

THE OBSERVER

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SUPERIOR COURAGE.

American troops in Mexico, handicapped by the open and the secret interference of their ostensible allies, have demonstrated under severe tests, that they are remarkably self-controlled.

Mexicans of all classes, judging the United States by their own standards, have arrived at the assumption that Americans are not fighters. The Mexican is eloquent, the American reticent; the Mexican volatile, the American stable. On the arduous quest of Villa, American soldiers have stood for abuse of every sort without retaliation except when it becomes clearly a matter of life and death. The attitude of the leaders of the expedition is typical of the attitude of the United States as a whole.

There have been numerous opportunities in Mexico for the Americans to administer crushing blows safely. By selecting times and places, the harried soldiers could have turned on their tormentors and inflicted terrific punishment, with complete assurance of exonerated. The plea of self-defense would have been justified, undoubtedly in frequent instances.

The feeling of this nation as a mass has been similar to that of the men in charge of the Villa expedition. From Mexico and other quarters have come provocations. Prepared or unprepared, from a military standpoint, we are in the position to strike back very effectively with the force of our wealth and power behind the blow.

But a stale, clear-eyed patience has the stand of the American people. They have not needed restraint from those in authority. They have had sympathy with the problems and afflictions of other nations, have formulated their opinions without violating the spirit of neutrality, yet have withheld their hands. Those who mistake this American patience for cowardice, whether they are Mexican or native-born, display their ignorance of American character.

WATER-WAGON VETERANS.

In the old Jerry McAuley mission in New York, reformed roisterers gather annually and recount their escapes from sin. Most of them are at middle-age, or past, and they are all com-

fortably established, self-supporting and self-respecting. But they nevertheless detail with unconscious zest their by-gone misdeeds. In the light of illusion, their struggles with John Barleycorn appear to them almost glamorous. They give themselves a great deal of credit, too, for fighting their way out of John's clutches. There is not so much will power in personal reformation as the reformed one believes. Dissipation breeds a profound weariness. Comes the time when every tissue cries out against its abuse; when days and nights become an unhappy blur and the victim craves release from himself. Not until the realization is reached that the road of indulgence leads nowhere except to the shadows is there any hope of regeneration.

At this stage the outside factor is required. A McAuley mission supplies it effectively to a man whom the world despises and who has come to despise himself. He finds friendship—not only—for he could find that in the barrooms—but he finds men who have a positive interest in his own being. He is re-instated in his own sense of self-importance. He is somebody, worth saving.

Medicine takes account of this valuable force, but medicine has difficulty in introducing the element of child like faith which is inspired in these waifs and wreckings that creep into missions for relief.

They have traveled a dark way and have fought back to decency. Who is there to ridicule their creed? Who is there to deny them the privilege of getting together now and then for a little self commendation?

THE TURN OF THE IMMIGRATION TIDE.

Announcement is made of a noticeable gain in immigration for the first three months of this year, the arrivals for March reaching a total of 32,000, which is a material increase over the number for March 1915, although of course still very far from the point attained before the war. We had four times as many immigrants in 1913, but the indications that the tide has turned must be given consideration.

The war cut departures from Europe countries abruptly. For twenty months or so the immigration officials have been almost without work to occupy their time, and the effect has been seen in the shortage of labor everywhere in the United States. Not a little of the advance in wages has been due to this cause, operating with other influences such as the sudden activities of factories from munition orders.

Temporarily, we can welcome the increase of new workers. But if men will leave their European homes while the call of patriotism is loud in their ears and listen more eagerly to the call for high wages from this side of the ocean, what will be the situation when their own lands release them in multitudes and they are all free to come over here?

It is one of the unknown and unknowable problems of the day.

It may be that we shall see such a rush of foreigners as has never been witnessed in all our history.

And it may be that the inducements at home will prevail over the attractions to America. Much depends on the answer to the question of what is going to happen after the war, but he is a wise man who can give it.

Sickness costs the workers of the United States \$800,000,000 a year, it is estimated. This cannot be charged to profit and loss and promptly forgotten; a large portion of it must be entered against social negligence and official stupidity.

The present industrial unrest may be explained on the ground that every plant is so busy nowadays that about the only way a workman can get any rest is to strike.

Store

One or two holidays are still unmarred by the extravagance of useless gift giving. The limit will have been reached when people begin to exchange presents on Ground-hog day and Labor day.

A New York couple were married and divorced in less than three months, and if there is a prize for that sort of a record they're welcome to it.

Omaha boasts that 1,000,000 passengers pass through that city every year, but does Omaha mean by this that watching the trains go by it its chief amusement?

At a dental show in Philadelphia George Washington's false teeth were recently exhibited. However, T. R.'s original set are creating more excitement.

Bryan says his name will be in history a thousand years hence, but thank goodness we won't be here to read it.

Charlie Chaplin says he doesn't propose to marry until he quits work. Most of us didn't begin to work until we married.

Congressmen are being deluged with telegrams urging peace until they are fighting mad.

RAILROADS WILL SPEND \$150,000,000
2,000 Miles Of Steel Will Be Laid In Oregon

Portland, May 16.—Oregon and Washington have been more prosperous while railroad construction was under way. From 1906 until last year approximately \$150,000,000 were expended for railroad construction in these two states adding about 2,000 miles to the mileage of the various railway systems. That building of another couple of thousand miles of rail lines will be undertaken in Oregon and Washington as soon as financing the several projects can be accomplished, is regarded as certain by those who are familiar with the transportation situation. It is not unlikely that work on some of these projects will be commenced before the end of the year but it will probably be a couple years before actual construction is under way on railroad extensions contemplating the largest outlay.

Probably the most important of the railway projects is the Oregon, California & Eastern, promoted by Robert E. Strahorn, who is now maturing his plans to finance the undertaking with the aid of Portland business men and residents of the interior of Oregon. It is proposed to connect Bend with Lakeview, a distance of approximately 175 miles; the Bend-Lakeview line with the westerly terminus of the O-W. R. & N. company's Central region line at the easterly edge of Harney valley, 160 miles, at the Bend-Lakeview line with Klamath Falls, 100 miles, a total of about 435 miles. With the completion of this system linking together all rail lines now touching the outer edges of interior Oregon the trade of that section now going to either San Francisco, Boise or Salt Lake will naturally be Portland's.

O-W. Wants Line To Sea
The Oregon-Washington Railroad & Navigation Company has some ambitious plans to add 500 miles to its system. Extension of the line from Homestead, 58 miles down the Snake river from Huntington, to Lewiston, 150 miles will give a water grade from Eastern Idaho down to Portland. Another 150 miles will take its Yakima valley line over to its own tracks between Seattle and Tacoma. It is known that the O-W. R. & N. has long contemplated reaching the mouth of the Columbia river, and this can be done best by building from Kalama down the north bank of the river to Megler. By standardizing its narrow-gauge line from there to Nabocotta and building on up to Willapa Harbor and Grays Harbor points it would reach more directly a productive country now yielding a large tonnage carried mostly by rival lines.

Nearly 1,000 miles of railway construction is contemplated by the Southern Pacific, mostly in Oregon. Included in the projects are the completion of the Klamath Falls Natron cutoff, 120 miles; extension of the Eugene-Coos Bay line, 260 from Myrtle point to Trinidad, a few miles north of Eureka, California; electrification and relocation of the main line over the Siskiyou mountains, and completion of the system of electric

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A big assortment of the popular colors of this splendid hosiery with pure silk boots. Each pair is strongly reinforced with lisle in the foot, heel and top. Made very elastic and are full fashioned. Sizes 8 1-2 to 10. Priced, pair 50c
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Cool, comfortable, light weight unionsuits for women; of fine selected white cotton beautifully made and finished so designed that the "fit wont wash out". All sizes and styles, priced, garment 50c
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lines through the Willamette valley. The Spokane, Portland & Seattle system's expansion plans propose the building of a line to connect the terminus of the Goldendale branch, 127 miles from Portland with the North Yakima, the central point in the fruitful Yakima valley, requiring about 100 miles of new line. The plans also contemplate the bridging of the Columbia river in the vicinity of Wallula and building about 30 miles of new line to Levey, across the Snake river, thus making the shortest possible line between Portland and Spokane and about 60 miles under the existing shortest mileage. Sometime the S. P. & S. system will extend its line down the coast from Seaside to its own connection, with a line to San Francisco on practically a water grade.

Location surveys have been made for the following extensions of the Oregon Electric railroad system: Hillsboro to Corvallis via McMinnville; McMinnville to Tualatin via Newburg; McMinnville to Newport via the Siletz country; Eugene and Medford to Crescent City California. The Pacific & Eastern, a subsidiary of the Spokane, Portland & Seattle system, runs from Medford easterly 33 miles to Butte Falls. It is proposed to extend it to Klamath Falls when the latter is connected with Bend by rail. The United Railways, also a subsidiary of the S. P. & S. is projected to be extended from Wilkesboro to Tillamook. Extensions of the Hill lines will approximate nearly 1,000 miles.

Construction of 200 miles of railway would put the Chicago, Milwaukee & St. Paul into Portland direct and from two other directions to a connection with the main lines of the O-W. R. & N. company. A line has been located from Morton, the southerly terminus of the Tacoma & Eastern, owned by the Milwaukee, 56 miles down the Cowlitz river to Vader, on the

Northern Pacific's double track line, only 68 miles from Portland. By building 40 miles down the Columbia river from Hanford the Milwaukee could form a connection with the S. P. & S. direct to Portland, or by building 60 miles across country from Othello to Pasco it would have a shorter route from the East to Portland via Pasco or via Wallula, on the O-W. R. & N. line.

Extension of the Oregon Coast line by the Twohy Bros. Company from beyond Grants Pass to the coast and on to California is one of the early probabilities.

With the next large influx of settlers to Oregon, probably following the close of the European war and the coming of international peace and prosperity it is believed that this state will with its neighbor to the north, be the scene of unparalleled railroad building, resulting in the expenditure of not less than \$150,000,000 and the stimulating of every line of business and industry.

Rheumatism.
If you are troubled with chronic or muscular rheumatism give Chamberlain's Liniment a trial. The relief from pain which it affords is alone worth many times its cost. Obtainable everywhere.

President Hadley—The whole American political and social system is based on industrial property right, far more completely than has ever been the case in any European country.

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One of the most successful preparations in use for this disease is Chamberlain's Cough Remedy. S. W. McClinton, Blandon Springs, Ala., writes, "Our baby had whooping cough as bad as most any baby could have it. I gave him Chamberlain's Cough Remedy and it soon got him well." Obtainable everywhere.



RODNEY J. KITCHEN, CANDIDATE FOR DISTRICT ATTORNEY.

"Rodney J. Kitchen was admitted to practice of law in 1900 and has practiced continuously ever since, ten years of which has been in Eastern Oregon and five years in Union County. For two years he was Prosecuting Attorney in Indiana. He is a tax payer of Union County, has three children. He has an ample library, is a man of broad experience and especially as prosecuting attorney, and a capable lawyer, being particularly strong before the jury. Upon his experience, and ability to fulfill the duties of the office to which he aspires, he solicits your vote." Paid Adv.