment of a fish hatchery on Catherine Creek. I shall present this petition at the next meeting of the state board of Fish and Game Commissioners and they will likely send Mr. Ervin Wilson, fish culturist for the board, to look into the matter.

Since the state has a hatchery at the present time at Minam in Wallac county it is likely that the commission will not feel justified in establishing a hatchery on Catherine Creek unless there are very exceptional opportunities there for securing trout eggs and hatching them. Inasmuch as the state has eleven different hatcheries at the present time, the policy of the commission has been not to establish additional stations until they are actually needed. Very truly yours, WILLIAM L. FINLEY, State Game Warden.

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