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CAMP FIRE GIRLS IN LA GRANDE DILIGENT LOT

La Grande has seen much and heard more about Boy Scouts but that La Grande has a thriving institution known as Camp Fire girls is not so generally known.

"Camp Fire girls is an organization of girls and women to develop the spirit and make it dominate the entire community.

"It is a means of organizing a girl's home life. It shows that romance, beauty and adventure are to be found on every hand and in wholesome ways; that the daily drudgery may be made to contribute to the beauty of living. It deliberately intends to promote happy social life.

Honor Beads for Attainments "It uses beautiful ceremonies, has an appealing ritual and bases rank and honors upon personal attainment. There are attractive ceremonial costumes; honor beads and decorations.

Founders Well Known People "The Camp Fire Girls was first organized in the Spring of 1911. The motive was to find something to do for the girls such as the Boy Scouts had supplied for the boys.

"Active work began in the winter of 1911 at New York City. "The Otsego Local Cognomen "The Otsego Camp Fire was organized in February 1916. The first meeting we organized with eight girls and now our Camp Fire consists of thirteen, (the average Camp Fire consists of ten to fourteen). Right here I would like to explain why we have to limit our number and also how other bodies can form work under our head.

"Each Camp Fire has what ever officers they wish; we have a president, vice president, secretary and treasurer. But our meetings are held in such a way there is little for them to do.

Indian Names For Members "Osteo" is an Indian name meaning "Welcome Place." Each girl also has an Indian name with some beautiful meaning to which she tries to live up to. They are: Davis Bennett, "Wampago"; Lucille Tooney, "Wape"; Meryle George, "Miona"; Virginia Lincoln, "Lola"; Myrtle Hoyt, "Wanaka"; Mildred Hoyt, "Loyenta"; Mary Frawley, "Ogin"; Dorothy Denster, "Minnehaha"; Mary King, "Satinka"; Norma Mayger, "Spokane"; Edith Pierce, "Nenachee"; Beth Hesse, "Rainbow"; and the Guardian "Loyesta."

"We meet every Friday afternoon at the Guardian's home. Standing Pine Symbolic The standing pine is the symbol of membership. It means strength and simplicity. "Wohelo" is the watchword. It is made up of the first two letters of Work, health and love.

The Camp Fire has three ranks: Wood Gatherer, Fire Makers and Torch Bearer.

"Weekly meetings are held to outline the work for the week and to teach them new activities, such as home work, entertaining, sports, and business. We also are to take hikes as soon as the weather makes it possible.

"Our girls are planning on having work on exhibit at the Fair this Fall and of course all are hoping to take some prizes.

Highest Motives Adopted "We try to do a kind deed every day and strive to live up to our Camp Fire law which is: "Seek beauty" "Give Service" "Pursue Knowledge" "Be trustworthy" "Hold on to Health" "Glorify Work" "Be happy"

Which is the Motive of the Camp Fire in a nutshell. Who could do more?

SAVING MONEY FOR DAD



Willard Outcalt in His High School Suit

Cincinnati May 13.—Ten Cincinnati high school boys who have come to the conclusion that their clothes have cost their fathers altogether too much have formed the Dress Reform League, and this picture shows Willard Outcalt, one of the leaders, in the new costume. It is made up of corduroy trousers, gray flannel shirt, with collar attached sweater for a coat and a flowing silk tie and cap.

Numerous Citizens Express Opinions

NO HARM INTENDED

Mr. Small Disclaims Any Intention To Impugn Motives of Mr. Currey

La Grande, May 12.—(To the Editor.)—Last Monday's Observer contained an article by George Huntington Currey, one of my competitors for the office of representative. In that article Mr. Currey spoke of the first paragraph of one of my letters to voters as being "cowardly and libelous."

Mr. Currey's article in the Observer objects that my letter implies an intention on his part to try to win votes on his father's reputation. I had no thought of impugning Mr. Currey's motives. I was not concerned with his advertising in his statement to voters. I can say that since I have gotten actively into my campaign, I have been exceedingly careful not to say one word against either of my competitors.

Respectfully, CHARLES ALBERT SMALL.

WHAT OF THE AUTO?

After Trip Through California, Writer Is Moved to Contemplate

La Grande, May 13.—(To the Editor.)—The visitor to our town needs but walk down the main street on any Saturday afternoon, and he will be struck with sudden wonderment, at the great mass of automobiles standing on either side of the street, as well as those running to and fro. He will be compelled to say "Business must be very brisk in this little town of La Grande." And he will note that the smaller machine is almost a thing of the past. People are now demanding the real car. What I have seen of the country, has led me to believe that there are very few towns the size of La Grande with so many autos.

There is no doubt as to there being some money in La Grande, or there has at least been considerable in the past few years.

Can we realize the vast amount of money spent each year for the auto? And can we always withstand this awful drain? Is our production and income anywhere equal to our expenditure and out-go? One prominent man of La Grande made mention that it was the cream of the country that was being spent for the automobile. Our money is leaving the country. Are we going to be able to regain at least part of it? And how? How about our much-talked-of cannery, our syrup factory? We are now using canned products, fruits and vegetables put up at New Bridge, Ore., a very small place. Our valley should be able to produce all of this.

My recent visit to Oakland, Calif., caused me to think of some of these things. Oakland is growing wonderfully. She is beginning to produce the goods. The largest soap factory in the world is now under construction by Peet Bros. It covers six city blocks, and will, when in full operation, employ 4800 people.

The Chevrolet automobile factory, the construction of which is now employing 500 men, about equal to the O-W pay-roll of this city, will, according to last Sunday's Oregonian be ready for operation by July 1st. There are now en route toward Portland 25 carloads of these machines from the east. Note what these things mean for Oakland. And they are just what the west must have.

What can we do to encourage some of our men with means to invest in factory lines in our town? If the cannery in New Bridge is a paying proposition it should be here. A few of these things will increase our accumulations as well as decrease our expenditures.

L. H. BRAMWELL.

HUGHES IS EXTOLLED.

Writer Points to Dignity of Office Seeking the Man.

Portland, May 12.—(To the Editor.)—May I claim a little space in your columns to urge upon your readers the reasons why the Honorable Charles E. Hughes should receive the endorsement of the electors of Oregon for President of the United States?

Oregon is the only State in the Union in which the name of Mr. Justice Hughes appears on the primary ballot. If he shall receive the endorsement of the people of Oregon at the approaching primary the Oregon delegation will be the natural leaders of the Hughes delegates in the Republican National Convention. In my opinion they can secure his nomination and thus perform an important service to the party nomination and the country.

With an office so exalted as that of President of the United States it is fitting and dignified that the office should seek the man rather than the man the office. Mr. Hughes has never been a candidate for public office. When he was first nominated for Governor of New York in 1906, he was in Europe and on his departure for Europe he had publicly stated that he had no political ambitions. He was elected Governor of New York by 57,000 majority, although the rest of the Republican ticket was beaten in 1906. He put forth an effort to se-

cure his renomination in 1908, but the Republican State Convention renominated him by a vote of four to one. He was re-elected by 69,000 majority.

While Mr. Hughes has never sought the party nomination he has never declined a nomination tendered him and it is believed that if the nomination for President of the United States be tendered him by the Chicago Convention he will accept it. When nominated he has always made an aggressive campaign. He has no superior in the United States as a campaign speaker. If he shall be the nominee of the Chicago Convention and shall resign his present judicial position and accept the nomination he will without doubt make a virile, aggressive, and in my opinion successful campaign.

Mr. Hughes has more strength with the people than any other man in the Republican party. He is free from antagonisms and would be able to poll every Republican vote.

The public service which he has rendered up to this date has been beyond all criticism. It would be hard to over estimate the public service performed by him in conducting the investigation of the Life Insurance companies and safeguarding the savings of the people of which these corporations are trustees. As Governor of the great State of New York and as Justice of the Federal Supreme Court he has been industrious, attentive to the interests of the people, disinterested, courageous, and discriminating. His character is without a stain. He stands for protection to American industries and for all of the principles championed by the Republican party. The following public utterance of his, though delivered many years ago, is pertinent to one of the issues which will be pressed upon the attention of the people in this campaign:

"We are devoted to the interests of peace and we cherish no policy of aggression. The maintenance of our ideals is our surest protection. It is our constant aim to live in friendship with all nations and to realize the aims of a free government, secure from the interruption of strife and the wastes of war. It is entirely consistent with these aims, and it is our duty, to make adequate provision for our defense and to maintain the efficiency of our army and navy. And this I favor."

Mr. Hughes is a man of fifty-four years of age. He is in his intellectual prime, is physically sound, and able to sustain the strain incident to the discharge of the duties of President of the United States. He is a big American and under his administration the title of American citizen would mean something on the high seas and south of the Rio Grande.

WALLACE MECAMANT.

LIKES THE ROADS

Drainage and Crown Pointed to as Saving Features

Ladd Canyon, May 13.—(To the Editor.)—I am, one of those people who believe that Union county should have as good roads as it can afford. From present appearances the work being done by the new road machinery seems to answer the purpose very well. The grades are made with sufficient "crowning" and there is evident care in the matter of providing for drainage. For dirt roads this work appears to me to be about the proper thing.

I believe that altogether too much stress has been placed on this road question as to the benefits that will be enjoyed by the farmer—not that I am inclined to underrate the best in the way of roads that can reasonably be had. But the principal part of the hauling and marketing that is done by the average farmer happens at a season of the year when a substantial dirt road is about all that is needed. In the seasons of the year when the roads are in their worst condition is just the time of the year when farmers have nothing to haul, or at least not anything of much consequence either in the way of their own supplies or in getting their farm products to market.

I think if this road making continues as it has started and then later a coating of sand and gravel is applied as it can be afforded this county will soon have a system of roads not to be ashamed of and at the same time the work will be paid for. Respectfully, GRANGER

GOOD ROADS DISCUSSED

Mr. Stackland Deals With the Road Question as He Views the Issue

Cove, Ore., May 12.—(To the Editor.) It gave me great pleasure to read in a recent number of your paper about those satisfactory roads made by the new road machinery and that you could feel it your duty to express in glowing words the amazing fact that it was joy to behold and ride over them, at least at the present season when all our dirt roads are at the best. As an imitator of the Chief Bull Moose I will use his elegant phrase and ask the editor of the Observer if these lovely roads "will stay put"—now, really, will they stay put? If so our joy will be perpetual, we will join the Observer in fighting any other kind of permanent—(?) construction to the best of our ability.

Dear Editor, were not the days of the exhort, when our forefathers could travel to church and market without encountering any bridges, any grades or in short any disturbance of the terrain as nature left it—nature itself in its conglomeration of expressions, the most enviable of all? It must fill our souls with regret that we no longer can be satisfied to take our families out on a Sunday—ten or twelve of them, put them all into a nice, big exhort hitch up Tom and Jerry and mosey along, jolting and fretting for some hours to go a few miles.

"Those good old days," they seem to be gone forever, all the obstructionists

in every nook and corner, notwithstanding.

"The World do move," does it not? It is great, is it not? We are in the procession,—are we not?

During the past winter the people of this county have been stalled thousands of times in the mud holes, we have enjoyed spending as much as 11 hours to go from Cove to La Grande with a real good team of horses and an empty wagon; we have known teams working from daylight till dark to take a light load from Cove to Union and we have been many hours on the road to La Grande fighting mud in an automobile. We have enjoyed all these things immensely, but while we are getting older, feel as though we have had enough of that one good thing and now, before our allotted time shall come to end, at least for a few years, we should like very much to forsake this great pleasure and be contented to ride and drive over some hard surfaced roads, just for a change.

Of course, some of you expect to live around here forever and therefore you propose to postpone getting any of these modern roads for a long time. Perhaps you would say that you will be ready in two or four years from now and would not call that a long time even if I should remind you that two years ago six or seven mills would be your taxes.—Now is not that something of an item? And if you will reflect on this thing a little bit more you will have to admit that it would be better to pay three mills or more taxes annually as interest, alone, on money secured for anything you want, than to wait one year for it. Still you get up in arms fighting imaginary fiends when a good friend mentions getting enough money now, this year, to secure a certain object when both the interest and one tenth of the principal would amount to less than the time itself would be worth, just because the name of the paper by which this money can be so secured happens to be spelled bonds.

It is the most amazing thing to contemplate that a large number of otherwise intelligent people can stand up without blushing and say that they are in favor of the road projected in Union county and at the same time, that they are opposed to bonds. It is the most incongruous statement possible, so outrageous to all reason and logic in face of all our experiences that it is simply painful.

But, do they mean it—can they mean it? It is hardly possible as it must be some undefined and undefinable opposition and the poor innocent bonds are made the excuse.

What are bonds—the kind contemplated for the road measure? Would not a definition like the following express it? An agent by which we may convert a part of our credit into cash; and like a desirable servant available for our wants, at the same time, in our case, furnishing us this money on our credit at a far lower rate of interest than the home capital is worth and commands, thus adding a considerable benefit, direct and indirect.

Can anyone doubt the correctness of this analogy? Is it not one of the greatest facts in finance that dearest money replaced with cheaper is a self-evident profit and also that, if a certain amount of easy money is added to the local volume it embraces the financial conditions in every line; in other words, it helps wonderfully in making good times locally. Where is the person in Union county, worth considering, who would want to borrow money and pay 8 per cent interest on it when he or she can get it on equal or better terms at 4 per cent, or the person now receiving or able to receive 8 per cent for his or her money, who would use that for a side purpose when other money was available at 4 1-2?

Who wants "to go as you pay," ("pay as you go") and pay more when you do it? If any one really feels that way let him stand up and make a noise so as to be counted.

It is marvelous how many people are swayed in their judgment by prejudice as long as they have had no time or opportunity to examine a question. It is sadly deplorable, but it is common and when common it becomes respectable, as they can always say "there are lots that think as I do," even if most of them sometimes will admit that they have omitted most of the thinking and let some other fellow do it for them. It is that way with all new undertakings and has always been so—it comes hard for some people to move along with the times; they have to be dragged along, it has always been so and always will be.

Union county has been very slow about getting modern roads. Since the first settlement there has been nearly \$2,000,000 in work and money spent on patching up our dirt, dust and mud and we have no chance to be in the front rank of progress, as we have to hustle if we don't get near the tail end in this matter.

The road project now before the voters of the county, is admittedly well planned, conservative in every particular and calculated with due consideration of every factor so as to make it the most acceptable to the largest possible number of people; it was deliberated upon in the most careful manner and can scarcely be improved upon as a trunk line consideration.

We need these roads, we want these roads, we must have these roads, we will have these roads, assuredly, and we want them now without any unnecessary delay.

some way in which we can get them any quicker, get them for less money or for cheaper money, or so it would be any easier to pay and in any manner so that the advantage or disadvantages would in any way compensate for the time lost?

You must realize that the kind or kinds of road construction can not be definitely determined upon until after a thorough survey of the proposed roadbed and when all bids with accompanying specifications will be available, so that you can not reasonably urge delay on this account.

Less than one mill annual tax will pay the interest on the proposed bonds and should think it a mighty poor citizen who would be unwilling to stand that for these trunk line roads.

Outside of the O. W. R. & N. Co. and other corporations who pay about 40 per cent of the total taxes, the assessed property averaged about \$4,000 per taxpayer, and it would cost him \$4 per year for the interest on this road money. Now it would be very interesting if he would set down with his family and see how his wife and children could get \$4 dollars worth of benefit, per year out of these roads, direct and indirect, automobile or no automobile.

You women who live around this beautiful valley, what benefits can you figure for yourselves and families, economic and every other nature? Would not the fact of greater accessibility, less isolation, improved environments and the generally enhanced conditions, alone, be worth the cost many times to you?

You laborer, where can you lose? You merchant?

You Everybody Else, what is the matter with you, what are you really waiting for and want it be beneficial to all, excepting the poor Railroad companies, who, also might gain in the end?

Come now, let us make it win!

KARL J. STACKLAND.

WHAT PEOPLE READ

Fiction Seems to be Required of Leading Magazines Nowadays

La Grande May 13.—(To the Editor.)—Magazine readers are a queer lot. Our standard magazines are being forced to change their productions and the type of their production.

In the passing of Harper's Weekly is further evidence of the American public's present reluctance to support a serious political weekly. In other quarters the same conditions are to be seen. The Nation, staunchly true to its old standards of taste and independence, during the last ten years has declined in circulation. In the struggle to maintain its hold on public favor, Collier's is compelled to give first attention to fiction. The New Republic, well written and eminently judicial in its treatment of topics, appeals to a limited class and is still in the experimental stage. The Outlook and Independent, once religious publications, have been compelled to widen their scope, use illustrations and seek to make themselves entertaining to casual readers.

Yet in England the old Saturday Review and Spectator and the newer Outlook and Nation still persist in following their chosen paths. If they have not known prosperity, at least they have found no cause to abandon their mission of serious discussion of current affairs, politics literature and the arts.

By right Harper's Weekly was entitled to occupy a distinct place of its own as an American weekly. In the hands of editors like Curtis and Schurz, it was a great power in the land. If afforded room for Thomas Nast to exercise his vigorous talent for arousing popular feeling, there is nothing like it today, and apparently nothing like it is desired by the wider circles of readers that have come into existence.

READER

E. M. Shutte of Ione, Ore., has sold 26 head of his highly bred Holsteins to J. H. McGinley of Council, Idaho. Mr. McGinley was a former daryman of Western Nebraska.

Two sacks of wool valued at \$200 were stolen from a ranch near Meridian recently. The wool was purchased for the Stanfield company and seems to have vanished completely.

Advertisement for Fatima Turkish Cigarettes. Includes an illustration of a cigarette pack and text: "Distinctively Individual", "20 for 15c", "Even the package is sensible", "A Sensible Cigarette".