

THE OBSERVER

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THAT RYE VALLEY HOMESTEAD.

It was left for Rye valley to furnish the homesteader who could describe the public land situation as it is. This earnest writer of facts got into the Portland Journal with a communication that should be posted in every land office in Oregon. He told of the hardships, of the almost impossible things to overcome in taking up a homestead and then very truthfully states he had far better gone to an improved section of the state where the roads were built, the school houses and churches erected and towns created, and there paid a good, round price for land than to have attempted to battle sage brush for his existence.

And he is positively right. The homeseeker from the east could do better if he bought land in any of the improved valleys of Oregon, at almost any price that was asked, rather than attempt to play out the homestead game.

All who have investigated conditions will appreciate the Rye Valley Homesteader's article in the Journal.

BETTER MUSIC

Talking machine dealers report that sales of higher priced records made by the stars of grand opera are greater than anyone anticipated when contracts with these singers were first made. Is America destined to become really "musical"?

They say that in Italy the little boys and girls whistle airs from the operas of Verdi, instead of the works of Irving Berlin. In Germany, grand opera is as common as musical comedy, almost. The Russian folksong is the basis of much of the music which has made Russian composers the leaders of the modern world.

If the talking machine is indeed creating this revolution in musical taste in America, it is doing something which the public schools have never been able to accomplish. Indeed, it is not on record that they have tried very hard.

The method by which the mechanical device corrects musical standards is very simple. The owner buys a "popular" record and after hearing it played 50 times he never wants to listen to it again. He buys a disk on which Caruso's voice has been

scratched, and at the half hundredth repetition he likes it better than ever. The standard by which music is judged "good" is not academic; it is as natural as that which governs the judgment of odors or flavors.

An increase in the popular taste for better music is evidenced by the increased attendance at concerts. It remains for musicians to continue the educational process by keeping America abreast of the times by playing the works of composers now living and thinking, instead of filling their programs with the art of the seventeenth, eighteenth and nineteenth centuries. He might profit by a bit of Strawinsky instead of so much Schumann.

SHORT SKIRTS: SHORT HAIR

Mrs. Charlotte Perkins Gilman, whose name stands for the emancipation of her sex, now suggests that women submit their heads to the barber's clippers and dispense with the burden of long tresses. New York barbers, not being soulless, join in a unanimous protest against this movement to increase their practice. They will not lay violating blades upon a lady's hair, they assert.

Perhaps it is only habit that persuades us to regard flowing locks as an essential feature of feminine charm, but it would seem to be a habit that works no injustice. Seldom are women dragged about by the hair nowadays and it is difficult to see how any disadvantage is incurred by permitting and encouraging a luxuriant growth.

We shrink from contemplation of a deprivation that fiction and art would suffer. A heroine with a prizefighter's clip to her cranium is ghastly to visualize. The beauty that would be lost out of common life is what concerns us most. We do not argue that the size and contour of the female skull require masking; but we insist that neither brains nor ideals are interfered with by a suitable head of hair, either home grown or purchased. There are great numbers of forward looking men who will welcome women to the polls, to the office of legislature and to the seats of governmental authority. But to the barber's chair, never.

READ THE BIBLE.

Certain interests in New York are combating a bill which would make compulsory the daily reading of the bible in public schools.

The bible is a sadly neglected book. Because study of the bible has been regarded as a virtue rather than a privilege, as an act of religious merit rather than of esthetic enjoyment, a great many persons are content to go through life flippantly complacent of their ignorance of the testaments. "Stories of the bible" are fed to children in lieu of the strong, clear narratives and poetry which abound in that book. If the adventures of Joseph, Noah, Samson and the tragedy of Christ's career will not appeal, in their original form, to a child, that child's imagination is defective.

If the man who relishes the Rubaiyat does not turn back in moments of world weariness to Ecclesiastes, he is denying himself a source of deep joy. If the lover of terse language, of epigrams and vivid figures of speech overlooks the Proverbs, he is missing more than a little. The devotee of poetry who is unfamiliar with

the Psalms and Song of Solomon is incompletely educated.

Lesser books have been distasteful because perusal of them is required in school. The bible need not be on the compulsory list, but every teacher to English should direct the minds of pupils to the source of inspiration for the hearts of writers, the King James version.

The Christian church parsonage is to be built in the good old fashioned way. Elder Ford is to be the generalissimo of the occasion and all members and others too, who desire, are invited to attend the building bee with their saws and hammers, for the day is to be spent in erecting a "home for the preacher." Doesn't that sound like old times? The ladies of the church will do their part, oh yes, for they will furnish the dinner for the builders. It is to be a great day for the Christian church people, and believe it would be a fine thing for members of other churches to join in the work.

A number of colonists coming from the east hastened to procure stop-over tickets in La Grande yesterday when they beheld the Grande Ronde valley from the train. And the longer they stay the better they will like the valley. Here's to their good health, may they camp with us until they become permanent citizens.

Pat Burns took the Domestic science class of the high school through a complete course of meat cutting Wednesday evening. That is, he showed them how it was done. But it took Pat three years to learn his trade and those who witnessed the work of Wednesday evening must not apply for positions as meat cutters right away.

Mt. Fannie Grange is to discuss bonds for hard surface roads in Union county next Saturday afternoon at Cove. We'll wager when the discussion is over the old sixteen to one slogan will hold good—sixteen against bonds to one for.

The idea of having a Citizens' drill this summer is good. Every able bodied man will feel better if he puts in an hour or two a day marching to military commands. Let's have it.

The Elks say we must have a band this summer and the Elks are never far wrong in their demands for civic betterments and improvements. La Grande needs and must have a band.

One way of joining the thrift movement is to hurry down and buy an automobile on account of the chance that the price may go higher before the season is over.

Remember when you used to buy shoes that didn't fit, and you had to get some fellow to break them in for you?

"All the world's a stage" wrote Hon. Shakespeare 300 years ago. Wonder if he foresaw the manufacture of movie films?

Also this is the year of delusion. A lot of men are deluding themselves with the notion that they will have a chance to get elected to office.

Neither is there any necessity for traveling on armed ships when you can get thrilled or killed in Mexico by shouting "Viva Wilson."

Speaking of preparedness, there's the manufacturer of political ammunition which is not being neglected in congress.

Most of us will not be satisfied until Villa has been reduced to chile con carne.

Don't put off the matter of registering any longer. It is really a serious matter.

Mothers are getting the sassafras ready for the spring campaign.

Perhaps, after all, the Panama canal is only a slide issue.

A prune a day makes the boarder say—oh, well, never mind.

For County Superintendent I hereby announce myself as a candidate for the nomination for School Superintendent of Union County, subject to the Republican primaries, May 19, 1916. If elected I will faithfully serve the best interests of Union County schools. Your support of my candidacy is earnestly solicited.  
 AUBREY G. SMITH.

For Joint Representative. I hereby announce my candidacy for Joint Representative for Union and Wallowa counties subject to the will of Republicans of the two counties at the primaries on May 19. My reference are any reputable farmer or other business man in Wallowa county.  
 FRED S. ASHLEY.

Civic League To Be Reorganized. A meeting will be held next Wednesday afternoon at the home of Mrs. Hattie Mays for the purpose of reorganizing the Elgin Civic League and arrange plans for an active season in aiding the beautifying of the town, says the Elgin Recorder. Members of the former league will be in attendance as well as others, and the Recorder has been asked to extend an invitation to all ladies interested to be present.

Thefts of Flowers Reported. Elgin, March 31.—Although only



You Men Want Quality, Style and Service in the Clothes you Wear.

What Ever Price you Want to pay, There's Nothing That Will Please you Like the Spring Suits at West's.

\$15 to \$27.50

The best in fabric, correct in model, most thorough in tailoring and they fit!

"Known as the Best and the Best Known"—Now here the new

Manhattan Shirts

Come in and look over our complete stocks of the new Spring Manhattans. No other La Grande store can sell Manhattan Shirts. There are many swell patterns among these NEW 1916 styles. Madras, mercerized fabrics, crepe cloths, satin stripe cloths, silks, etc. Manhattan shirts in soft or laundered cuffs \$1.50 to \$2.50. Standard dress shirts, with or without collars 75c to \$1.50.



Just Received-- a big line for Spring.

Boys' Nifty Caps, Little Boys' Cloth Hats, All Styles and Patterns.

Priced 50c

"Best Ever" Special \$5.00 Suits Defy the Hardest Wear a Boy can Give

If mothers always bought such splendid wearing suits as "Best Ever" brand, the cost of dressing their boys would be materially less. The new coats are Norfolk and belted models, lined with alpaca and serge, pants cut full, and full lined and taped. The materials are new and guaranteed all wool. Sizes 5 to 16 years. Some of the suits have 2 pair of pants.—Priced \$5.00.

N.W. West & Co. THE QUALITY STORE

early varieties of flowers are blooming in Elgin yards, numerous thefts have already been reported and that practice bids fair to be maintained at the same nefarious standard.

The energetic men and women—principally the latter—of Elgin who have yearly attempted to beautify their home surroundings by the growing of flowers have annually been the victims of the flower thief. Now that it has been decided to resume the holding of the annual flower carnival it is quite likely that the proper authorities will take additional steps to prevent the theft of flowers and some people made to realize that they are guilty of a criminal act.

RAIL ROAD STOCKHOLDERS

Cleveland, Ohio, March 23.—(To the editor)—The railroads of the United States have organized executive committees and bureaus with the avowed object of creating a public sentiment in opposition to the eight hour work day movement of the freight train employes.

In their campaign of publicity these committees and bureaus are conspicuously striving to create the impression in the public mind that the movement of the railway employes is antagonistic to the welfare of the public and the interest of the railroad stockholder. To this end they are making use of the public addresses of railroad officials, of magazines, of newspaper articles and interviews and like means of reaching the public. And in all these and other ways they are endeavoring to create in the public mind the impression that the American public and the railway stockholders are the same. And to drive home these efforts to align the public and the stockholder against the just demands of the train employes these publicity agents are endeavoring to show that a shorter day means an additional burden to the public in increased rates and deprivation to the stockholders in a loss in dividends.

It is this second point that we intend to discuss in this article.

In connection with it a statement to the public issued by "The executive committee of the Association of Western Railways" and published in the Railway Review of February 28 will serve as an introduction to the discussion. In this statement appears the following:

"To total net dividends paid by the railroads of the United States considered as a system, in 1914 amounted to \$339,000,000 according to the In-

terstate Commerce Commission. Thirty-five per cent of the railway stock paid no dividends. A wage increase of \$332,000,000 would wipe out over 97 per cent of all that 600,000 stockholders received as a return on their investment."

Ignoring as a piece of extravagant exaggeration by a partisan the imaginary increase in wages which the above statement says would result to the railroads of the entire United States by the establishment of the eight hour work day in freight train service, it is of prime importance that we first understand clearly who these 600,000 stockholders really are.

In the first place there are not these many stockholders in American railways, the number of 622,234 reported as the total state Commerce Commission including many thousand duplications. One individual or corporation many, and in cases does own stock in scores he, she, or it is counted each of them scores and hundreds of times as a separate stockholder.

This complex scheme of intercorporate railway stockholding is common throughout the entire transportation system of the country.

There are a sufficient number of illustrations to show the vast extent of the joint holdings of the Pennsylvania system with other systems. In addition to these cases of joint control, the Pennsylvania Railroad systems. In the Norfolk and Western these holdings amount to 42.8 per cent, the Pennsylvania Railroad holding 34.8 per cent of the stock, the Pennsylvania Company 6.5 per cent, the Northern Central 1.4 per cent, and the Cumberland Valley 0.1 per cent. In the Baltimore and Ohio on June 30th, 1913, the Pennsylvania and its subsidiaries owned 20.2 per cent of the capital stock, the holding of the Pennsylvania Railroad amounting to 9.5 per cent, and those of the Pennsylvania Company to 8.7 per cent, while the Philadelphia, Baltimore and Washington, and the Northern Central each owned one percent of the Baltimore and Ohio Stock. The Oregon Short Line, a subsidiary of the Union Pacific also owned 18.7 per cent of the stock of the Baltimore and Ohio Railroad, so that the combined holdings of the Pennsylvania system and the Oregon Short Line amounted to 38.9 per cent of the out-standing stock of the Baltimore and Ohio. The Pennsylvania Railroad is a stockholder in the New York, New Haven and Hartford to the extent of \$5,312,000. The Pittsburg, Ft. Wayne and Chicago, a Pennsylvania subsidiary, owns a small portion of the stock of

three important western railway systems, the Chicago, Milwaukee and St. Paul, the Great Northern and the Northern Pacific.

The joint or minority holdings of the Pennsylvania system are likewise very extensive. The Pennsylvania Railroad owns a direct joint or minority interest in sixteen transportation corporations, and its subsidiaries (exclusive of the Pennsylvania Company) in twelve more. The Pennsylvania Company has a joint or minority interest in ten companies, and indirectly through its subsidiaries has an interest in thirteen others. These transportation corporations in which the Pennsylvania system exercises a joint or minority interest in turn have a majority interest in the stock of 31 companies and a joint or minority interest in 20. Thus there are 107 companies in which the Pennsylvania system has the right to exercise some sort of minority control, and these figures do not include the subsidiaries of the five great railway systems in which the Pennsylvania lines hold a minority of the stock—the Great Northern, the Northern Pacific, and Chicago, Milwaukee and St. Paul, the Southern Pacific, and the New Haven.

The total number of transportation companies in which the Pennsylvania Railroad has a direct and indirect majority and minority interest through stock ownership is 254.

If the reader will repeat these details in imagination for each of the thirty principal railway systems controlling the greater part of the mileage of the country, some slight conception will be had of the large number of duplications among the recorded lists of stockholders in the railroads of the United States.

This necessary consideration should not cause us to lose sight of the principal conclusion namely, that to a very considerable extent the stock of the American railroads is owned by the railroads themselves.

In their protests against granting an eight hour day to freight train employes, the railroads lay great stress on the harm that will come to widows and orphans whom they claim constitute a large percentage of the 600,000 stockholders of American railroads.

The above analysis of who are the real owners of most of the stock of our railways shows only another instance of how the railroad officials are trying to fool the public.

THE BROTHERHOOD

TOO LATE!



JUST LOOK AT THIS PICTURE AND DO A LITTLE "THINKING."

THEN YOU WILL BANK YOUR MONEY.

BANK WITH US.

WE PAY 4 PER CENT INTEREST ON TIME DEPOSITS

La Grande National Bank

LA GRANDE, OREGON

Capital \$200,000.00, Surplus \$50,000.00, Resources \$1,000,000.00  
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