

THE OBSERVER

CLARKE LEITER, Editor and Publisher; J. D. MEYERS and H. B. LEITER, Owners.

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

SUBSCRIPTION RATES.

By Carrier.
Daily, single copy 5c
Daily, per week 15c
Daily, per month 65c
Daily, per six months in advance \$3.50
Daily, per year in advance ... \$7.00
By Mail.
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.

Address all communications to THE OBSERVER, 1710 Sixth Street.

SATURDAY, OCTOBER 7, 1916.

TODAY IS THE DAY.

Today is Fire Prevention Day. Let everyone do something that will tend to prevent fires. Inspect your premises. Have your chimney cleaned. Clear away old papers and rubbish.

A fire prevented is money earned.

THE INDIFFERENT CITIZEN.

What is to be done with the citizen who does not register? Who doesn't care to vote?

In Portland alone with a voting population of 120,000 only about 90,000 have registered.

What a wall would go up if it were seriously proposed to disenfranchise those who neglect the privileges and responsibilities of suffrage.

Yet there are many who disenfranchise themselves voluntarily.

We wonder if they are the ones who are prone to find fault with officials, to criticize active and energetic men who are endeavoring to build up the community, and to lament that opportunities are lacking at the present time for success or achievement.

We wonder.

POOR OLD JOHN DOE.

John Doe who was arrested last night for being drunk, forfeited \$10 bail to the city this morning—Pendleton East Oregonian.

Poor old John Doe! How many sins have been committed in your name! By the way, what has become of your old running mate, Richard Roe?

Picked Up By The Stroller

A newspaper headline writer asks, "Would You Rather Have Bare Legs or Stockings at \$250 a Pair?" Now isn't that a poser to ask a man on

these frosty mornings? The Stroller can truthfully say he'd rather have the stockings, but he doesn't know what he'd do with 'em after he got 'em.

Charley Gore of the Eastern Oregon Light and Power Co. called the other day, and The Stroller could hardly get a word in edgeways.

Judge Messick of Baker county is holding out \$4000 of widow's pensions. We wonder what the Judge has against widows anyway.

Flotsam and Jetsam

Circumstances. Circumstances are the rules of the week; they are but the instruments of the wise.—Lover.

Hughes to the Line.

Isn't it about time that someone said he Hughes to the line, and let the chips fall where they may?—The Spectator.

A Moon Rainbow.

For lo, what think you? suddenly the rain and the wind ceased, and the sky

Received at once the full fruition Of the moon's consummate apparition.

The black cloud-baricade was riven, Ruined beneath her feet, and driven Deep in the West; while, bare and breathless,

North and South and East lay ready For a glorious thing that, dauntless, Sprang across them and stood steady. 'Twas a moon-rainbow, vast and perfect.

From heaven to heaven extending, perfect

As the mother-moon's self, full in face. It rose, distinctly at the base With its seven proper colors chorded, Which still, in the rising, were compressed.

Until at last they coalesced, And supreme the spectral creature lorded

In a triumph of whitest white,— Above which intervened the night. But above night too, like only the next.

The second of a wondrous sequence, Reaching in rare and rarer frequency, Till the heaven of heavens were circumflexed.

Another rainbow rose, a mightier, Fainter, flushier and flightier,— Rapture dying along its verge.

—Robert Browning.

LONG VISIT IS CONCLUDED.

Mrs. Wingo's Nephew to Return to Wyoming Town via Salt Lake.

Alice, Or., Oct. 9.—Clinton Conrad left on train No. 18 Saturday night for Rock Springs, Wyo., where he will re-enter the employ of the J. P. McDermott company where he had acted as manager of the grocery department and where for seven years he had been employed. He came to Alice more than a year ago on account of the serious illness of his aunt, Mrs. Wingo.

En route he will stop in Salt Lake City to attend the marriage of his aunt, Mrs. Alice McDonald, who will be married to Mr. Samuel Avis on Oct. 9 at 8:00 o'clock p. m. at First Christian church, Salt Lake City.

Many Soldiers Drowned.

Paris, Oct. 9.—The Transport Gallia, carry 2000 troops was torpedoed. Thirteen hundred survivors landed at Sardinia.

When You Read of Hart Schaffner & Marx Clothes, Think of N. K. West & Co.

Only Store in La Grande Selling This Famous Make

You are certain of getting a suit designed and tailored in perfect taste when you buy Hart, Schaffner & Marx Clothes. Men who have worn these garments are content to rely implicitly on the judgment of Hart, Schaffner & Marx experts. They realize that they're sure of being always well dressed when they select from this world-renowned line. They know that they cannot go wrong because the clothes are invariably RIGHT.

What more beautiful suits could a man desire than the VARSITY FIFTY FIVE models we are now showing. Compare and see if you can find anything about any clothes—even the expensive made-to-measure garments—that would make them better than these Varsity Fifty Five models. Hart, Schaffner & Marx have passed triumphantly the strictest tests and that's why they're first choice of so many particular men. And prices are no higher than you would have to pay for clothes that have none of the distinctive features of Hart, Schaffner & Marx. Any model you may desire in Hart, Schaffner & Marx clothes for Fall and Winter \$20.00 to \$30.00

OUR \$15.00 SPECIAL SUITS

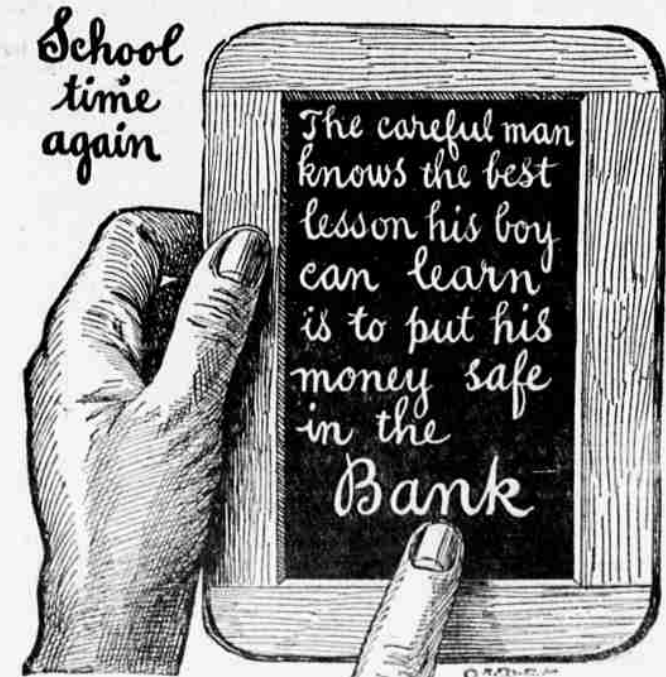
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THE QUALITY STORE

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"Tilt" Shoes



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PUT YOUR MONEY IN OUR BANK; YOU SAVE IT, YOU ADD TO WHAT YOU HAVE.

THE CAREFUL MAN ALWAYS "ADDS TO" WHAT HE HAS.

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WE PAY 4 PER CENT INTEREST

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NEW OYSTER LAW

La Grande oyster users have the assurance of Uncle Sam that with the opening of the oyster season the food and drug officials of the U. S. Department of Agriculture will continue their active inspection to prevent shipment of polluted oysters or shipment of shucked oysters that have been soaked to increase their bulk. This notice applies also to dealers of oysters in the District of Columbia and the Territories, which are directly under Federal supervision.

Those in charge of this work report that the oyster trade in general have expressed a desire to cooperate with the Department in securing a grade of oysters which are free from adulteration of any kind. Many have asked the Department to suggest a method of washing oysters without swelling them to an extent that constitutes adulteration under the regulations. The Department believes that moderate washing is probably necessary and desirable, but objects to any method of excessive washing that increases the volume of the oysters to an appreciable extent, either by permitting the oysters to remain in the liquid and absorb the water by the so-called "plumping" method, or by the introduction of an excess of free liquid in the containers in which they are shipped. The Department's answer to such inquiries is that oyster dealers are entirely able to determine for themselves whether or not any particular method of washing results in an appreciable increase in the volume of the oysters or in the amount of juice that normally should be present. Any method which produces appreciable increases should be discarded or modified. Any method that calls for soaking or washing for an excessive period, excessive agitation in water for a short period, or incomplete draining of the washed oysters should be avoided.

THREE CRUISERS TRAPPED.

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stricken. Ships a few hours out have hurriedly turned about and raced for port. Others are delaying sailing.

The whole situation is one of frightful expectancy.

Rescued Reach Newport. Newport, R. I., Oct. 9.—Four American destroyers carrying 216 survivors from the torpedoed vessels have arrived this morning. The Erickson carried 81 of them, the Drayton 68 and the Benham 36 while the Jensen had 31.

Babies in Small Boats. Fourteen babies are among the survivors. They had been found drifting in open boats near where the Stephano sank. They were afloat eight hours, exposed to the night wind. The survivors generally were calm, owing their life to that fact to a great extent.

Rich Come to Rescue. Great crowds were on the wharves when the rescue boats came in. Mrs. Elsie Vandervile sent her limousine for many victims.

Fourteen of the women had babies in their arms when helped ashore. As the Erickson pulled into dock, most of them stood weeping of joy at their rescue. They forgot in their relief that they had lost everything but their lives.

Seventeen destroyers were sent back to hunt further for human beings left floating.

Kingston's Crew Tardy.

During the forenoon Admiral Knight informed the navy department that American destroyers had failed to locate any of the crew from the British freighter Kingston, which was submerged off Nantucket at the time the others were.

The List of Sunken Boats.

The sunken boats included the Stephano, Strathden, Westpoint and Kingston, flying the British flag, and the Bloomersdijk, Dutch, Christian Knudsen, Norwegian.

The Strathden, British freighter was torpedoed and sunk off Nantucket and the crew was taken aboard Nantucket shoals lightship, and later removed to Newport by torpedo boat destroyers. The Strathden left New York Saturday for Bordeaux and was attacked at 6 a. m. The Westpoint, British freighter, was torpedoed and sunk off Nantucket. Crew abandoned the ship in small boats after a warning shot from the submarine's gun. Officers and men were taken aboard a destroyer.

The Stephano, British passenger liner, plying regularly between New York, Halifax and St. Johns, N. F. Torpedoed southeast of Nantucket, bound for New York. Reported still

afloat late Sunday night. Passengers and crew, numbering about 140, were picked up by the destroyer Balch and brought to Newport. The attack was made a 4:30 p. m. The Stephano was a steel screw steamer of 2143 tons, built in Glasgow in 1911.

The Stephano of the Red Cross line, however, was caught outside the neutral zone.

The destruction of this vessel was perhaps the biggest prize of the day. The craft had been sold to the Russian government and would have been used as an ice breaker after her present trip.

The Kingston, British freighter, torpedoed and sunk southeast of Nantucket. Crew missing and destroyer searching for them. This vessel is not accounted for in maritime registers, and may be in Kingstonian. The attack occurred about 6 p. m.

The Bloomersdijk, Dutch freighter, torpedoed and sunk south of Nantucket. Crew taken aboard a destroyer. The steamer was bound from New York for Rotterdam, having sailed Saturday night.

The Christian Knudsen, Norwegian freighter, torpedoed and sunk near where the Bloomersdijk went down. The crew picked up by destroyers. The vessel sailed from New York Saturday for London.

U-53 Skips Away Early.

Rumor had it that a fleet of German submarines was off the coast. Another that the Germans had established a submarine base on the Canadian coast.

Another speculation was that supply ships were co-operating with the U-53. It was pointed out that the submarine, after ostensibly cruising the Atlantic unassisted, arrived at Newport fully provisioned for three months and not requiring fuel or so much as a jug of water.

The sensation created Saturday when the U-53 quietly slipped into Newport harbor with one letter for Ambassador Von Bernstorff and as quietly slipped away three hours later, was nothing to the shock in shipping circles when wireless reports of submarine attacks began to come into the naval radio stations just before noon Sunday. Within a few minutes the air was broadcasted along the coast.

The submarine or submarines had taken a position directly in the steamer lanes. Vessels of the entente allied nations and neutral bottoms carrying contra-

band of war scurried to get within the three-mile limit of the American shore. Several that were following the outside course shifted and made for the inside line.

American Ships Stopped. At daylight Sunday the U-53 turned up southeast of Nantucket and got in the way of the American steamer Kansas of the American-Hawaii company bound from New York to Genoa by way of Boston with freight. The Kansas was flying the American flag. She was stopped by the submarine at 5:30 o'clock. Assured that the Kansas was an American-owned vessel, the submarine allowed her to proceed.

Captain Smith of the Kansas reported to the shoals lightship that he had been stopped. He said the submarine showed no colors, but from his meager description of the craft naval men were satisfied that it was the U-53.

Better known among the vessels subject to the submarine menace are the French liner Espagne, from Bordeaux for New York; the Anchor liner Cameronia, bound to New York from Glasgow and Liverpool; and the Cunarder Alaunia only a few hours out from New York for Falmouth and London.

New York, Oct. 9.—The steamship Bloomersdijk carried a crew of 50 men and a cargo of grain valued at \$500,000, consigned to the government of The Netherlands, according to W. Van Doorn, an official here of the Holland-American line.

He intimated that international complications might arise.

Newport, R. I., Oct. 9.—The British steamer Stephano carried 44 first-cabin and 39 second-cabin passengers, including many American tourists and a crew of 75. The United States torpedo-boat destroyer Balch reported the loss of the liner by radio to the naval station here, saying that the ship had been torpedoed. The message from the destroyer said that the crew and passengers were safe aboard the Balch.

Members of the so-called Newport society set were prompt to extend proffers of help to the shipwrecked passengers through Admiral Knight. Mrs. Robert L. Beekman, wife of Governor Beekman, and Mrs. French Vandervilt volunteered to take care of as many refugees as possible.

Many of the passengers on the Stephano are residents of New York.



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