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BUILDING AN ARMY.

The American people are just getting a taste of the time and work it takes to build up an army. We have been in the war over four months and have an army now of only a trifle over a half million. This includes our regular and the National Guard. We are now drafting an entirely new army of six hundred and twenty-five thousand men. These men will not be called to the colors until September 1st. Expensive cantonments will be built for them costing millions of dollars, and they will have to be subjected to intensive training of at least a year before they will be ready to go to the front. The science of warfare is something new for civilians; they must learn it from the bottom up. The first lesson and the hardest is obedience; responding quickly to the officers' orders. General Pershing says that he wants his men trained to obey orders promptly but that he doesn't want them to go so far as to obey them automatically. In other words he doesn't want machine soldiers. He wants to preserve the American spirit of doing things, the individual brain power which seizes upon emergencies and turns them into victory or defeat. If General Pershing and the other American officers follow this policy of keeping the individual American initiative, at the same time co-ordinating the movements of their men in military discipline, they will have the most wonderful soldiers in the world. There is no doubt that the American soldier will be fearless under fire; there is an element of fatalism in us all that make us careless of danger; but if we can produce trained soldiers without destroying their brains we will have a real achievement.

SETS A FINE EXAMPLE.

Uncle Sam is getting a fine example in the matter of loading freight cars, according to the commission on car service. Recently the commission addressed a letter to the secretary of war, to Herbert Hoover and other departmental officers having to do with the letting of contracts for government supplies. The suggestion was made that all government contracts carry requests that the freight car equipment be loaded to ten per cent above the marked capacity.

Uncle Sam did better than request such loading. In most cases parties furnishing material to the government are ordered to load cars to full carrying capacity. This means a big help to the railroads in their campaign for increased effectiveness.

Hot Lake Notes

Hot Lake, Or., Aug. 9.—(Special)—The following guests registered at the Hot Lake Sanatorium during the first part of this week:

Mr. and Mrs. Frank Monahan and daughter Patricia, Mat Hughes, Pat Connell, of Heppener; John Mayer, Mrs. S. Potter, Carolyn Rosenthal, Max Ralen, Anna M. Jackman, Celia Jackman, Mrs. S. E. Privette, Mrs. McCullagh, Mrs. Mary Carr and Mrs. J. E. McAuliff, of Spokane; Miss Della May Randall, Arlington; Lydia Bower, Ritzville; Mrs. D. Brown, Mr. and Mrs. F. W. Booth, Lewiston; Miss F. A. Choquette, Nelson, B. C.; Jas. D. Eaton, Enterprise; Mrs. J. J. Quinland, Island City; C. J. Edwards, Lowell Edwards, Tillamook; W. B. and Mrs. E. Coffinberry, Halfway; J. Kinney, Joseph; Mrs. F. W. Dryden and daughter, Walla Walla; Sheriff Catherman, Huntington; Florence Frazer, M. E. Mayer, Mrs. J. O. Darnell, Mrs. H. Lea and Franklin Morton, of Portland; Miss Juanita G. Holmes, Jas. Casey, Mr. and Mrs. Lee M. Chandler, of Boise; B. C. Burton, Mrs. L. S. Bentley, John T. Ogle, Mr. and Mrs. J. F. Robinson, J. C. Bowser and A. C. Funk of Pendleton; Roy Jones, Los Angeles; F. D. Quigley, E. C. Skyles, J. Frazier of Seattle; W. Wade, Ralph O. Jones, J. W. Daly, of Baker; Mrs. Clyde Seitz, Gifford Seitz, Eugene; Horace Kinney, San Francisco; W. G. Francis, Sidney, Illinois; Mrs. P. O. Neill, Colfax; L. F. Jennings, Richland; Pete Anderson, Kamela; Chas. Crance, Homelins; Ella W. Walling, Nampa; Miss Amy Madden, Caldwell; Mrs. R. B. Niles, Elgin; W. J. Polley, Haines; Fred W. Williams, John C. Williams, Jerome, Ida; H. J. Fires, Tacoma; Miss Violet Long, Sandpoint.

Judge Crawford left for Portland, San Francisco and Los Angeles Monday night. He will transact business in the two former places and visit his son Clair in Los Angeles, his son being the president of the Pacific Surety Co.

Floyd Charboneau of the La Grande Grocery Co. is on his vacation now and the vacancy made by his absence is being filled by Miss Gertrude Swalberg.

New Stetsons and Gordons FOR FALL

You've a hat here that's the very spirit of fall—smart and upstanding, in keeping with the times. We are glad to get hats like this today. You are invited to get acquainted with these style leaders. Try on, ask questions. Come and see them first, then buy when you get ready.

—See Some of the New Ones In Our Windows—



YOU SPIRITED YOUNG MEN

—Here are the hats that will carry a sunny welcome along with you into any company you meet. We know what men with spirit want. We've scores of these hats for this fall—and that's a point for us all to feel good about; fine hats are scarce today.



A MAN'S NO OLDER THAN HIS HAT

Sometimes a "conservative" hat conveys an impression of middle age that's not at all deserved. Every man welcomes a change in his appearance—and so do his friends. Many a young-looking man capitalizes the advantages these new hats give—for a bit of class, a touch of style and smartness. Let us show you what they will do.

Our Hearty Invitation

Come make yourself at home among our hats. It helps to get the word around among the live spirits—buy if you wish—and when you wish; you are welcome whether or not.



SAFE SPEED FOR AUTOMOBILES.

What is a safe rate of speed for an automobile? Anyone who has ever ridden in a machine will be interested in the answer as given by a recent editorial in the Los Angeles Times. The writer says:

"Thirty miles an hour on a country boulevard with a clear road ahead and no tracks to cross, may be considered a safe speed, but thirty miles an hour inside of the city limits is altogether too fast.

"Likewise twenty miles an hour on a city street, between crossings, might be considered a reasonable and safe speed, but twenty miles an hour over a street crossing in the down town district is so dangerous that ordinances have been passed to prevent such recklessness. Here, according to traffic officers, a speed of eight miles per hour is none too slow.

"Safe speed, then, is a matter of location largely, and even eight miles an hour is too fast when crossing a railroad track, unless the driver knows the way is clear.

"It takes an instant to slow up. It may take a moment to 'stop, look and listen'. It might require a loss of two minutes to set the brakes, walk ahead and see if the road is clear, return to the car and drive safely on. Two minutes time at the most, and one or more lives saved! Isn't it worth it? Does the occasion ever arise, unless it be when the driver is on a life and death mission, that circumstances justify crossing a partly or wholly obscured track, without stopping to ascertain whether a train is in sight or the way is clear.

"Slow up! Don't speed, even in the open country. Don't speed in crossing the city streets. Don't speed in the business districts. And above all, don't speed or even drive slowly across a railroad track unless you KNOW the way is clear."

EDITORIAL COMMENT

PREPARING FOOD FOR THE DRIER.

(By George Martin, United Press Staff Correspondent) Washington, August 10.—Before going on to tell something about Uncle Sam's methods of preparing foods for the drying process, we want to stop long enough to advise you that you can get the Home Drying Manual, published by the National Emergency Food Garden Commission, by writing to the commission at 210 Maryland building, Washington.

This manual will give you a great deal more detail about drying than this series of articles, which is merely intended to give you the principal facts about the drying system.

Your meat grinder, your kraut slicer and your hand chopper will do admirably to prepare the foods you want to dry. The slicer will cut large vegetables, such as potatoes and cabbages, into thin strips. Then there is a rotary hand slicer which you can buy that will help a lot.

If you don't want to buy these things, use a sharp kitchen knife.

Slice the foods thin, but not too thin. From an eighth

to a quarter of an inch is about right for most foods to be sliced.

If they're sliced thicker than this they dry slowly and badly; and if thinner, they lose flavor. Be exceedingly careful of the slicing machines, as they cut fingers very readily.

Cleanliness is as necessary in preparing food for drying as it is in preparing food for canning—perhaps more so.

Have your knives clean so they won't discolor the food. An earthy smell and flavor will cling to root crops if they're not washed. One decayed root will disflavor kettles of soup.

High grade dried "root" products can be made only from peeled material.

Some housewives prefer to blanch their vegetables before they dry them. This is all right, but not absolutely essential.

They claim it more thoroughly cleanses them, removes the strong odors and softens and loosens the fiber so that the moisture in the vegetables can evaporate more uniformly and quickly.

It is said to coagulate the albuminous matter in the vegetables, thus holding the flavor.

Blanching consists of plunging the vegetable into boiling water for a short time. Use a wire basket or cheesecloth bag for this.

After blanching the required number of minutes, drain well and remove surface moisture from vegetables by placing them between two towels or by exposing them to the sun and air, whole, for a short time.

MOTORCYCLE NEWS.

Four new world's motorcycle records were established on the Sheepshead Bay speedway by two Harley-Davidson riders. Leslie Parkhurst hung up a new and phenomenal travel of 1,453 3-4 miles for 24 hours of consecutive riding, which breaks the mark set by E. G. Baker on the Cincinnati speedway by 66 1-2 miles. Parkhurst's feat is made all the more remarkable by the fact that he was forced to suspend riding for more than two hours on account of a heavy rain that swept the speedway, so he really only rode 22 hours.

Otto Walker, riding simultaneously with Parkhurst, but driving a sidecar outfit, broke the 24-hour sidecar record by piling up 1,158 3-4 miles in that time. This beats the record formerly held by C. F. Bruschi, San Diego, Cal., of an even 1,000 miles.

Incidentally, Parkhurst hung up a new time of 7 hours, 35 minutes and 17 seconds for the 500 miles, and 17 hours 8 minutes and 28 seconds for the 1,000 mile distance, beating the former records for these distances, also held by Baker, by 1 hour 3 minutes and 13 seconds, and 18 minutes 2 seconds, respectively.

Why isn't a vacation a sort of head rest?

Fred Phelan, formerly Deputy Sheriff for Multnomah County under Tom Word, and wife, passed through

here this morning on their way to Wallawa. Mr. Phelan is now a contractor and went to Wallawa to figure with the city in regard to a water and sewerage system.

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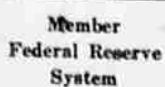
The Observer
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Supporting the Government

This is a time for every citizen to support the United States Government and many are doing so at considerable cost or sacrifice to themselves.

We have joined the Federal Reserve Banking System established by the Government to give greater financial stability and strength to the member banks and protection to their depositors.

You can give your support to this great Government enterprise and also obtain its protection for your money by becoming one of our depositors.



La Grande National Bank