

EDITORIAL PAGE

We're For Billy Sunday

Billy Sunday has been on the stage of action for many years, but we never had seen him until yesterday. We have heard so much that Billy Sunday is a "four-flusher" that he "desecrates the House of God," that he is "out after the money," and things of that nature, that we must confess the constant pounding of such statements of our mind had made an impression. So much so in fact, that we did not enter into the spirit of having him for a Fourth of July speaker, except to draw the crowd, which at best is a selfish way of looking at things.

But Billy Sunday came to La Grande yesterday. He mounted the platform at the fair grounds and like a rattling machine gun he started in on what proved one of the grandest talks ever made in the northwest. Yes, he uses lots of slang, but the way he uses it is plain to see. It is his individual style, just different from other orators and his slang slips by you as you smile, while the meat in his talk lodges deep in your heart.

Sunday had not talked two minutes until everyone knew where he stood. He has the Roosevelt punch to his utterances and he brings you up on your toes despite any opinion you may have formed regarding him. He has more history on the end of his tongue than the man who wrote the text book. He has more vocabulary than Victor Hugo, Elbert Hubbard and William Allen White combined. He has more action than Jess Willard ever thought of having when he won the world's championship from Jack Johnson. He has more soul than most men, and he has a heart that is right. No one could doubt Billy Sunday's sincerity yesterday. No one could doubt his sterling Americanism, his undying love for his country, his ardent Republicanism, his love for home, wife and children.

The fellow is a wonder and no mistake. He is more than a wonder—he is an American citizen so useful that he should have a bodyguard all the time. When the readjustment period comes, as come it will, Billy Sunday can do more to make men and women understand their obligation to home and country than all of Wilson's cabinet multiplied by four. He can show men the error of their ways until it is no wonder that the "saw dust" trail is lined with people who want to change their mode of living after hearing him.

His speech yesterday was necessarily more or less disconnected; as every Fourth of July speech is, because one has to talk against fire crackers, growling Ford's, spinning Packards and visiting women, with an occasional dear little baby that has grown hot and tired. But even with this disconnected feature, which Sunday will gladly admit, he took his audience from the vale of selfishness and materialism and made them see the power of God in the late war. He ducked the personal equation of the greatest of all army officers and pulled them down to their knees with their swords clanking and their gold lace disheveled, forcing all to realize that it was with God's help the great war was won. His illustrations were all good and no one could take exception to anything said in connection with the side of Christianity, except possibly the flow of slang he used. And as we have already said, when one hears Sunday the slang slips by and the true worth of his logic remains.

No man can hear Billy without being a better American; no man can hear him without understanding better than ever before his obligation to society, his obligation to home and to children, his obligation to God Almighty. Henceforth and hereafter we're for him and to use his own slang, "We're for him clear across the board." When national trouble comes, if it ever does, we hope the opponent of the White House will have the wisdom to pull Billy Sunday off the evangelistic campaign and set him to work to make over a lot of Americans who may think they have been grossly imposed upon and who have an inward hankering that things are not as good in this country as they are in other countries.

WILLARD, A BIG DUB.

Jess Willard was knocked out by the Utah man, Jack Dempsey, practically in the first round at the championship battle in Toledo on July fourth. True, he lasted three rounds, but he admitted that after the first round he was all in, and Dempsey declared he hated to hit him after the first round had been finished because of Willard's weakness and inability to defend himself.

Thus the title of champion passes to a younger man whom we believe will show some sporting blood ability to try at least to defend it for a length of time.

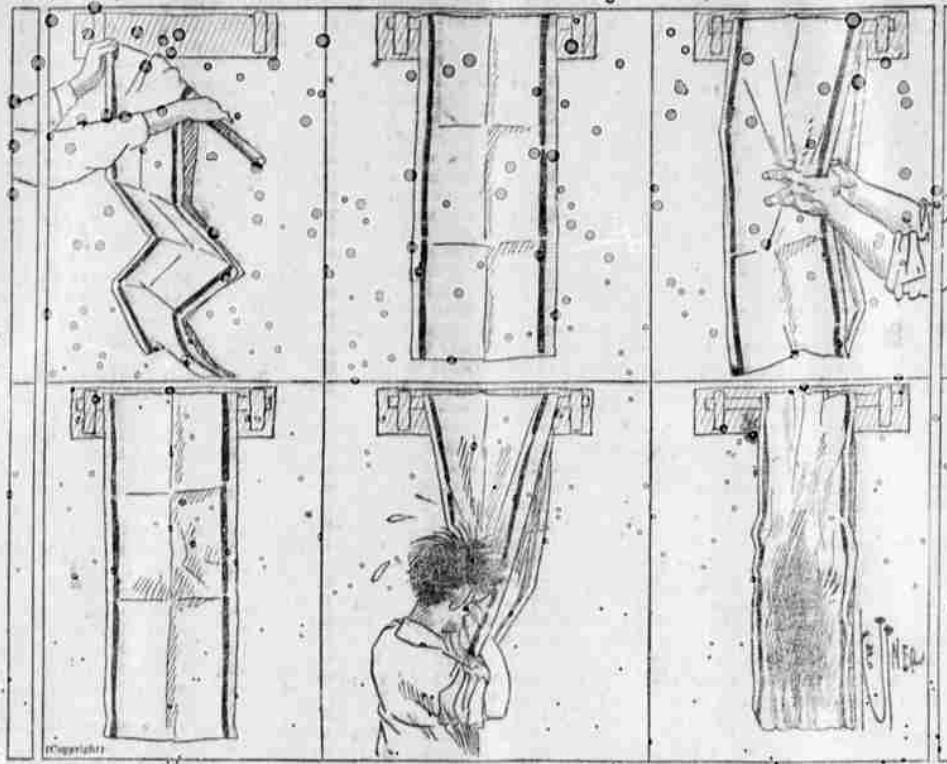
Willard won the championship from the negro, Jack Johnson, apparently on a fluke. He retained it in a peculiarly unsportsmanlike manner and has had his commercial eye on the game from the time he got the lumps. Down deep in the hearts of most people there is a belief that Willard never was a man of sufficient ability to hold the belt. He has shown very badly in many instances, and when the war was on he made no good showing for a man who was holding the world's championship.

That he should be knocked out in the first round indicates plainly that he is no fighter and never has been. It also indicates that he is not game.

Let him go; in the money he has acquired let him rejoice in the belief that he has been champion, but true sportsmanship will close the book on the Willard career and we will not think of ever having had a champion in America during the Willard career.

Willard hails from Kansas, the home of fine bare, Proctor B. Plumb, John J. Lugan and a score or more of other national characters, but the name of Willard will never be engraved in gold in the state house, nor will there be any monuments erected to his memory.

The End of a Perfect Day



Mr. Corey's Boomerang Returns to Plague Him.

If Public Service Commissioner Corey had known more about railroad rates, he would not have written that letter to the commercial bodies of Eastern Oregon urging them to endorse the proposed absolute long-haul short-haul clause of the interstate commerce commission, remarks Edgar B. Piper in the Portland Oregonian. He probably did not know it, for he has much to learn on the subject with which he deals as public service commissioner, but he is urging the producers and consumers of Eastern Oregon to act directly against their own interests. It does not appear whether he speaks also for his colleagues, Mr. Buchtel and Mr. Williams, but if he does, they too need information as to which way the interests of Oregon lie.

If transcontinental rates were re-adjusted on a strictly mileage basis, as are local rates, water lines would get practically all the business, especially as the Panama canal has removed the factor of time which formerly favored the railroads. Mr. Corey dwells sympathetically on Portland's lack of water lines in the past, but he may withhold his sympathy, for there will be plenty of water lines in the future, and they would become more numerous if railroads should be in effect forbidden to compete with them. Being deprived of this large volume of business and being entitled under the law to a fair return on their investment, the railroads would ask, and could not be denied, permission to make good the loss by raising all other rates. The coast cities would pay some of this advance on their local rail traffic, but the people of eastern Oregon would pay it on everything which they ship and receive. Portland could stand it, but the interior would be hard hit. It is only transcontinental business which enables the railroads to bring movement of cars both ways near 50-50 balance. Without that business the railroads would have to haul empty cars west and traffic would have to bear the cost of hauling them by paying higher rates.

The producers and consumers of Eastern Oregon—the growers of wheat, fruit, wool, cattle and all products of the soil, every person who eats a cup of corn or buys a pair of shoes, would pay for the privilege of preventing railroads from competing with water lines. The jobbers would pay, though they are most clamorous for Senator Poindexter's long and short-haul amendment, but their business, though filling a useful place, is not to produce, but to sell what others have produced. The jobbers of the interior might possibly extend their field into territory now held by Portland and other coast cities, but all would pay more for local traffic, and Portland would still have the advantage of cheap water lines. The whole system of blanket freight rates to all points between the Missouri river and the Atlantic coast, and of low lumber rates to the Missouri river would be swept away, and the lumber men of Baker county would feel the effect along with those of the Willamette valley.

In reopening this controversy, Mr. Poindexter is actually the champion of the Spokane jobbers, who have kept the rate question stirred up for many years in order that they might sell other people's products a little farther west than was possible when railroads were permitted to meet water competition. By depriving the Pacific coast of its, the coast has favored these Spokane firms, but the coast lines are coming back in double strength, and the Spokane firms will earn how much ultimate good their long hauls of litigation have done them.

For all the harm that the Poindexter amendment will do to Portland

A Fire Department That's Worth While.

While everyone was having a good time yesterday there were some faithful men who stayed on the job. These men belong to the La Grande fire department, and without their work yesterday there probably would have been a much smaller La Grande today. Numerous calls clattered into the fire station and each time before one could say "scat" the hum of the motor was heard and the department was running at fast speed for the scene of the fire. Such a day's condition, has not prevailed for years and every match or fire-cracker proved to be a dangerous article.

The boys had their fire truck all dolled up for the parade but a fire broke out while the parade was forming and it was forced into active service. That was the beginning, and during the entire day there were calls from different parts of the city. They were on the job all the time and the men who vigilantly watch to protect property and save lives. The volunteers also responded when possible yesterday and they must not be overlooked in passing the bouquets. It is with regret that one of these boys was quite badly injured while making a run to assist in extinguishing a fire in South La Grande.

When a city can pull off a parade such as was had on the Fourth it is a city that is a fine place to live in. Parades require first of all leadership and direction. In this Mr. Pearce and Mr. Conlidge are past masters. It also requires complete co-operation. In this the people of Union county excel.

The Red Cross kept up its excellent record of achievement by showing in the parade a float depicting the "Greatest Mother," and it was a piece of work that set a record for floats of that nature.

Who would have thought there were many rolling horses in Union county until Mrs. Scroggin mobilized her section for the parade. It was well handled and showed untiring energy.

Bill Evans with his pure white float set a pace for float builders. While it was an industrial float, it was a beautiful piece of work and will long be remembered.

If only some of that Willamette valley would aloy over across the mountains we would all be happier.

La Grande people would be willing to carry umbrellas for full ten days if only the moisture would come.

Those who saw the prize fights in La Grande Friday night saw better fights than the great crowd saw at Toledo. Did you think of that?

Protects Woodwork. When it is necessary to keep a piece of furniture from scuffing or denting the seat or seat-back, and it is not convenient to get little rubber buttons or carpins, take the fingers of your old glove, stuff heavily with wool to the size needed, press to the back of the article in question with the fingers at each end, and they will stay over the purpose efficiently and not noticeable.

Julian's Wealth in Peas. One of the largest pea cans in the north part of Idaho is receiving much attention. The crop is to be much more than 25,000 acres, which might be completely drained by gravitation, and the total contents would be equivalent to 25,000,000 tons of coal.

Butter Wrappers priced at the Observer office.

WILHELM'S SONS WOULD SAVE HIM

VON HINDENBURG ALSO OFFERS TO BE THE GOAT.

Prince Eitel Frederick, Kaiser's Second Son, Sends Telegram to King George, of England.

BEELIN, July 5.—Prince Eitel Frederick, second son of the former German emperor, has sent the following telegram to King George:

"To His Majesty, the King of Great Britain and Ireland:

"In fulfillment of natural duty of son and officer, I, with my four younger brothers, place myself at your majesty's disposal in place of my imperial father, in the event of his extradition, in order by our sacrifice to spare him such degradation.

"In the name of Prince Adalbert, August Wilhelm, Oscar and Joachim Signed, Eitel Frederick."

HINDY ALSO COMES FORWARD. LONDON, July 5.—Von Hindenburg, former chief of the German staff, declares he is responsible for the acts of the German main head quarters since August, 1916, and also that he is responsible for the proclamations of former emperor Wilhelm concerning the waging of war.

He says President Ebert of Germany, to inform the Allies to this effect, says the Encouraged Telegraph dispatch from Copenhagen.

GRAIN HANDLING IS BIG PROBLEM

STRIKE OF PORTLAND GRAIN HANDLERS SERIOUS.

Federal Grain Administration May Have to Take Over the Loading of Ships.

PORTLAND, July 5.—The federal grain administration may be forced to take over the loading of grain ships here because of the pending grain handlers' strike, according to a statement issued today by Max Houser, vice-president of the Federal Grain Corporation.

"I expect nothing to develop until next Monday," said Mr. Houser today, "on account of the pending holidays, but something will have to be done early in the coming week. Vessels costing hundreds and perhaps thousands of dollars a day for maintenance are being forced to idleness by the local strike. I shall probably decide Monday what course must be pursued if the local grain handlers' union has effected no settlement."

Convicted Soldiers Make Escape From Guards As Transport Nears Land.

NEW YORK, July 5.—Two army prisoners, one sentenced to life imprisonment for murder and the other to 15 years for attempted murder, escaped from their guards last night when the transport Mt. Vernon was nearing New York harbor and were still at liberty today. Guards searched the vessel and as the troops disembarked each man had to run the gauntlet of the military police.

City of Antiquity. Founded before famous cities, which doubtless many centuries ago and which have long since ceased to exist, such as Babylon and Nineveh, Tyre and Sidon and Sodom and Gomorrah, and other than any of the cities of its region or of Persia, Egypt, Greece, India and the Mongolian nations, Damascus undoubtedly is the oldest city in the world. The founding of Damascus is venerated by the name of the re-novator antiquity, but investigators of the oldest have declared that Shoa, eldest son of Noah, was the founder.

Worry is Death. It is not worth that. It is death. It is worry. Worry is death. You can worry out more upon a man than the gun war. Worry is rust upon the blade. It is not the revolution that destroys the machinery, but the rust.

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PARADE WAS BIG FEATURE OF DAY

(Continued from Page 1)

Finally made to Mrs. R. D. Bado, driving her Premier "pink and white" car. The decoration for the car were arranged by E. E. Keith. The judges awarded Mrs. Norma Daulton's red car a very close second.

Many More Business Floats. The float which the city had entered in the parade was cancelled when the first bell rang just as the parade was ready to move and the members of the brigade had to take their truck to the blaze in the Zuber-rooming-house.

The city and county floats in this section were also excellent. Among them was the B. C. Hamilton float, driven by "Bill" Evans, with a Nash car mounted on a heavy truck. Another was the "Liberty" float, a very prettily decorated Liberty car, entered by the local agents, the Union Motor Company. J. D. Lynch was boosting King Coal, even if it was a fiercely hot day, and the Harris and Hooverland Grocery, United National bank, O. E. Conlidge, Zuber Hall, Red Cross Drug Store, Oregon Hardware and Implement Company, W. H. Bohlenkamp Company, E. E. Kirtley, J. J. Car, La Grande Implement Company, Oregon Grocery Company, Silverthorn's Drug Store and J. C. Penney Company all were well advertised by their entries.

The Kids Were All There. The baby section in the last division was splendidly arranged and they made a mighty fine showing. They rode in prettily decorated automobiles and their costumes were made on the same lines as the decorations of the car in which they rode. Mrs. Ray Murphy was responsible for the arrangement of this whole section and met with splendid success. Mrs. Lynn Bohlenkamp's car, driven by Miss Grace Pickens, carried the "basket float." Mrs. George Stoddard's car had a load of babies and Mrs. David Stoddard's was a nursery car. Leo French had a load of red headed youngsters. Mrs. W. Reuter had another children's car, and Mrs. Ray Murphy had one of the prettiest of the lot, a daisy car. Another load of children rode in a decorated trailer behind the Kirtley machine, and not the least of the children's section was a miniature automobile piloted by young Master Stokes.

The Judges' Awards. The judges of the parade were Dr. Joseph Chase, chauntauqua lecturer, who spent yesterday in town, and two commercial men, R. F. Kenney and L. N. Nolan. They made their awards as follows:

For the best decorated automobile—the "Pink and White Car," entered by the R. D. Bado Auto Co. The Norman Deslier car, decorated with a coat of brilliant red paint, was placed as a very close second.

Fraternals floats—First, Eagles' car; Industrial Cars—Wheat house mentioned as deserving special mention.

Ronde Lumber Company; 2nd, B. C. Commercial Cars—1st, Grande Hamilton Garage float.

WILLARD LOSES CHAMPIONSHIP

(Continued from Page 1)

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