

THE OBSERVER

BRUCE DENNIS, Editor and Owner.

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ELECTRIC PLANTS FOR FARMS

A complete electric light and power plant small enough to stand on a kitchen table and complete enough to light the surrounding territory, was one of the exhibits made by the engine all done by students of Highland college, Des Moines, Iowa, recently.

A little steam engine which, though small, was run with a pressure of from forty to eighty pounds was connected to an electric generator from which a transmission line of copper wire. At the other end of this line were a number of miniature electric lamps, motors and even an X-ray machine operated by the current from the miniature power plant.

More skill is required to make these miniature electrical installations than to make them life size, but the work was all done by students of Highland Park college of engineering. An important feature of this miniature plant is, that it may be used as a model for larger plants specially adapted for use on farms, and in small towns and country residences.

WHAT THE PAPERS SAY

(Portland Telegram.)
Those who disregarded the warnings issued with reference to the Lusitania, who sailed on that ship and lost their lives by reason of her tragic end, have paid the penalty in full for their hardihood, if the course they followed is to be thus designated. There is some disposition to give that course even a harsher name than that, but it is hardly an open question, but that such sentiment is an injustice to the dead.

Had one gone abroad on the day the Lusitania sailed from New York, or on any other day before the ship was sent to the bottom of the sea, and asked the first twenty persons he met if they believed for one moment that Germany would attack that ship under conditions that would certainly insure the tragedy that now is history, the chances are big that everyone of them would instantly and unequivocally have answered "No."

That was exactly the sentiment of those who knew of the warning and yet sailed on that ship. There can be no doubt of that attitude among the Lusitania's passengers. It is as palpable as anything can be, concerning which we have no definite statement from those whose direct and positive testimony would be conclusive.

The world did not believe that the German act would make good the German threat. Those passengers on board the Lusitania simply shared the world belief.

THE LUSITANIA CASE.

By Ernest Kroner.
(In Nachrichten published at Portland.)
The pro-British press in the United States has declared a diplomatic crisis as the result of the sinking of the British ship Lusitania. The deplorable loss of many lives, some of prominent American citizens, is made the basis for a demand for warlike reprisal more or less openly expressed. The ground for this sentiment had been laid during the last six months by the pro-British press campaign. The President has retired to solitude from the racket of these jingoos to

mediate upon the duty of the hour. Those who can see their duty as citizens without prior reflection, and without waiting for the still missing but important facts about the status of the Lusitania in the war, and who are clamoring for hostile measures, are invited to pause for the consideration of one or two circumstances which are mentioned at this time for the better understanding of the position of our country.

It is unpleasant to accept, but foolish to ignore the fact that the United States is not popular among the nations of the earth. This remark will startle only persons whose range of understanding of international affairs is limited by their state line; people who have been abroad and can comprehend the view point of foreign peoples know this fact. The formal and meaningless politeness of the foreign diplomats covers a great indifference to the future greatness of the United States and in most cases a feeling quite hostile.

Important and dangerous questions arise in the political horizon of our country. Japan announces her policy of absorbing China in violation of her compact with us, and England asserts, as her special privilege, the mastery of the sea and forbids us to buy ships from Germany and Austria, while we protest and obey; Mexico, as ever, strains the acquiescence of foreign nations in the Monroe doctrine. All these carry the seed of trouble. The possibility of a conflict of interests in the final settlement of the world war by itself offers sufficient opportunity for any belligerent citizen to get into the field of glory. So there is no need of haste about offending Germany.

Before she struck this blow, she asked many times that we stop supplying powder and shell to her enemies. She asked many times that we sell her food, as we sold weapons to her foes. She announced many times that she would destroy the enemies' shipping with submarines, and she gave special warning in this case. Perhaps the President in his seclusion will remember that many months have elapsed since he protested against the English interference with the food supply of Germany, and that so far his protest has effected nothing at all; that to starve the women and children of Germany, even if done by Great Britain, is a greater crime than to sink a ship.

Perhaps he will see in the calm of his solitude that his "strict accountability" decree was unfair to Germany, and likely to involve the United States. For how could Germany know what English ships might carry an American citizen? Could not Great Britain use this decree to draw the United States in to this conflict by simply having an American on board of her ships in the event of the destruction of such a ship by a German warship? Would we not have to back down or go to war with Germany?

We all regret the fate of the many innocent victims of the catastrophe, most of all the children and dependent women who were led into this death trap by those whose duty it was to protect them.

The officers of the ship and the crew, according to the published accounts, were for the most part saved, thus maintaining what the local pro-British newspaper calls the "noble tradition of British seamanship" (as they did in the Titanic case). They are in past responsible for the event, as through their boast and bluster many were induced to sail and disregard the warning of the Germans.

The Cunard company, to sell transportation for money, deliberately misstated the degree of danger. By carrying munition and soldiers for their country they knew of and invited the danger, besides they had been especially warned. As they were subsidized by their government, they were under war orders and may have been compelled to do this. At any rate, when they took on passengers, they became morally liable for their safe conduct. Therefore, the Cunard company is in the first place responsible for the lives of those who perished.

The criminal folly and negligence of those who boarded the doomed vessel in the spirit of foolhardy bravado is responsible in the second place; and finally, we cannot fail to admit that something might, yes, ought to have been done by the port authorities of the American government, to place the danger of a voyage in one of the belligerent ammunition ships in its right light before the public; perhaps under the



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GUARANTEED STRICTLY ALL-WOOL. Many Bright Stylish Effects in all the late Norfolk Models. Priced at \$5.00 and up.

Prompt Phone Service

3 Separate Phones

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THE QUALITY STORE

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"new light" this would have been unneutral, we should not be surprised.

LEGAL RECORDS.

Conveyances
Mary Q. Smith and Thomas S. Smith her husband to Jean E. Bragg \$500 Warranty Deed. Conveys Lots 11 and 12, of Blk 3, in Grandy's second Addition to La Grande, Ore.

Patent
United States to Guy Fuller. Dated 7th April 1915. W 1-2 of SW 1-4, SW 1-4 of NW 1-4 and NE 1-4 of SE 1-4 of sec 22 in Tp 5 S R 38 E.

Judgment Lien Docket
Oregon, Washington Railroad and Navigation Company by H. H. Pfeiffer. Dated Feb. 28th, 1914, amount \$10,000 and costs. Satisfied in full May 13th, 1915.

CITIES DON'T SUFFER.

(Continued from Page 1.)

ing automobiles, trucks and other wheeled conveyances, but the principal thoroughfares are kept free for movements of troops.

"All shops and stores are open by order of the German commander. Practically no business is being done. The railway station is reserved for troops. It is always bustling. Citizens out of work, station themselves along the grill separating the street from the railway tracks and peep through at the passing troop-trains. Others go to the St. Martin suburbs, near the road to Ham, and listen to the cannon boom. Some days, when the wind is favorable, the cannons sound louder. Then there is much subdued joy for the poor people believe the French are advancing to deliver them from the German invasion. In spite of the long months of waiting and the many times they have been deceived in this way, they are still confident.

"The population has not suffered for food of which there has been no shortage thus far. Nor have they been subjected to violent treatment. Officers are constantly on the go, to or from the front, and while in St. Quentin are usually well behaved. In the very atmosphere, however, there is a load of sadness. An air of mourning hovers over the place. One is oppressed by an agonizing sense of calamity which has befallen the city, a feeling common to those living in all the cities of the invaded portions of France. One rarely sees an inhabitant of the town walking the streets for they appear to be hiding in their homes so sorrowful faces and tears may not be remarked by the enemy.

New Prices Prevail.

At its regular monthly meeting the Y. M. C. A. board of directors last Wednesday night reduced the membership rates in keeping with the length of time left between now and September 1st. The rates now stand as follows: Sustaining \$5.00, senior \$4.00, senior student \$3.00, high school \$2.00, ladies \$2.00, juniors and girls \$1.50. From this time on during the summer special emphasis will be placed on the swimming. Several have already learned to swim and many more are learning. In addition to being splendid sport it is first class exercise.

Closing Day Arranged.

Imbler, May 15.—(Special).—Preparations are being made to close the local schools with a dinner, program and display of the children's work. All picnics are to be held the last week of school. Friday a busy bee found the high school room similar to Ichabod Crane's school, easier to get in than out, and from the uproar one could easily imagine it to be a presidential bee at a political gathering. He finally escaped without committing any assault with deadly weapon.

Horse Brings Home Schoolmaster.

Imbler, May 15.—(Special).—Arthur Martin recently completed his school term in a remote Wallawa county district up by the state line, and last week he mounted his saddle

and made the trip home, but unlike the "Hoosier Schoolmaster," he failed to have "Hannah" by his side on reaching home. Arthur reports that someone may secure a good school for next year if they are willing to "go" and get it, in the Bartlett district.

Advertised Letters.

List of letters remaining in this office for the week ending May 14, 1915.

Ladies—
Anderson, Mrs. C. D.
Clark, Mrs. Mary E.
Gilber, Mrs. Emma
Gould, Mrs. Thomas
Johnson, Mary and Blodwen
Mattison, Mrs.
Powell, Mrs. L. M.
Stover, Mrs. W. G.

Gentlemen—
301 Spring St.
Campbell, Ray
Davis, Amos
Gillie, J. Scott
Hume, W.
Holmes, Willis
Loadgross, G. W.
Lorraine, C. A.
Owen, Rev. J. W.
Pellon, P. O.
Wardell, Albert

These letters will be sent to the dead letter office on May 28, 1915. If not delivered before, in calling for the above, please say "advertised" giving date of list.

Fined for Fighting.

Rube Chandler and Frank Parker were yesterday evening found guilty in Municipal court by Judge Eakin and fined for fighting. The Chandler fine was \$25.00 and the Parker fine \$10.00.

Tickets From Platform.

During the repairs to the interior of the depot, tickets are being sold through the window, a temporary counter having been built so that patrons of the company need not go in to the building for the present at all.

Meeting of Track Team.

The M. I. A. track team has been called to meet tomorrow afternoon at the Amusement hall for business matters.

St. Paul's New Terminal Elevator.

St. Paul, Minn., May 15.—Arrangements were completed here today for the erection of a \$250,000 terminal elevator, by the Equity Co-operation exchange, with headquarters located here. The Minnesota legislature during its closing sessions passed a law legalizing such an elevator. The exchange is the only organization of its kind in the country. It is an organization of farmers engaged in marketing their own crops.

New Electric Submarine.

Portsmouth, N. H. May 15.—work on the new electric submarine for the Navy, the L-8 now building at the Navy Yards here, is being pushed to conclusion rapidly. Mrs. Madeline Edison Sloane, daughter of Thomas Alva Edison, has accepted Secretary of the Navy Daniel's invitation to christen the L-8 Mrs. Sloane was asked to christen the vessel because it is the first submarine ever built to be equipped with the Edison Storage battery.

English Golfers Coming to U.S.

New York, May 15.—Harry Vardon and Edward Ray planned to sail from England to the United States today. They will compete in the American open championship.

Cornell-Pennsylvania Duel Meet.

Ithaca, N. Y. May 15.—The duel meet between Cornell and University of Pennsylvania is scheduled for today at the local college field.

CLIMATIC DATA

Climatic data, based on readings for 24 hours ending last night at 6 o'clock:
Maximum, 59; Minimum, 40.
Temperature at 12:30 today, 80.

For Master..

"Rough-and-Tumble"

EVERY REAL BOY---no matter how much he likes to "rough it"--has a latent sense of self respect that is worth while cultivating.

"BEST-EVER" Clothes for Boys will appeal to that gentlemanly instinct

GUARANTEED STRICTLY ALL-WOOL. Many Bright Stylish Effects in all the late Norfolk Models. Priced at \$5.00 and up.

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FOR SALE—One seven room bungalow—one six room cottage and three four room cottages, nice shade trees and lawn. Enquire E.

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FOR RENT—One four room cottage, new on Y ave. Call Blk 3102.

5-15-3t
5-15-3t

LA GRANDE, TUESDAY, MAY 25th
REMEMBER The Day and Date
Mark It On Your Calendar

AL BARNES
BIG 3-RING WILD ANIMAL CIRCUS
THE SHOW THAT'S DIFFERENT

506 PEOPLE ACRES OF TENTS
2 BIG SPECIAL TRAINS 100 ANIMAL TRAINERS

World's Challenge **24-LIONS-24** Meet Thrilling Wild Animal Act Extant
Groups of **IN ONE ACT**

600 EDUCATED ANIMALS ALL ACTORS INCLUDING Lions, Tigers, Bears, Leopards, Jaguars, Elephants, Camels, Zebras, Sea Lions, Zulus, Monkeys, etc.
65 Instructive, Amusing, Amazing Thrilling Acts
550 World's Premium Horses and Ponies All Actors
40 Rib-Tickling Animal Clowns

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Big Bill, Wrestling Grizzly, Tango Dancing Horses, Farce Comedy Elephants, Horse-Riding Lions, Leopards and Bears. 200 Military Ponies. High-Diving and Jumping Dogs and Monkeys.

Only Real Wild Animal Circus on Earth
Glittering, New, Mile-Long Street Parade at 10:30
Exhibitions Daily, Rain or Shine, 2 and 8 P. M. Doors Open, 1 and 7



ACCURATE WEIGHTS AND THE PRICE

registered before you.
Try some of our sausage, made by an expert Swiss sausage maker.

SATURDAY SPECIALS:

Sugar cured Hams 18c
Sugar cured Shoulders 12 1-2c
Compound, made from choice beef tallow and cotton-seed oil, per pound 10c

Grande Ronde Meat Co.

LA GRANDE NATIONAL BANK

Capital \$200,000.00 Resources \$1,000,000.00
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OFFICERS:—

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F. L. Meyers, Cashier
Earl Zundel and H. E. Coolidge, Ass't Cashiers

DIRECTORS: -

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C. C. Penington J. F. Conley A. Blockland
F. L. Meyers J. G. Snodgrass H. S. Brownton

What This Bank Aims to Do

To promote our customers' interests as we would our own;
To do all we can to make their relations here profitable and agreeable to them;
To contribute to their enterprises, the co-operation, foresight and timely assistance which a good Bank can properly bestow.