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STILL A MENACE.

Premier Lloyd-George was right about the matter in his address at Edinburgh when he said that the submarine is still a menace, but not a peril. That is probably the most succinct way of explaining the matter. By a singular coincidence news comes of the torpedoing of a British ship en route to France with over fifty American soldiers on board who are missing. More than four hundred other Americans and presumably many British were also on the vessel who escaped. The loss of fifty, if such proves to be the case, is to be deeply regretted, but in proportion to the number who escaped it could have been much worse. The relative loss from the torpedoing of the Tuscania was light, but it is with burning indignation over the methods of the Hun that the report of any loss of life through the submarine is received. The losses so far through the torpedo has been on British vessels, which is probably a mere coincidence, but it is evident that the English channel is a more dangerous zone than the course which American transports take direct to the ports of France. No one except those who have made the trip really know what course is taken, but all the circumstances point to the fact that the area around the British Isles is the most dangerous.

But with the slight losses that have thus far happened to troops on their way to France, the words of the British premier are correct: that the submarine is, after all, not a peril. The loss of life has been much smaller than might have been expected. It is amazing that there will be a million American in France within a few days and the losses in the Tuscania and the Moldavia are an infinitesimal percentage of the great number of men who have safely arrived at their destination.

But the loss of a single life through this method is one too many and justifies the whole resources and the righteous resolution of the United States to stamp out the Prussian menace or peril, whatever it may be.

There will be a fierce reckoning for it all. Such incidents will only speed up the movement of American troops to the front, will result in a quicker response on the part of the people to back the war program and make the world a more decent place in which to live.

Often the Case.

After a man of sedentary pursuits reaches a certain age the back-ache with which he comes in contact is transformed within approximately half an hour after taking from an inspiration to higher and better things to a deep and apparently permanent regret.—Ohio State Journal.

FORUM

FRUIT EVAPORATOR NEEDED

Editor Observer:

I would like to make a suggestion to the apple and prune growers of Union county. The government has made both apples and prunes a part of the army ration. While shipping is so scarce, neither can be carried to Europe except in the dried fruit or evaporated state, but both are bringing a very high price now and will evidently increase in price as the American army in Europe increases in size, with the consequent increased demand. It is now the best clothed and best fed army the world has ever seen and I do not doubt that it will prove its efficiency commensurate with the efficient rationing. A big evaporating plant ought to be built at La Grande which will be able to take care of all the apples and prunes that may be offered and the government will doubtless take the whole product at a good price. The government last year paid as high as 15c a pound for evaporated apples, but California got most of the business because Oregon and Washington were not extensively evaporating apples. I hope it may be different this year.

One of the largest plants in the northwest for canning and otherwise preserving fruits and vegetables is located in Spokane in what was formerly the largest brewery here. It is now doing a larger business and probably more profitable business in the line of fruit and vegetable products than it ever did as a brewery. The people of Grande Ronde Valley need such a plant at La Grande which will insure them good profits on their orchards and I hope that it will act accordingly.

TURNER OLIVER,
Spokane, May 23, 1918.

The Bookworm

Books for all interests are to be found in the newest additions to the shelves of the public library.

War books continue to head the list in popularity. New ones include "Castles to Ponce, (McClure.)" "Abraham No. 19, (Buswell.)" "Women's Turn: Turning Tragedy to Triumph, (Kellogg.)" "With Serbia into Exile, (Jones.)" "Germany and The Next War. This book by General von Bernhardi is the revelation of the deep-laid plans by which the German military class hoped to win world supremacy.

Of interest in connection with present events are the history of France, and its language. Adam's "Growth of the French Nation," is one of the best and simplest histories for the general reader. Two books on the French language are small manuals entitled "Soldiers' Spoken French," and "First Lessons in French for men in Military Service."

The rising popularity of the Spanish language will bring into use a new copy of Cuyas' Spanish-English dictionary.

For technical men, books on wireless telegraphy have been purchased. The most reliable is said to be that published by the U. S. Naval Institute at Annapolis, entitled "Manual of Radio Telegraphy."

The library has a complete set of Kirkman's "Science of Railways." Other books on railroading are Wood, Principles of Locomotive Operation and Train Control. Wilson, Elements of Railroad Track and Construction. Sinclair, Locomotive Engine Running and Management. Sellow, Railway Maintenance and Management. Blackall, Up-to-date-air-brake Catechism.

New volumes of poetry which are popular are Rhymes of Our Valley, by Anthony Euwer of Hood River. Out Where the West Begins, by Chapman. Poems, by Alan Seegar, an American who was killed in the service of France with the Foreign Legion. The Broken Wing, by Sarojini Naidu. Those who heard some of these poems read by Mrs. Hill in the library, will be glad to see this collection.

Miscellaneous volumes, chiefly bought on request are Letter of a Woman Homesteader, by Elinore Stearns. God, the Invisible King, by H. G. Wells. In Tune With the Infinite, by Trine. Passing of the Great Race, by Madison Grant. Costumes and Scenery for Amateurs, by Constance Mackey. Infancy of Animals, by Pyrafft. Origin and Evolution of Life, by Osborn. The Romance of Names, by Weekley.

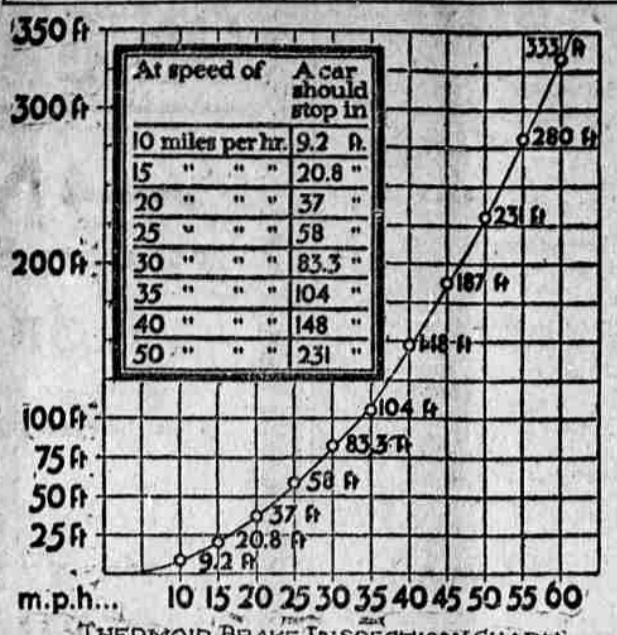
"Food for the Worker," is a new work highly recommended. While wheatless bread continues the most vital problem to the home cook, many women are still interested in the general problem of getting the most meals for their money, a need which this book is designed to fill. Copies of Rose's "Feeding the Family," are to be found in the library. Miss Milam, who lectured here Tuesday, considers this a most excellent work.

PRIZE

Fly boat given away for largest trout caught between May 25 and June 1st. See our window.

PUTMAN DRUG STORE.

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THERMOID BRAKE INSPECTION CHART

The up-to-date motorist must know in what space he can stop his car. The average motorist, experts say, uses his brakes from 20,000 to 30,000 times a year. Two-thirds of the motor accidents, they say, occur when cars are traveling less than 12 miles an hour. Bad brakes are said to be the cause of most of the accidents with which the motorist world is charged. Out of these conditions has come a nation-wide movement to have motorists inspect their brakes at regular intervals, so as to be sure they are in perfect condition.

In connection with this movement, a chart has just been completed by experts, who have been testing hydraulic compressed brake lining, regarded as the best kind for general use under varied conditions on account of its moisture-resisting qualities. This brake lining is now in use on many of the American war cars and trucks in France.

Will Your Car Do This?

The chart represents, experts say, the first scientific calculation of exact distances within which a car equipped with proper brake mechanism should come to a stop under average road conditions. It shows what a car should do if its brakes are right.

The average lining for automobile brakes is made up, simply of strips of woven tape which are easily affected by moisture, gasoline, oil and the dust of the road. The kind preferred by particular motorists is made of asbestos fabric impregnated with what is called graptal, and then subjected to 2000 pounds to the square inch of thermoid hydraulic pressure for one hour's time.

COBRADES TAKE NOTICE

All members of the G. A. R. and W. R. C., and all who participate in the memorial service for our soldier-sailor dead at the park will meet at K. of P. Hall, Sunday, May 26, at 2 p. m., also those who will furnish automobiles for G. A. R. and W. R. C.

L. W. Faulk, Commander G. A. R. Jessie P. Nelson, President of W. R. C.

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The Pacific Fleet contributed 166,960 miles on desert paths and coast highways; the Mountain Fleet 55,796 through the Rocky Mountains; The Dixie Fleet 3,285,860 in the South and North Midland; the Prairie Fleet 198,744 on the Great Plains; The Lake Fleet 217,372; and The Atlantic Fleet 254,012 on a grand tour of many routes ranging from Virginia, through New England, and back to the City of Goodrich.

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