

THE OBSERVER

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NO MORE AIRSHIPS.

It is understood that an airship man some time ago. Many peo- endeavor to interest this city in an aerial tournament. No, thanks, we have had one. The writer was a member of a committee who very enthusiastically engaged an airship man to fly here some time ago. People instead of paying their entrance fee to the park saw fit to look on from outside the fence. The committee went in the hole something like five hundred dollars.

No more airships. They are not worth what they cost, and the burden of the cost, whatever it might be, is only borne by a few which makes such an event a nuisance rather than an entertainment.

THE MUNICIPAL CREDIT.

Municipalities do not differ a great deal from the individual or the company or the private corporation insofar as credit is concerned. Bond buyers always look to the amount a city owes, its resources and possibility for growth when they negotiate bonds, and it is not surprising that many cities in the last few weeks have found it very hard to market securities, for the simple reason that the trend of the times has been the past few years to build and buy without thought of the future. Even the larger cities are having difficulty in marketing bonds, for the magnifying glass of the conservative investor has been turned upon them revealing unexpected financial transactions. There was a time when a security offered by almost any city was taken and few questions asked, but that was before the mania for spending money became so intense. Along these lines the Oregonian printed an editorial recently which is well worth reading. That paper said:

"During the month of May, it is reported, fifty American cities tried to sell their bonds, and could not find buyers on satisfactory terms. Even the great city of New York, with its unlimited resources and its hitherto unlimited power to command money,

has had to sell its bonds at bargain prices. Controller Prendergast says that New York must stop spending so much money 'because in a very short time the money market will not be able to assimilate our bond offerings.'

"But the controller has not told the whole story when he says that American cities are extravagant. The weakening and decline of municipal credit are traceable largely to the inefficiency and waste of city governments. The story of the corruptions of politicians, the blundering incapacity of office holders, and the unsystematic methods of nearly all municipal governments is a sad one. It has led everywhere to heroic efforts at reorganization. It explains the movement for simplified methods, through commissions or similar bodies, in many cities.

Portland has suffered in common with other cities. There is a considerable bonded debt, but it is not excessive. Yet the city's credit is impaired and its bond offerings are not accepted at figures heretofore obtained. The decline has been little short of startling.

It is a matter that concerns every citizen, for the actual monetary loss falls directly on the taxpayer, and more or less immediately on all others.

Municipal credit may be restored only by reviving confidence in municipal administration. In Portland the effort has taken the form of a new charter. But the task will not be completed—it cannot be—until the next vital step is taken. That means the election of capable public officials.

TAKEN IN LIFE'S PRIME.

The death of Guy Woodell at Summerville and the injury of Mr. Combes is a tragedy which this valley will not get over for some time to come. Both men were engaged in clearing stump land when a premature discharge of dynamite took the life of one and badly injured the other. Surely the penalty for such noble work is severe, for the clearing of stump land is one of the needed tasks in this section.

To be taken from life's prime as Mr. Woodell was seems a cruel fate, but his kinsmen and close friends rest in the full knowledge that a model young man was taken, for Mr. Woodell was an exemplary Christian gentleman.

GETTING AWAY FROM WAR.

When a man, especially a peace-loving, honest and just man (this is the description we all give ourselves), thinks of how in his common, everyday affairs he has to fight earnestly for every forward step he takes, the task of abolishing war between nations seems well nigh hopeless. Nations are only big aggregations of individuals, with all the faults, weaknesses and prejudices of individuals. As long as individuals quarrel, how can we expect nations to give up the habit?

The thought is suggested by the new book, "Germany in Arms," of which the preface, and, some say, the book itself, is written by Crown Prince Frederick William. According

to his view, diplomacy may delay and occasionally avert conflicts, but the sword will remain the final and decisive factor until the world's end. "Only with the support of our good sword," he says, "can we maintain that peace which is due to us, but which is not willingly accorded to us."

This is the view of the average man who enters into a conflict, either with real or figurative weapons, with another man. He feels that his right is being invaded, and that therefore he must fight for it. The great unseen forces that impel the strong young man to demand a larger and larger play for his individuality inevitably bring him to a clash with other men. The great unseen forces that impel the strong young country to demand a larger and larger field for its nationalistic individuality inevitably bring it to a clash with other countries. The sturdy youngsters known as the Balkan states are illustrations. In this case old man Turkey, because he was unprogressive, dishonest and unfit, had to give way. But the only thing that convinced him that he had to give way was the sword. If he had given way gracefully his prestige might have been saved; his obstinacy cost him utter humiliation.

In every day life there are strong, secretive and well prepared Bulgars, just as there are vain stubborn, immovable Turks; they fight and jangle in shop, office, factory and mill. In fact, the average man's life is just one fight after another. How, then, are nations to get away from fighting? Simply as the individual gets away from it—by self-control, by cultivating impartiality, and by recognizing that others have a right to their "place in the sun."

The O. W. R. & N. company has begun giving loving cups to fairs and other public gatherings which should be further evidence that the railroads of the country love the people as a whole more than "use to did."

Just what the Union folks will do next year to advertise their horse show is hard to guess. It would seem they have exhausted every novel means of transportation unless they try ballooning.

A South Carolina editor complains that he cannot tell the difference between good and bad poetry. Bad poetry is the kind that everybody understands. Good poetry nobody understands.

The Sells-Floto shows are long on good horses, and to acquire more good stock they should stay over for the Union Horse Show where the best of the country is always on display.

A New York society girl has been elected president of a mining company. Well, the average New York society girl needs a mine or two.

The roll call of the new senate will sound almost as strange as the casualty list after a battle in the Balkans.

From all reports the Cove cherry is to be bigger and more delicious than ever before—if such a thing is possible.

The difference between suicide and murder is the court expense.

MAKING A CHAIN.

The Big Ones and the Heavy Cables Are of Wrought Iron.

SOFT STEEL FOR SMALL ONES.

The Larger Sizes Are All Hand Forged, and in This Work the Metal Must Be of Precisely the Right Heat and the Blows Quick and Sure.

The great bulk of chains, including all cable and mooring chains, are sold by the pound. The price ranges from 3 1/2 to 12 cents a pound, according to the size, material and quality.

All cables and other very heavy chains are made of wrought iron, and there are made wrought-iron chains of all sizes down to and including chains of material a quarter of an inch in diameter, but nowadays most of the chain used in comparatively smaller sizes is made of soft steel, such chain being made in sizes ranging by six-

cenths from three-sixteenths of an inch to an inch and a quarter. When the size of a chain is referred to by those familiar with chains, it always means not the link, but the material used in it. Thus a one inch chain would be made of one inch steel or iron. The completed link would be about five or six times as long and about three and a half times as wide across as the thickness of the material of which it was made.

In other days all chains were hand-made, but the modern chain is of soft steel and machine made. There is taken a long bar of steel, which is bent cold around a mandril that is oval in shape. The bar is thus bent into what looks like a spiral spring with its coils not round, but oblong. This spiral is cut up cold in a cutting machine, which cuts it into as many parts as there are coils, each of these being the material for a link, and at the same time the machine spreads each of these sections apart a little at the opening and cuts on each of the two free ends a long scarf or bevel and bends the ends over within the opening.

This bent piece of steel is now in shape, roughly speaking, like a letter U with rather long arms and with its two ends bent over inward. It needs only to have those scarfed ends welded together to make it a link of chain. The chainmaker sits at a foot operated power hammer, with a forge beside him, in which he heats the open links.

He takes from the fire a link suitably heated and hooks it into the chain as far as completed and then pinches the open ends of the new link together under the hammer, and with three or four quick blows he welds the link together. When he takes a hot link from the fire he puts a cold one in, and so he continues to work. It is altogether a quick and more economical process of manufacture than hand forging, but it has not yet been adapted to chains of the larger sizes.

There are wrought iron chains of some sizes that are machine made, but all wrought chains of material above an inch and a quarter in diameter are hand forged.

Of whatever size the big chain is to be the workmen cut up the iron bars into straight lengths, each suitable to be made into a link. This length of iron is heated, one end at a time, and one after the other the ends are hammered down by hand on an anvil to shape the scarves or bevels. Then this straight piece of heavy wrought iron with scarfed ends is swaged into link form, and if it is to be a stud or bar chain there is placed within the link before it is welded together the stud or bar. This is a stout little bar of cast iron, with its ends rounded in, concaved to fit the rounding surface of the link iron, the stud being placed across the link inside of it and midway of its length.

Once in place and the link pinched together on its ends the stud could not be got out except by breaking it out with a sledge. Its purpose is to prevent the links from drawing together at their sides and wedging under heavy strains. In a stud chain there is a stud in every link.

With this stud in place and the link bent to shape with the scarves overlapping, the link is again put in the fire to be finally heated for the welding, which is done by hand. It takes a blacksmith to handle it and on big chains two or three helpers striking with sledges to do the welding. The iron must be of precisely the right heat, and the blows must be quick and sure to complete the work perfectly before the iron cools.

Stud chain is sometimes made of iron as small as five-eighths of an inch in diameter. From that the iron used runs through various diameters up to three inches and more. A three-inch chain makes a tremendous cable, suitable for a five-ton anchor.—Harper's Weekly.

PRONOUNCING CHINESE.

Variations in the Tone Mean Entirely Different Words.

At the University of London recently a lecture was given by Dr. Jones on the pronunciation of Chinese, and in the course of his remarks the speaker explained that the difficulties of learning the pronunciation of Chinese, though real enough, have been rather exaggerated by those who have written on that subject. When treated phonetically the language becomes not much more difficult to learn than German or French.

The chief thing to remember is that the study of Chinese is a matter of singing rather than talking. Dr. Jones said, in English the variations in tone as we talk mean variations in expression. In Chinese variations in tone mean totally different words.

A little of the Chinese method is present, even in our own language, and the lecturer pointed out that the simple word "yes" may be so varied in tone as to mean "It is the case," "Of course it is the case," "It is really so" and "It may be so, but I'm not quite sure."

The student who wishes to learn good Chinese must familiarize himself perfectly with at least six tones. There is a seventh, but that may be more or less left out of account. According to the tone in which they are pronounced there are words in Cantonese which

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have six separate and distinct meanings. The Chinese word "fan," for instance, may be so pronounced, or rather sung, as to mean six different words and such widely different ones as sleep, powder and courageous.—Springfield Republican.

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