

THE OBSERVER

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Entered in the Postoffice at La Grande, Oregon, as second class matter.

SUBSCRIPTION RATES.

Daily, single copy 5c
Daily, per week 15c
Daily, per month 55c
Daily, per six months in advance \$3.50
Daily, per year in advance \$7.00
Daily, by mail per year, in advance \$4.00
Weekly Observer-Star, per year in advance \$1.50

Advertising rates on application. All copy for display advertising must reach the office the day before the ad appears.

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ROOSEVELT IN FAVOR.

Colonel Roosevelt as the Republican presidential nominee is by no means longer out of the question. Every day brings the Colonel more in favor, and every day men who have bitterly opposed him in the past come out squarely in interviews advocating his nomination this year.

It is noticeable that the Colonel himself is waging no fight for the honor. That he would appreciate the nomination no one need fear, but he is laying no wires and asking no one for support. If he is nominated it will be done because the nation wants and demands him, and such a nomination would make him very strong at the fall election.

With Harding of Ohio as temporary chairman of the national convention, however, it is easy to see that the anti-Roosevelt national committee is doing all in its power to stop the Colonel, for it was Harding who hailed Taft as the greatest progressive and then the fight was on in 1912. It would indeed be hard for Williams of Oregon, Penrose of Pennsylvania, or Barnes of New York to extend any courtesy that would make the path for Roosevelt a smooth one, but at the present moment each of these three men along with many other members of the national committee are afraid to come out in open opposition to the Colonel, for they fear his strength in the convention.

Rev. L. S. Chapman may become a valuable man in the Grande Ronde valley in a material sense as well as spiritual. He is thoroughly familiar with the canning business—not canned sermons, but fruit and vegetable canning. It might be well for the valley to insist on employing this man for six days each week to get a good cannery on its feet.

Dan Boyd, of Enterprise, says: "It would do your soul good to see Enterprise grow. Not a day passes hardly that some new building is not projected or a new home arranged for." And Boyd's story is backed up by every other Enterprise man who comes this way.

"Turn the Indians loose," says Uncle Sam and with that a number of Apaches were employed to hunt down Villa. It is an Indian's job all right and here's hoping the red men will get the reward.

After years and years of waiting for a railroad Marshfield is now having the usual fight as to where the depot shall be located. Evidently the Marshfield people are very much like other folks.

Give a little thought to fixing up the parking and to setting out a few trees this year. In years to come those trees will stand as monuments to your memory.

How about local baseball? Grant Lincoln does not live here now.

Not long until the swimmers will invade the river.

Get ready to drink buttermilk when the hot days come.

LIVING CHEAP IN ALASKA.

I am living here at the New Cain Hotel. This is a concrete five-story building not far from the courthouse and the governor's residence. It has some rooms with baths and an elevator that runs now and then—usually then. Like most of the Alaska hotels it has no dining-room, and one must go out for his meals. I have to walk two or three blocks to the restaurants, but all strangers do likewise. The food is excellent and comparatively cheap. These Alaskans have big appetites, and the caterers make their portions large enough to satisfy them. One order of chops or steak is sufficient for two, and a single order of cracked crab is more than one man can eat. The crabs sold here are as big around as a dinner plate, and as delicious as any served in Washington city. At some of the restaurants soup, potatoes and one kind of dessert is served with each order, so that a meal really costs less than a similar one in the States.—Frank G. Carpenter, in The Christian Herald.

RAILROAD PREPAREDNESS NECESSARY FOR MILITARY DEFENSE.

(The Bulletin) "One of the most important factors in preparedness for military defense is railroad preparedness for moving troops," said Chairman Julius Kruttschnitt at San Francisco the other day. "If the army of the country is to be quickly and effectively mobilized in time of war, the railroads should know ahead of time what is expected of them. Army officers and railroad officers should get together to work out definite plans.

"For example, if the government would tell us exactly how many men it would place in passenger coaches and sleeping cars, how many horses it would put in stock cars, how many cannon, caissons, and what quantity of ammunition it would put in a box car, whether or not it could use gondolas, and how many cars, locomotives and trains it would require to move a given number of men, we could then lay our plans in advance and be ready when the real emergency arose.

"Railroad preparedness is not a question of cars and facilities so much as it is an understanding as to how they are to be handled. Recently during the rush of traffic produced by the European war, the Southern Pacific company carried from 40 to 50 per cent more than its normal traffic, with its regular facilities, and there was no hardship to anyone because we were warned ahead and planned accordingly. In time of need the Company can handle from 100 to 150 per cent more than its normal traffic, if it is given a chance to mobilize its resources."

Mr. Kruttschnitt explained how the

war in Europe was responsible for the recent car congestion. "The difficulty began really in the ports of Europe, where ships carrying the enormous war cargoes could not be unloaded and promptly returned to this country. The lack of ships caused all the available wharf warehouse space to be quickly filled up, and then the freight cars could not be unloaded for lack of warehouses. From New York to New Orleans, to Galveston, and then westward through Tucson and Los Angeles, the congestion spread to the Pacific Coast. It was like a stream of water that, when stopped in its flow at any point, backs up all along the line."

GEMS FROM THE BIBLE.

- (I. Corinthians, XIII)
Though I speak with the tongues of men and of angels, and have not charity, I am become as sounding brass, or a tinkling cymbal.
2. And though I have the gift of prophecy, and understand all mysteries, and all knowledge; and though I have all faith, so that I could remove mountains, and have not charity, I am nothing.
3. And though I bestow all my goods to feed the poor, and though I give my body to be burned, and have not charity, it profiteth me nothing.
4. Charity suffereth long, and is kind; charity envieth not; charity vaunteth not itself, is not puffed up, doth not behave itself unseemly, seeketh not her own; is not easily provoked, thinketh not on evil; rejoiceth not in iniquity, but rejoiceth in the truth; beareth all things, believeth all things, hopeth all things, endureth all things.
8. Charity never faileth: but whether there be prophecies, they shall fail; whether there be tongues, they shall cease; whether there be knowledge, it shall vanish away.
9. For we know in part, and we prophesy in part.
10. But when that which is in part shall be done away.
11. When I was a child, I spake as a child, I understood as a child, I thought as a child; but when I became a man, I put away childish things.
12. For now we see through a glass, darkly; but then face to face: now I know in part; but then shall I know even as also I am known.
13. And now abideth faith, hope, charity, these three; but the greatest of these is charity.

THE FORUM

PAVEMENT ISSUE AGAIN.

La Grande, April 8.—(To the Editor)—We hear a great deal about the ease with which a bond issue of \$400,000 could be paid off. According to some of the enthusiasts the 30 miles of hard surface road would practically pay for itself, no one would be harmed and everybody would be benefited. They ought to know very well that it has not worked out that way with our paved city streets. Some of the deplorable conditions that are alleged to exist in the valley on account of the lack of paved roads, exist right here in La Grande—strangely enough—on account of paved streets. Here is where will be found people that are heartick and whose bank accounts are stunted because a powerful paving company some years ago worked up a lot of impetuous enthusiasm among a few who in turn rushed the rest of their feet in order to pave a lot of streets before the property owners fully realized what it meant for them. A great many of them now find it impossible to even raise the interest on these improvements. If the reader doubts this statement let him listen to the report of City Manager Lafka to the city commission published on page 8 of your issue of March 23rd. The said report concludes as follows: "I beg to call the commission's attention to the fact that the city paid out over \$5000 Improvement Bond Interest more than it collected. This fund is overdrawn more than \$9000. An effort must be made to force the delinquents to pay up at least the interest. Other cities including Portland are having the same trouble." We are asked if it would not be wise to put our prejudices and personal inclinations to one side for a while and deal with facts. It certainly would be wise—but let us look at and deal with all the facts; favorable as well as unfavorable. The above is one fact to ponder over and here is another one: All the advocates of paved roads assume that after the road is paved there is no more expense. Isn't it a fact that our paved streets cost a great deal to keep clean? In every report by Manager Lafka there is a large item of expense for street cleaning. Wouldn't a narrow strip of paved road out in the valley have dust carried onto it by vehicles and dust and sand by the winds? I think if you look it up you will find that as much or more money is spent every year now for keeping paved streets clean as was spent on all the streets for all purposes before any of them were paved. The property owner has the pleasure(?) of having the assessor raise the value of his property, of paying principal, interest and cost of cleaning and then being called a "pest" because he at last rebels and protests against any more of it. The worst of it is that on account of these drains on his pocketbook he often cannot make necessary improvements of the premises. The property becomes run-down and no one wants to buy or rent it, just as you said in your editorial comment. I do not doubt the good intentions of the bond advocates but the Bible says the road to hell is paved with good intentions. However that may be, it has been demonstrated that too much paving may lead to having considerable "pest" right here. A critic in your issue of March 22nd, says, referring to our present

Dame Fashion Rests
THE final word has been spoken on Easter styles. Possibly you have waited until the last moment to complete your Holiday wardrobe. Perhaps you were afraid of buying in haste and wearing in repentance.
Now, the last style-word has been said. Dame Fashion has no more instructions to give. Styles are just as they will and must be.
And, now that you are ready to choose, you are invited to our show-rooms to select from our complete stock of top-style, top-quality garments.
If you are bewildered by our many styles and models, call in an expert for advice. Our sales-people, will be proud and delighted to give their opinion as to what becomes you best and what will serve you most faithfully.
Unusual Showing of the Newest Spring Suits. Priced at \$15.00, \$17.50, \$20.00, \$22.50 up to \$40.00
Unusual Showing of the Newest Spring Coats. Priced at \$8.00, \$9.00, \$12.50, \$15.00, \$17.50 to \$35.00
Unusual Showing of the Newest Spring Silk Dresses. Priced at \$10.00, \$15.00, \$17.50, \$22.50 up to \$35.00
Unusual Showing of the Newest Spring Blouses. Priced at \$1.25, \$1.50, \$2.50, \$3.25, \$4.50, \$5.00 up to \$10.00
N. N. West & Co. THE QUALITY STORE

gravel roads: "If a road that is dusty when it is dry, muddy when it is wet and rough all the time is a good road, then those roads must necessarily be good roads." One of these roads (from Island City to Moss Chapel) is reported as having been built 30 years ago. I have been over that road almost every year for 26 years and I do not remember of ever seeing anyone do any work on it, or of it looking as though any work had been done on it. Does anyone mean to tell me that if our paved streets were left to shift for themselves that long that they would have no mud in wet weather and no dust in dry weather and that they would not be rough? They are forever being washed and swept but a gravel road is no good if it ever needs attention. Rather queer logic that! Those gravel roads were built without any modern machinery, they were probably not even rolled nor was the gravel screened. At that they are not much rougher than our own paved Spring avenue. After we have a gravel road we can always cover it with asphalt if we see fit to do so and can get the asphalt for a reasonable price. We have been told about the pioneers who emigrated to the West in spite of the "posts," yes sir, and in spite of having no paved roads to travel on. They unlike the present day travelers, did not expect others to literally pave the way for them. A good many of those self-same pioneers are now called "moss gathering posts" because they can not be stamped into approving of an extravagant luxury. Oh, well, Mr. Editor, a post is a pretty good thing to tie to. I hope the voters of Union county will be well enough "posted" to defeat this proposition of a hurry-up bond issue.

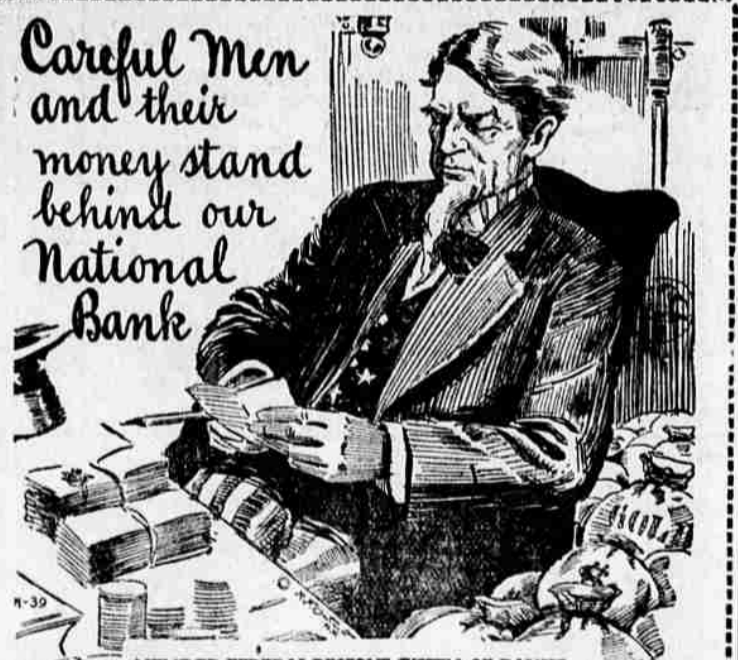
J. H. BLUMENSTEIN.

SCRAPS OF THE PAST.

A little over 25 years ago La Grande was the home of a sixteen year old school girl who attracted much notice as an elocutionist and in amateur theatrical entertainments. Her name was Maude Durbin and her father, W. L. Durbin, was a train dispatcher. After a few years the family removed to Denver, their form-

er home. The daughter's ambitions for the stage did not wane but her father was strongly opposed to her plans. After their return to Denver Miss Durbin attracted the favorable notice of Madam Modjeska, the famous actress. This followed a private rehearsal in which Modjeska was the only auditor and in which Miss Durbin gave some portrayals from Shakespeare and a few of the deeper interpretations of human life from Victor Hugo. The result was an engagement with Modjeska which continued for a year or two.
Maude Durbin married Otis Skinner, who is regarded as one of the premier's of the American stage.
Twenty-Four Years Ago
Milton Kelley, for over twenty years editor of the Idaho Statesman, died in Boise last week. The death of his wife occurred about a month ago.
The Elgin train brought up sixteen cars of railroad ties yesterday evening.
Soliciting committees are at work throughout the county soliciting stock for the Alliance Flouring mill to be built in La Grande. The capital stock is \$25,000 and no one person is allowed to hold more than \$500 worth of stock.
There was a meeting of the city council Monday evening to open the bids for the bond issue of \$30,000 for the construction of water works. The bid of Spitzer & Co. of Toledo, Ohio, was the best, their bid being \$30,000 less \$284 commission.
THE SPICE OF LIFE
Wonder What He Meant
"It's hard," said the sentimental landlady at the dinner table, "to think that this poor little lamb should be destroyed in its youth just to cater to our appetites."
"Yes," replied the smart boarder, struggling with the portion, "it is tough."
Slightly Previous
A colored man who had contracted a debt some years ago with one of our merchants came to town the other day and called on his old creditor.
"Didn't you explain to me that if I settled up that account you would give

me a 'lowance?" said the darky to the merchant.
"Yes I did say so Sam," replied the merchant. "If you are ready to settle your bill now I will make you a good allowance," and the merchant waited for the colored man to pull out his pocketbook.
"Well, sir, I hasn't got the money jus' now but I thought I'd home in for the 'lowance; my wife wants to get herself a shawl."—National Monthly.
"Pa, a man's wife is his better half, isn't she?"
"We are told so my son."
"Then if a man marries twice there isn't much left of him is there?"—Boston Transcript.
Not Much
A soldier had died, and a very unpopular sergeant was making a "voluntary" levy of a shilling per man to be sent to the dead soldier's widow. He came to Mick, an Irishman, who was always in trouble and who hated the sergeant.
"Now, Mick, my man, where is your shilling?"
Mick slowly put his hand in his pocket and as slowly withdrew it. He looked lovingly at the shilling as it lay in his palm, and then passed it over to the sergeant.
"There it is," he said, "and I'd gladly make it a sovereign if it was for you"
The Case of Solomon
The One—I can't understand why old man Solomon was considered such a wise guy when he married 700 wives.
The other—Well, that's enough to put any man wise.
Rather Difficult
Cheerful one to newcomer, on being asked what the trenches are like—"If you stand up you get sniped; if you keeps down you gets drowned; if you move about you gets shelled, and if you stand still you gets court-martialled for frost-bite."—Punch.
His Handicap
First reporter—"Senator Bullyun must have been a bright baby."
Second reporter—"Why do you think so?"
First reporter—"In an interview he told me he began life as a schoolteacher."—Indianapolis Star.



Careful Men and their money stand behind our National Bank
MEMBER FEDERAL RESERVE SYSTEM OF BANKS
OVER ONE HUNDRED MILLIONS OF DOLLARS IN GOLD WAS PUT UP BY THE "FEDERAL RESERVE" SYSTEM OF BANKS, IN TWO DAYS, AS A BASIS ON WHICH THE U. S. GOVERNMENT ISSUES MONEY.
OUR BANK IS A MEMBER OF THIS "FEDERAL RESERVE" SYSTEM. WE CAN TAKE OUR SECURITIES TO OUR DISTRICT "FEDERAL RESERVE" AND GET MONEY. YOU CAN GET YOUR MONEY WHEN YOU WANT IT WHEN IT IS DEPOSITED IN OUR BANK.
BANK WITH US.

La Grande National Bank
LA GRANDE, OREGON
Capital \$200,000.00, Surplus \$50,000.00, Resources \$1,000,000.00
Fred J. Holmes, President; C. C. Penington, Vice President; F. L. Meyers, Cashier; E. Zundel and H. E. Coolidge, Assistant Cashiers.
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