

Eat Our Pure Candies Buy OUR Candies WHY?

- 1—Because we put only PURE Candy in Our Store.
- 2—We keep it in good Condition.
- 3—We sell it fast and have it coming FRESH.
- 4—You can RELY on our Candy.

Levy-Vogel Drug Co.
Prescription Specialists

Picked Up By The Stroller

The Stroller wandered up and down Washington street in Portland the other day looking for a convenient cafeteria and saw the Oregon troops marching down the street. Their officers were taking the boys down town to dinner. I don't remember ever seeing a finer sight. A short time ago they went down to the border, raw recruits. Now they are real soldiers and they march and carry themselves like veterans. And everywhere on the streets they got a bully fine reception. I never saw more patriotism manifested anywhere, young girls were out selling flags, buildings and stores were decorated. And there was an electric feeling in the air that made one proud to be an American.

A college girl has read 10,000 pages in four months. This is nothing to what "Bill" Cuddy and Joe Macqueen, the Oregonian or Sam Raddon, Jr., and Mr. Gittings on The Journal, or Dave Hazen, or Dave Morrison on The Telegram do. Their figures would be in the millions. It would take an adding machine to keep tab on these omnivorous readers of farm journals, country exchanges, magazines, and the latest books.

I went to see the film "Nathan Hale" at the Arcade theatre recently and I want to say that it was an in-

Corns Loosen Off With Magic "Gets-It"

2 Drops Do the Work, Painlessly.

"I tell you, before I heard of 'Gets-It' I used to try one thing after another for corns. I still had them. I used bandages and they made my



Corns Drive You Mad? Try "Gets-It" and They'll Peel Right Off!

too big to put on. I used knives and other things that ate off more of the toe than they did the corn. I'd cut and dig with knives and scissors, but now no more fooling for me. Two drops of "Gets-It" did all the work. It makes the corn swell and get so loose that you can just pick it right off with your fingers!" There has been nothing new discovered for corns since "Gets-It" was born. It's the new way—the common-sense, simple, sure way. "Gets-It" is sold everywhere. 25c a bottle, or sent on receipt of price by E. Lawrence & Co., Chicago, Ill. Sold in La Grande and recommended as the world's best corn remedy by Red Cross Drug Store.

spiring thing to see this brave young American giving up his life for his country. After all as he said he had only one life and he gave it without a murmur or hesitation. What name in American history is more honored today and whom could we better follow for an example today than Nathan Hale? If we do go to war, there are certain young men today whose names will go down in history, and be revered for many centuries with equal honor.

An editorial writer asks "are we men or mollycoddles?" Speaking for ourselves we are reasonably certain. But as for some others, we have our doubts. We know the owner of that newspaper, and know he is the kind that Ex-President Taft describes as a human jelly-fish. But he makes as much noise as a steam calliope. He is the kind that is very patriotic when it doesn't cost him anything.

MAKES MOTOR QUARTER OF AN INCH LONG

Hillsboro, N. D., April 3.—(United Press)—Ivan T. Nedland, a jeweler here, has made the smallest motor in the world. The motor is just a fraction of an inch more than 1-4 of an inch long, runs perfectly and possesses all the parts contained in larger motors.

The commutator has four segments made of gold, each being insulated from the other by mica. Fibre is used as insulation between the commutator and shaft and also between the end pieces and the commutator, which is built up precisely as the ones in larger motors, no glue or cement having been used.

Diameter of commutator: 45-100 inches. Mounting: pivot steel shaft 9-1000 in. in diameter. The brushes are made of silver and are 12-1000 inches in diameter. The length of the motor is 19-64 in. Height 11-64 in. Weight 5 1-2 gr. A small flashlight battery is used to supply the current.

How To Be Happy Though Married
Domestic happiness does not come as a matter of course, but, like everything else worth having must be worked for. Don't imagine that because you have won each other you need no longer be affectionate.

Carry over into the wedded life the refinement of manner that characterized your wooing days.

Once in a while let your husband have the last word. It will please him and be no loss to you.

Husband and wife are one, but it is a parody on unity if each wants to be that one.

A rose strewn on life's path while weary feet are painfully walking over it is more than wreaths for the dead.

Make your home a cabinet room where all affairs of the household and sometimes of business come under comparison and advisal.

Many a failure would have been avoided if men had consulted with their wives.—Rev. Dr. Madison C. Peters.

Men have been known to, but did any woman ever admit she was a loafer?

CITY NEWS IN BRIEF

Collection of News Paragraphs and Advertisements.

Mrs. Jap Stevens received a letter from her brother, Mr. Webb, of Wallace, Idaho, stating that they have had five feet of snow in the last week.

We pay highest prices for hide and sheep pelts. Peoples' Meat Market, 1419 1-2 Adams Ave.—Adv. 12-5-tf.

Russia, under prohibition, is prospering. In the first full year of prohibition the savings bank deposits reached \$405,000,000, and in the first nine months of 1916 the savings amounted to \$755,000,000.

Singer Sewing Machine.
New and second hand machines sold on easy terms. No interest. Repair work a specialty on all machines. Chas. M. Shapland, agent, Foley Hotel Bldg. Phone Red 451. 1-17tf

Money to Loan.
On improved real property in Union county, no delays, current rates. La Grande Investment Co.—Adv.

Oriental fabrics combined with wool jersey are startling in design and coloring, but most attractive.

We pay best prices for second hand furniture. DYAL'S FURNITURE CO., 404 Fir St., Phone Black 3351.—Adv. 12-4-tf.

Misses Jones and Rabone
Ladies Ready to Wear. We are now showing all the new goods in Suits, Coats, Skirts and Waists. We make suits, coats and skirts to order. Remodeling done. 3-12tf

The Federal Farm Loan Board has fixed the rate of interest in farm loans at five per cent, according to word received from D. G. O'Shea, president of the Spokane Federal Land Bank. The bonds will pay 4 1-2 per cent.

O. A. C. strain of baby chicks and setting eggs, trap nested the year round record up to 251 eggs per year. White Leghorn and Black Minorcas. Orders taken now. Phone R-192. Mrs. George Chapman. 2-22-1m

The Strahorn Railroad.

A committee of Klamath Falls business men in San Francisco for the purpose of raising money to complete the amount promised by their city to aid the Strahorn railroad projects, announces that he has succeeded in financing his roads and will begin work as soon as Klamath Falls has put up her bonus. The county has voted bonds for \$300,000 and the city has raised \$45,000 in addition, but must have \$35,000 more. San Francisco jobbers are asked to put up this amount to secure the trade of that section which while going there now, might be diverted to Portland or Seattle. If this statement is true there will be some lively railroad work done east of the mountains the coming summer, as Strahorn is an indefatigable worker, and will rush the roads connecting up the scattered parts of the state to speedy completion.—Salem Capital Journal.

Notice of Administration.

Notice is hereby given that the undersigned has been by the County Court of Union County, Oregon, duly appointed as Administratrix of the estate of George Stoddard, deceased. All persons having claims against said estate are required to present the same with proper vouchers to C. H. Finn, attorney, at his office 20 New Foley Building, La Grande, Oregon, for the administratrix, within six months from this date as that of the first publication of this notice. Dated at La Grande, Oregon, March 27, 1917. ELLEN I. STODDARD, Administratrix of Estate of George Stoddard, Deceased. Mar. 27; April 3-10-17,24

RAILROAD SITUATION IS NOW LARGELY UP TO CONGRESS

Must Share Responsibility In Future Development.

ROBERT S. LOVETT'S VIEWS

"Unification of Regulation Is Essential." A Complete, Harmonious, Consistent and Related System Needed—Federal Incorporation of Railroads by General Law Favored.

Washington, March 26.—Responsibility for the railway development of the country, for providing necessary transportation facilities to care for the growing business and population of the country, now rests largely with congress and not entirely with the railroad managers. This was the statement of Judge Robert S. Lovett, chairman of the executive committee of the Union Pacific system, to the Newlands joint congressional committee when that body resumed its inquiry into the subject of railroad regulation this week.

In making this statement of the changed conditions of the railroad situation Judge Lovett undoubtedly had in mind the decision of the supreme court on the Adamson law, handed down last week, which establishes the right of the federal government to fix railroad wages and to prevent strikes. This decision is regarded by railroad men and lawyers as marking an epoch in the development of transportation in the United States.

"We have our share of responsibility," said Judge Lovett, "but it rests primarily on congress. When the government regulates the rates and the financial administration of the railroads, the borrowing of money and the issuance of securities it relieves the railroad officers of the responsibility of providing and developing transportation systems, except within the limits of the revenue that can be realized from such rates and under such restrictions. "For a country such as ours, for a people situated as we are, to blunder along with a series of unrelated, inconsistent, conflicting statutes enacted by different states without relation to each other, instead of providing a complete and carefully studied and prepared system of regulation for a business that is so vital to the life of the nation, is worse than folly."

He summed up the present problems and difficulties of the railroads as follows:

First.—The multiplicity of regulations by the several states with respect to the issue of securities, involving delays and conflicting state policies generally dangerous and possibly disastrous.

Second.—The state regulation of rates in such a manner as to unduly reduce revenues, to discriminate in favor of localities and shippers within its own borders as against localities and shippers in other states and to disturb and disarrange the structure of interstate rates.

Third.—The inability of the Interstate Commerce Commission, whoever the commissioners may be, to perform the vast duties devolving upon it under existing laws, resulting in delay—which should never occur in commercial matters—and compelling the commissioners to accept the conclusions of their employees as final in deciding matters of great importance to the commercial and railroad interests of the country.

Fourth.—The practical legality that has been accorded conspiracies to tie up and suspend the operation of the railroads of the country by strikes and violence and the absence of any law to compel the settlement of such disputes by arbitration or other judicial means, as all other issues between citizens in civilized states are to be settled.

Fifth.—The phenomenal increase in the taxation of railroads in recent years.

Sixth.—The cumulative effect of these conditions upon the investing public, to which railroad companies must look for the capital necessary to continue development.

"We believe that the unification of regulation is essential," said Judge Lovett, "and that with the rapid increase of state commissions in recent years congress will in time be compelled to exercise its power in the premises. To unify regulation there should be a complete, harmonious, consistent and related system. We believe the best, if not the only practical plan, is the federal incorporation of railroads by general law, which will make incorporation thereunder compulsory, thus imposing on all railroad companies throughout the United States the same corporate powers and restrictions with respect to their financial operations and the same duties and obligations to the public and the government, so that every investor will know precisely what every railroad corporation may and may not lawfully do."

Judge Lovett contended that the solution of these problems and difficulties rested with congress. He told the committee that under the constitution the authority of the federal government is paramount, that congress has the power to legislate for a centralized control of railroads under federal charter and that it only remains for that body to exercise that power.

Blydenstein's Prepared Dietary Flour

Made from selected clean Bran and specially milled
High Gluten percentage flour with salt and soda
Highly recommended by physicians for constipation, etc.
Make your next Muffins from this health flour
Comes in 35c Packages and 65c Sacks

CALL MAIN 35

HUG'S Grocery

Railroad Derrick Used To Move House

In removing houses that obstructed its right of way, a western railroad recently tackled the job with a derrick—part of its wrecking equipment, and saved much time thereby. The method included the passing of four chains around the house to be moved, connecting them to steel rails on either side beneath the building, on which the weight rested, and then lifting the whole bodily into the air by means of a derrick to a new position beside the right of way. The houses being situated close to the track made the use of the derrick feasible, and the removal was accomplished without disturbing the residents or damaging the buildings, except where the roofs overhung. —From The April Popular Mechanics Magazine.

Shed Their Shoes.

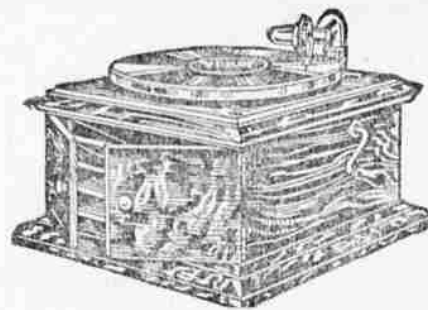
On entering a Japanese moving picture theatre shoes and clogs are removed, attendants hanging them on pegs in the wall. Thus the pegged wall becomes an adding machine for the manager of the theatre. If he ever has any doubt as to the honesty of the box office he simply takes a census of the clogs on the lobby wall and compares the total with the number of tickets turned in, of course allowing two clogs for each ticket.

About 15 per cent of the Harvard freshmen have feet that would prevent them from serving their country as soldiers. What, then, is the matter with the shoemaker?

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