

THE OBSERVER

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WHERE DID HE GET THE BOTTLE?

The Observer is pleased with a big bottle presented to us by George H. Cleaver of Imbler, prohibition candidate for congress at the late election. In the bottle is a syrup made from the juice of Imbler's exquisite apples. It is a fine syrup and Mr. Cleaver has experimented with this product until he has perfected it for table use. For the pancakes in the morning it has as good flavor as the maple product, and to try it once means you will want it often. Apple syrup as Mr. Cleaver makes it, will help solve the fruit problem, for this by-product will sell rapidly.

But a very interesting phase of this matter is, where did George get the bottle in which he sent the syrup. It is a quart bottle, round in appearance and has a long neck. The bottle looks as though it might belong to the Budweiser, Roesch of Weinhardt bottling works, and therein lies a mystery. Understand no direct charges are made, neither is there insinuation or innuendo, for the syrup is fine and Mr. Cleaver deserves the thanks of this valley if by experimenting he has produced a by-product that will aid in turning the non-merchandise apple into money.

CONTINUE THE CUT.

The tax-payers' of Union county having effected one good step toward tax reduction may be well satisfied and encouraged to continue in their work. The scope is broad enough and is not confined to the local boundaries of counties. In fact, the state's affairs are fully as important as are those of the smaller communities. This county is not alone in organized efforts to secure redress from the apparently perennial bondage of excessive taxation and similar movements are under way in other localities in Oregon.

Such efforts are necessarily non-political and that is the way they should be. No party or partisan has a monopoly of upright conduct and official integrity and the member of any party is not entirely secure from the temptations of graft.

Even the redoubtable Governor West a short time since appointed his private secretary to a position which carries a salary of \$10 for every day in the year including Sunday, legal holidays and all, with the exception of five lonesome days, out of the 365.

This is of course a proposition which does not necessarily reflect upon the appointee, either as to personality or ability, although there are scores and perhaps hundreds of young women in nearly every county in the state who could fill the place as efficiently as Miss Hobbs and who would be glad of the opportunity at a salary of \$75 per month. It is the system that is wrong.

It is a grafting system and nothing else that allows a person, regardless of especial ability or talent to fill a place involving only the prescribed duties of secretary of a state

commission at \$3,600 per year—a sum that is more than the average life time accumulation of those who have to pay the bill.

If the tax payers can reach such problems as this, and it seems that there is no other source that can reach this kind of public looting, they will have done a noble and justifiable thing. Because it is the insolent prevalence of this system of graft in the state of Oregon that breeds anarchists.

Dear Old Santa Claus did not forget many people in La Grande. How grand it is to live on Christmas day.

Yesterday was a day to count your blessings—for those blessings are many.

With prohibition getting a majority of votes in the House of Representatives it does not look like it is much use to move breweries to California or any place in the United States.

WHAT LAWSON HAS DONE FOR OREGON.

Thomas W. Lawson is giving his children a Christmas present that is in reality a present to Oregon and the entire northwest.

After traveling all over the world many times, he picked out Oregon as the ideal location for a home. He is giving his daughter and son-in-law, Mr. and Mrs. McCall, as a Christmas present this year a foundation herd of 100 of the choicest white faced two year old Hereford heifers to calve in the spring. They have been bred to the best bulls. He also gives them two choice bulls to head the herd.

To his youngest daughter, Miss Bunny Lawson, he is giving a Crook county ranch, for which he has just paid \$30,000.

To his youngest son, Douglas, for whom he recently purchased a ranch in Crook county, he is giving 20 of the finest young Percheron brood mares bred to noted stallions. The mares cost from \$750 to \$1000 each. He is also giving his son Douglas 20 registered jennets, for which he paid \$250 each and a champion jack, "King Boy" for which he paid \$2000. In addition to this he is giving Douglas his famous trotting stallion "Dreamworld Dugald," which was bred by Mr. Lawson at Dreamworld, Mass., and which is a son of his famous stallion "Proem," which was also bred by Mr. Lawson and which he sold in Austria for \$12,500. "Proem" is the son of "Prodigal" raised by Marcus Daly, and whose mother, "Emily," was a champion on the track with a record of 2:11. "Emily" heads Mr. Lawson's brood mare band at Dreamworld. "Proem's" dam is the famous daughter of "King," also at Dreamworld, and whose sire "Mambrino King," was said to be the best trotting stallion in the world in his prime. "Proem," who is only five years old, is expected by those in the know of the racing world to get close to the world's record. Ed Geers, the well known developer of famous race horses, gave him as a 3 year old in 2:14, the last half in 1:04 and the last quarter in 31 seconds. Those who have seen "Proem" consider him one of the most beautiful stallions on the track today. The animals, upon arrival in Redmond, created a sensation, as they are the finest individual specimens that have ever come into central Oregon.

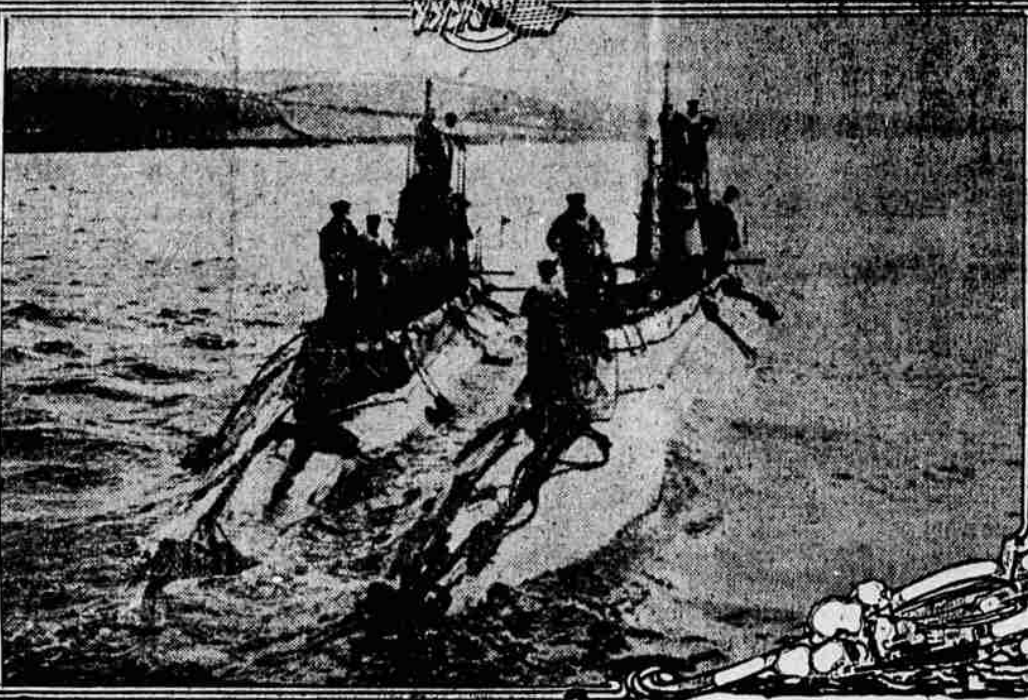
At Mr. Lawson's Dreamworld ranch on the Atlantic seaboard, are the finest specimens of livestock to be obtained, and he is sending the cream of his Dreamworld stud and herds and flocks to the ranches owned by his children in Central Oregon.

Stockmen of the United States are beginning to turn to Oregon for the finest specimens of livestock and undoubtedly these latest importations will form the basis of the best strains of livestock in Oregon in the near future.

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TURKISH WARSHIP SUNK IN MOST DARING EXPLOIT OF THE WAR.



The Turkish warship Messudieh was sunk in the Dardanelles by a British submarine commanded by Lieut.-Commander Norman B. Holbrook in the most daring exploit of the war. He sent his little vessel, the B11, of which those shown here are sister ships, through a field of mines. He dived under five rows of

mines and after torpedoing the old war vessel fled to safety. He was fired at often and at one time had to remain under water for nine hours.

The Messudieh was a very old boat, having been built at Blackwell, Eng., in 1874, and reconstructed at Genoa in 1903. She was 332 feet long, 59

feet beam, and of about 10,000 tons burden. She had a speed of seventeen and a half knots, and her main battery consisted of two 9.2-inch guns in turrets and twelve 6-inch guns in battery. In the war with Greece in 1912 the Messudieh was reported badly damaged in a naval battle in the Dardanelles. She carried crew of 600 men.

FIREMEN TELL HARSHIPS

(Continued from Page 1.)

family would have been in a starving condition.

A typical hostler was P. J. McClory who works for the Chicago Junction Railway. He told of laboring twelve hours a day and getting 16 1-3 cents an hour, or \$2.00 for a day's work. He wanted more money and needed it but was forced to work twelve hours each day to obtain his meager \$2.00.

Another hostler, Frank Holloway, of Chicago, working for the Burlington road, testified that he received \$3.00 a day but is forced to work twelve hours to acquire that sum. Mr. Holloway said that in 1913 he had worked every Sunday but three and had kept on the job all holidays including Christmas day that he might support his family. This witness said he had tried to keep up the pace this year, that the strain had been to great of late, however, and had caused him during 1914 to lay off a total of thirteen days.

An epitome of the points made by the fireman and hostler witnesses follows:

Their occupation is exceedingly precarious insofar as steadiness of employment is concerned.

They are under paid even during the periods when they do work.

The installation of heavier locomotives has reduced the earnings of individual firemen and likewise has cut down the fireman's working force by from 50 to 60 per cent.

During the last two or three years the cost of living has materially increased not only at home but away from home where firemen must be when their work keeps them out on the road.

Three instances of engineers encountering surprise tests were mentioned during the week's testimony. B. P. Young, a halfbreed Indian and an engineer on the Union Pacific road in Kansas, told the story of running into the unexpected red switch light on two occasions about a year ago. Once he was running his train near New Cambria, Kansas, and the other time it was near Salina, the same state, where the test was sprung. Both times his engine was going at a good rate of speed when the quick flash of red startled the engineer and caused him to put on the emergency brake. The first time he was within fifty feet of the switch, he said, when the red light was turned on him. Both these tests were fakes and given to see if Mr. Young had his eyes open. The witness said that he was under the impression that the Kansas law against surprise tests was in force at the time.

It remained for O. F. Modenbach, a fireman on the Oklahoma division of the Rock Island railroad, to relate an even more impressive story. On the stand Saturday Mr. Modenbach said the surprise test was given his engine crew at two o'clock in the morning during a heavy snow storm and with a thick haze obstructing the view. The red light flashed up at a passing track where there was a switch and apparently thrilled the engineer and fireman with horror, for

Modenbach said they gave the engine the "big hole" and with death ahead of them, as they thought, the engineer and fireman leaped from the cab.

Modenbach went head foremost into a ditch, skinned his nose and received many bodily bruises. Luckily he escaped with his life. The engineer was thrown violently against a part of the locomotive and tossed out upon the hard ground, breaking his collar bone. It was a surprise test after all but this did not allay the hurts of either man. The engineer lay prostrate in a hospital for several weeks and received no pay from the company during his idleness. The witness also stated that this surprise test had been instigated by the trainmaster who, so far as the witness knew, had not been reprimanded for the foolhardy deed by any of his superiors.

Another feature of the week which apparently attracted some attention was a statement made by Warren S. Stone, Grand Chief of the Brotherhood of Locomotive Engineers that the railroads in Western territory sponsor a system of virtual blacklisting. Mr. Stone did not put it quite that strong but turned the phrase in this way.

"If you will excuse the term, it is legitimate blacklisting. I mean by this that demerit marks against an engineer or fireman which have been cancelled by the man's good work are held against him by other railroad companies when he seeks employment from them. We shall show by one of the best operating officials in Western territory that responsibility in case of accident is shifted by high company officials again and again, even to the most inconspicuous employee in the service."

Mr. Stone said in this connection that the Southern Pacific railroad a few years ago had actually caused a strike among the employees because of long-established unfair disciplinary methods. Another point of the same nature was the accusation that Grand Chief Stone made against the same company regarding various orders Southern Pacific officials had given to prevent employees not only from holding public offices but even aspiring to same. Mr. Stone gave concrete examples of this.

The first part of the week was devoted to freight engineers and the unpleasant vicissitudes of their positions were dwelt upon by many witnesses from various parts of the country. Grand Chief Stone emphasized the following points:

Substitution of heavy locomotives for lighter ones has increased hours of service, added to the work and made the responsibility greater.

Since 1910 when the first of the huge locomotives were installed wages have augmented but slightly.

The tonnage per train behind the immense Mallets or Mikados is greater by from 50 to 60 per cent than in 1910.

The productive efficiency of freight engineers, therefore, at this time is much greater.

through the Cascade tunnel to Tye, Wash. Mr. Finn is the only one of his class who has thus far testified.

He said that four of his comrades had been seriously burned during the three years he had served on the tunnel motor. Engineer Finn also referred to a 33,000 voltages in the electric feed wires which run overhead, saying that not infrequently he had to mount the top of his car to look after the trolley rope and pole, and stand within a foot or so of these live wires.

Mr. Finn incidentally related the story of Tye, saying that there are no churches and no physicians in that place and only one store. However, because of his work Finn is compelled to live there.

There were twenty-eight witnesses on the stand during the six days of the hearing. Judge Jeter C. Pritchard, chairman of the board, announced that the arbitrators would adjourn next Tuesday afternoon to reconvene Jan. 4.

(Signed)
Brotherhood of Locomotive Engineers.
Brotherhood of Locomotive Firemen and Enginemen.

STRAYED—About 29 head of cows from the Williamson or Oliver pastures in Ladd Canyon. Probably some calves in band. Branded two bars on right hip; also have other brands on. Reward for information leading to recovery. F. E. Stillwell, La Grande. 12 26 tf.

High Grade Job Printing costs no more than the other kind.—Observer.

LADIES AND GENTLEMEN

If you want your shoes shined properly in warm comfortable quarters, call at my stand next door to Sherry's theatre. Shoes sent in will get the best attention. Full line of cigars and tobaccos carried. Have your tan and white shoes dyed black so they will stay black.

JAMES K. KAPELLAS.

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A well-known downtown druggist says everybody uses Wyeth's Sage and Sulphur, because it darkens so naturally and evenly that nobody can tell it has been applied—it's so easy to use, too. You simply dampen a comb or soft brush and draw it through your hair, taking one strand at a time. By morning the gray hair disappears; after another application or two, it is restored to its natural color and looks glossy, soft and abundant.

—Adv.

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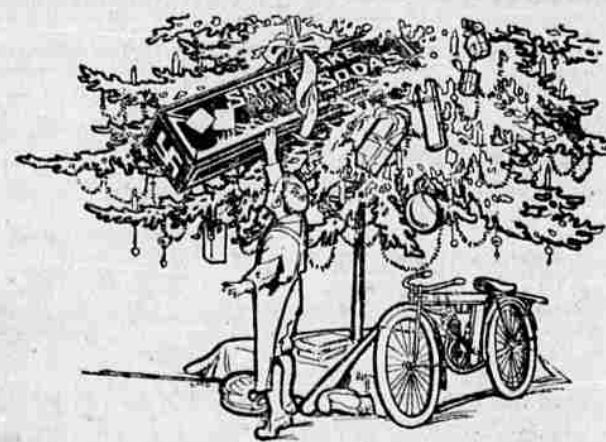
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