

THE SHRINERS ARE COMING

The deserts of Eastern Oregon are prepared for candidates for the Shrine ceremonial to occur at La Grande on September 6, when Al Kaiser Temple of Portland will come across the state to confer the honors of membership in the greatest crowd of funmakers that exists on this earth.

Illustrious Potentate W. J. Hoffmann has issued his commands to the Shikhs of the Desert. He says to go get 'em, and leave the rest to Nobles from Portland.

"No longer can I disregard the cry for succor that assails my ears from the great deserts along the Eastern border of our domain," says the illustrious pote. "My heart bleeds and my soul sickens when the cry of the unclean and the unregenerated comes to my ears.

"They seek purity, and we must purify 'em.

"Their sand-sores itch for the healing waters of the oasis.

"They thirst for the Zem-Zem of happiness.

"So, go ye into the waste places and gather together a large concourse of novices.

"Pitch the mazuma from their filthy rags, and then gently lead them to the camel corral, there to be hobbled and allowed to fast and pray until the choo-choo from Portland puts our gang of purifiers in touch with them.

"This is thy duty to the world.

"And may the blessing of Allah be on thee and thine unto the last generation.

"Great is Allah!" All of which lead to the conclusion that the Shrine ceremonial in La Grande is to be "some" event.

It is understood that a large number of novices have already been so cured for the occasion.

Over at Athena F. S. Legrow is doing the sheiking for the La Grande class; Clyde McKay is said to have a few novices ready at hand and will bring them here; J. A. Patterson is going to herd a few in from Heppner; Jeff Billingsly has been placed in charge at Ontario. T. M. Baldwin may fetch a few from Prineville; W. E. Brock is expected to supply some victims from Pendleton while L. A. Wright is putting the Shrine brand on a collection at Union.

The officers of Al Kaiser are anxious that the class be large in numbers and of the finest character in personnel.

While no figures are available it is understood that the expense of making the pilgrimages to La Grande is very large and Al Kaiser will not be justified in repeating the journey to any point in Eastern Oregon if the financial returns are not equal to the expenses.

It has not yet been determined whether the Portlanders will come by special train or board the regular leaves that city on Friday, the 5th.

More than ordinary interest is attached to the Shrine at this time because of the fact that the Imperial Council will meet at Portland in June of next year. The council is the highest body of Shriners, and always puts on a show with the trimmings of magnificent splendor. For the week they will make Portland an Oriental city. Thousands of Shriners will be in uniform, thousands of them will be in the parades of marching men and each day there will be



FRANK S. GRANT, Chief Rabbi.

a parade that will far surpass in richness any event the West has ever staged before.

Portland has raised \$100,000 to pay for the show, and is continuing to raise more money.

13 HURT IN TROLLEY CRASH
DES MOINES, Ia., July 26.—Thirteen persons were injured, several seriously, when two street cars collided Wednesday night during the rush hours.

Motor Car in Union County Today and 20 Years Ago

It is a far cry today from the efficient little business car, the magnificent, luxurious and expensive pleasure machines and the powerful great motor trucks back to the days of the first little one-hung, coughing vehicle that was the first step in the realization of the development of the modern automobile. The passing of the years—and not so very many of them, at that—have left a few relics of the first roly machines, but the memories of them mostly linger in the memories of the people. All of us who have lived for twenty years or more can call to mind vivid pictures of the contraptions whose progress was sustained by an odorous and noisy gasoline engine and controlled by a "stick." In these days when fine machines are so common it sometimes gives one pleasure to think back upon the first "gas wagon," with their chain drive, their power of attaining a speed in many cases nearly fifteen miles per hour, and their ever-effective faculty of rousing from his slumber the plodding old family driver, as he stole a few winks of sleep while hauling the family cart to town, or sending the nervous and high-spirited horse into an exhibition of dancing along the public highway or in the ditch that was decidedly uncomfortable for the persons who might happen to be in the rig behind him. Many motorists in the early stages of the game, had to be very careful about choosing their roads and their time of day for travel, so as to avoid having all the buggies and harness in the county tryside smashed up.

And no less wonderful than the development of the automobile has been the growth of the garage business until in practically every town in the nation it is one of the busiest and most profitable of business enterprises. The erection this summer of three large garages in La Grande, in addition to others already here, shows well enough the manner in which the automobile dealer and the repair and supply man have grown

Since the first automobile was brought to La Grande in 1902 by Dr. Mollitor, who was practicing medicine here at that time, until the present date there have been on an average one hundred automobiles brought into this county every year. Today with a population of a little over 16,000 persons, Union County has over 1800 automobiles under license, and the number is constantly growing. The price of these cars when new will average at least \$1,000 each and all the garages in the county will represent an investment of over one million dollars, making a total investment in automobiles of nearly three million dollars.

As has been said, the first car to La Grande was bought in 1902 by Dr. Mollitor. The doctor is now in San Diego. George Ruckman followed his lead a short time after and came home one day with a four-horse-power one cylinder Oldsmobile. Thomas Wright, of Union, then got a one-cylinder Cadillac, Dr. W. T. Phy purchased a two cylinder Reo, and Fred Housh, who was then superintendent of the Eastern Oregon Light and Power Company, invested in a two cylinder Buick. S. D. Crowe, now manager of the Home Independent Telephone Company, became the owner of a two cylinder Oldsmobile. These purchases all were made between 1903 and 1905. The first home built car was made by Joe Whiteman and his son, Clarence, who constructed a machine and made the

labor contented more and more by the use of powerful trucks and tractors that do the farmer's and the contractor's heavy hauling. It is estimated that there are now two hundred tractors in use in Union county, with more and more farmers being added to the ranks of their advocates and users. It seems little wonder that the thousands of horses running on the ranges of eastern Oregon are a greater problem to their owners, especially in this year of drought driving, the horse is now finding his and feed scarcity.

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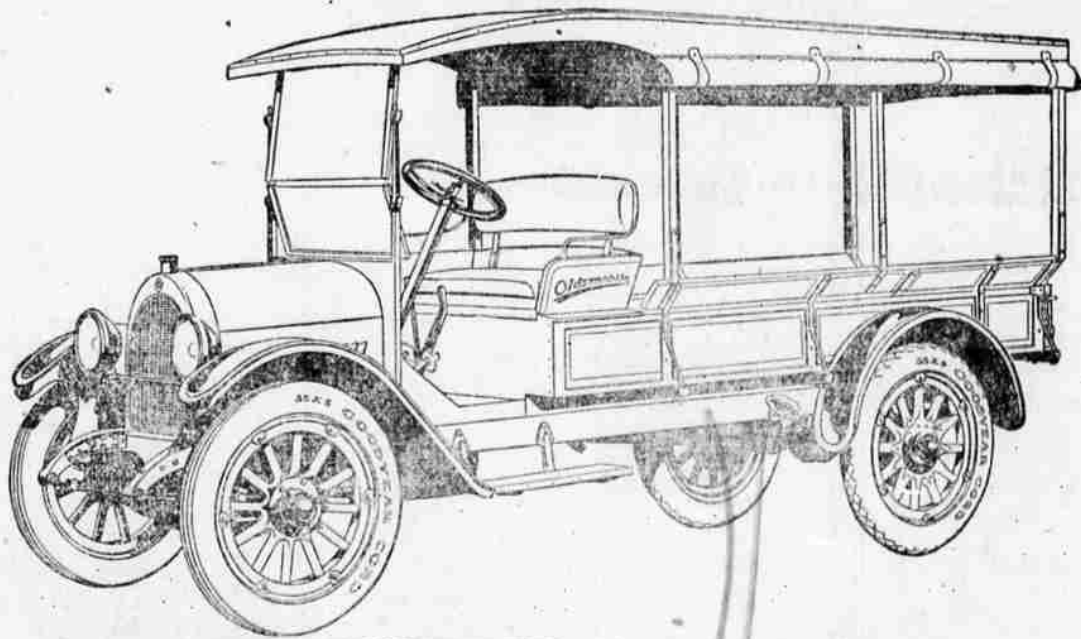
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