

CHARLES KING TO LEAVE HOT LAKE

WILL JOURNEY BACK TO HIS
HOME IN ENGLAND.

Afflicted Gives Thanks to Friends for
the Many Kind Remembrances
—A Benediction to All.

Hot Lake will hardly seem the same after tomorrow, for Charles King, well known to every guest of the sanatorium, will then start on his journey back to his old home in England. Mr. King has been at the Lake for many years. He was injured at one time in his life in a mine accident in British Columbia, which finally resulted in partial paralysis. For this reason he has been forced to remain at some institution. He chose Hot Lake because he loved the people of the Grande Ronde valley and the man who is at the head of the institution, and now that he is leaving he offers the following benediction to those whom he cherishes:

HOT LAKE, September 14.—To the Editor, The Observer, La Grande, Or. Dear Mr. Dennis: Next Monday night I am leaving Hot Lake for New York, on my way to the land of my birth, England. I want you to give me a little space in your Sunday edition, to get a word of farewell to those, so many of my friends and acquaintances, who are readers of your publication.

In the first place, I wish to thank you, personally, for the many kindly actions, small things though they may appear to you, but nevertheless, they have been the vehicle through which I have been enabled to let off a little steam once in a while, on subjects which came along in our ordinary, daily life.

If, as an occasional contributor to the columns of the Observer, I have ever offended the susceptibilities of any one of your readers, I herewith offer such a one my most sincere apologies, and trust the same will be accepted in the same spirit as it is given.

But, Mr. Editor, more and greater in my mind just now is a parting message which I would like to make everybody sit up and take notice of, and it is the fact, too little thought of and too little appreciated these days, La Grande people are living in a section of the United States which has no equal in any other part of the whole universe.

I often have thought that Moses made a big mistake when he took the children of Israel east of the Red Sea instead of "going west." If he had kept on going west until he and his followers had "struck" Oregon, there would have been a far different story to tell of the promised land. One has only to visualize the arid land of Bible history and geography, then compare it with Grande Ronde valley, Umatilla's wheat fields, Hood River's orchards, and the profligate yields of the far-famed Willamette valley, to find tangible proof that old Moses made the biggest mistake of his lengthy career.

In my travels in many parts of the world, I have never yet seen such a country, which, like Oregon, can boast of such innumerable golden opportunities held out to the man and woman to make good. It is often said that "opportunity only knocks once at a man's door," but that trite saying was coined before Oregon was discovered.

To quote one of several of similar instances which have come under my notice, this year, is sufficient to warrant my, or any other man's praises of the state of Oregon. A young fellow of my acquaintance, in the summer of 1918 bought a ranch, set it to "fall" wheat, and during the present harvest sold his grain for a sum equivalent to 90 per cent of the price he paid for his land. Of course, he worked, but such toll with such results becomes a pleasure.

Other opportunities in various lines of industry are continually cropping up in this northwestern state, and it isn't only capital that is required, but energy, perseverance and a will to work, and the reward is certain. If any young fellow, blessed with health and strength, determines to get ahead in this state, there is absolutely nothing to stop him from attaining the object of his ambition.

The state of Oregon is today alive with possibilities and opportunities. Wake up, young men of Oregon, and

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MOTOR CAR IS MODERN WAY

FACTORY OFFICIALS LIVE FAR
FROM THEIR WORK.

Employees of the Liberty Factory
Owning Machines Are the Ones
Who Are Always On Time.

That the modern automobile has brought the rural sections within the limits of every city, is best told by Robert Marr, of Union Motor company, in discussing the conditions that prevail at the factory where Liberty cars are made. Mr. Marr said:

"There has probably never been a better example of the utility of the motor car in connection with business usage than has been discovered among the officials of the Liberty Motor Car Company, of Detroit.

"Rapid growth within the factory organization has, of course, drawn many workmen and executives from other industries, and even from other cities. These people naturally enough had lived near their work and it is surprisingly true that many of them have found it unnecessary to move, even though they lived out in the suburbs or in other nearby cities.

"Not taking into consideration the large number of employees and office workers who live several miles from the Liberty factory, the officials themselves furnish an interesting example of how the motor car brings suburban residents within convenient reach of the downtown district.

"The traffic manager of the company drives to and from the factory daily from his home in Ann Arbor, 44 miles away. The sales manager lives six miles from the factory, and the head of the advertising department drives 24 miles daily. The assistant engineer travels 23 miles, while the secretary drives a distance of eleven miles each way, twice daily. And it is notably true that these men who use motor cars arrive at the factory in the mornings more consistently on time than those who ride on the street railways."

Evening In The Grande Ronde Valley

(Isabel Willam)

"Does it take any more gasoline for two to ride than for one?" A pleasant faced lady asked me that recently, after halting my automobile with upraised finger.

"I guess not. Jump in. Where do you want to go?"

"Pretty nearly anywhere, so long as I ride, for wherever one goes in this country charming vistas unfold, don't they?" came her smiling response. "I've wanted an automobile for the past twenty years—same as I've wanted a husband," said she, sighing. "They make life worth living."

Not sure which made life worth living I told her candidly, "They are pretty cheap nowadays. Most anybody can afford to buy one."

"I think every lady ought to have one or the other, don't you?" she asked it very earnestly, but added quickly, "Not that I ought to complain, for I'm not a regular old maid, and I confidently expect to

own an automobile some day. My cousin works in a garage. He is a good mechanic and he is saving different parts of old cars for me. Men leave them there you know, when they are damaged and he's saving various parts until he gets the whole skeleton. I heard of a man that did that back in Chicago, when he had almost all the parts he just put them together and painted it up pretty with the result that he had a mighty nice looking car for almost nothing."

"That's a clever way to get a car," said I, quite interested. "But what did you mean by saying you are not a regular old maid? I didn't suppose there really were spinsters in the west."

"There are two kinds of old maids in the world, regular old maids and Lady old maids," she announced, seriously. "But only one kind is found here. Of course that

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CANADA SEEKS HER SOLDIERS

MANY OF THE DOMINION VETERANS HAVE LOCATED IN U. S.

Gratuities Are Awaiting Them for
Service in the Big War—Particulars Will Be Furnished

The following communication from the British Columbia Returned Commission is of interest to any Canadian soldier who may have located in Eastern Oregon:

A great many men who served in the Canadian army are now resident in the United States, particularly on the Pacific coast.

Under the original order in council dealing with the payment of War Service Gratuities, men who did not see service in France and men who were discharged previous to the signing of the armistice on November 11th, 1918, were not entitled to participate in same.

Under a recent Order in Council this ruling has been changed and men who come under the above classification are now entitled to payment of Gratuity.

The assistant district paymaster advises me that a great many men who are entitled to gratuity under this order have not yet filed applications for same.

I should appreciate it very much if you could see your way clear to make these facts public through the columns of your paper in the hope that they might be read by some of

the men interested. If any man who comes under the above category will write me enclosing a copy of his discharge certificate I will be pleased to furnish him all particulars regarding the Gratuity also the necessary application forms.

GEO. F. PYKE,
General Sec., Victoria, B. C.

Style In Motor Cars Is As Important As In Architecture or Clothing

By Daniel Auto Co.
A glance at catalogs of by-gone years establishes the fact that style plays as important a part in motor car design as in clothing or in architecture.

The modern automobile is unquestionably a product of evolution. The most gratifying feature of motor car development, however, is that each step is marked by greater real comfort for the owner. Here styles in automobiles differ radically from fashion in clothing. While a present-day suit certainly is more pleasing to a man than garb of 1910 design, it probably does not fit him any better or make him any more comfortable.

A 1919 motor car, however, offers decided advantages over machines of former times. In early days top and windshield were regarded as extra equipment, obtainable only by paying additional charges. Self starting equipment was unknown. Many of the features which motorists of today regard as necessities were yet undreamed of.

Styles in motor cars more closely resemble developments in architecture because they mean a progressive increase in real satisfaction. There is another reason, too. Automobile fashions change more slowly than clothing styles. A machine which

optimizes the tendency of new year will not be hopelessly out of date the next. It will continue to represent good taste for a considerable period.

But the fact remains that styles in motor cars vary, and leading manufacturers change their aims to conform to popular demands.

The new 1919 Beauty-Six, for example, differs widely from the Auburn of 1908, less radically from the Auburn of 1915, and very slightly from the Beauty-Six of 1918. This is because the Auburn designers plan each model to conform to the highest standards of good taste at the time in which it is produced. Thus the Beauty-Six of 1919 represents daring tempered by experience, modishness attained and freshness avoided. It stands at the zenith of fashion today. It will be in good taste 5 years from now.

In my opinion, the performance of Auburn beauty is one of the strongest recommendations of the Beauty-Six.

An alleged attempt by agitators to stir up dissatisfaction among members of the crew of the new shipping board steamer Dertonia, while the vessel was on her recent trial trip, resulted in the disturbing element being dismissed from the ship on her return to Astoria.

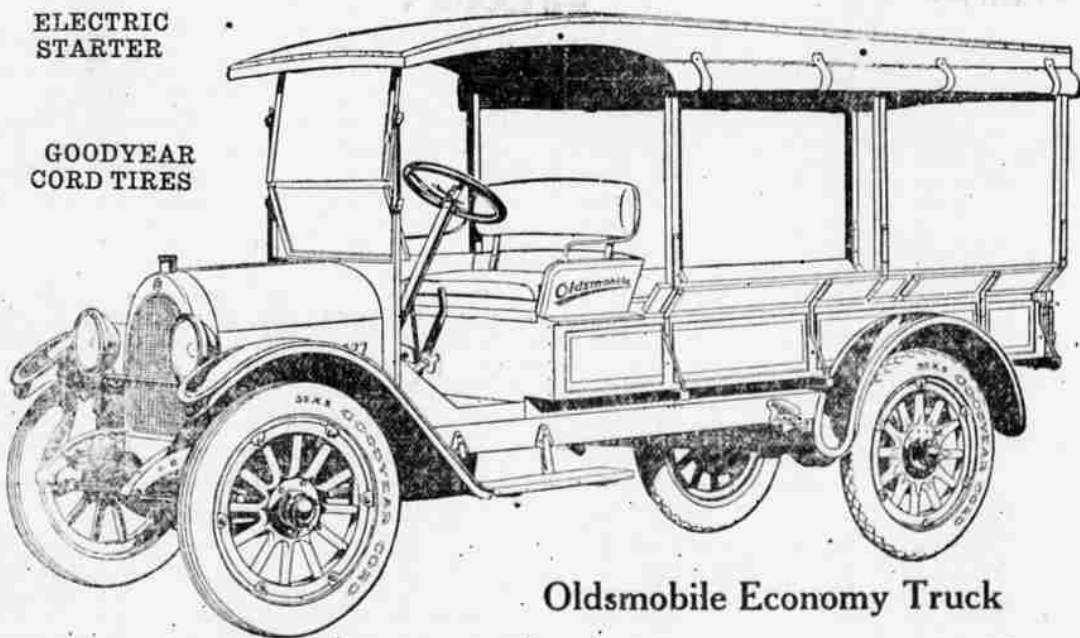
The German submarine U-88, destroyer of 10 allied steamers, and believed to be the last enemy submarine to have successfully passed the Straits of Dover, will arrive in Portland October 1 for a visit of four days.

BAPTIST CHURCH.
Rev. George H. Harrison, of Gresham, will preach at the Baptist church both morning and evening, Sunday, September 12.

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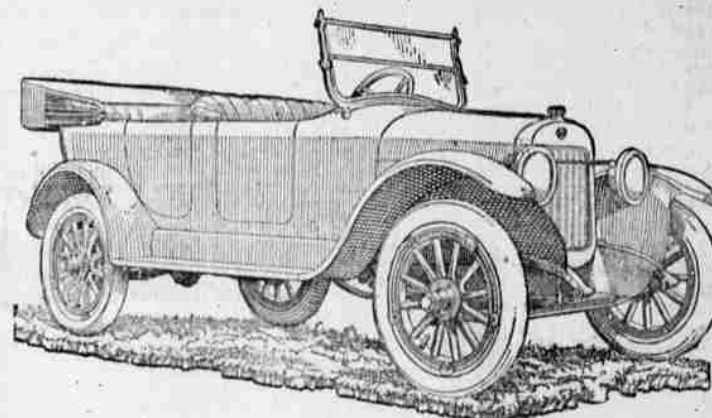
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A Feast to the Eye is the Post-War Maxwell



A NOTED artist, whose income is sufficient to provide him with a Rolls-Royce, took one look at the Post-War Maxwell and remarked: "It's a sun-down!" Which is art slang for saying, "It's a beauty."

This artist then went to the telephone and placed his order for one.

But the real great beauty of the Post-War Maxwell was hidden from the eye of this noted artist.

He did not know about the vast improvements made in the chassis, how the electric system has been perfected, how a heavier and masterly rear axle has been used, how Hot Spot and Ram's-horn have given the engine a new efficiency, how the emergency brake has been set up on the transmission shaft, nor a score of others that would make a "mechanical mind" forget his dinner.

It's a greater Maxwell than any of the 300,000 of the same type that grace the highways of the world.

Though a respectable sum has been added in value, the price is only \$985 f. o. b. Detroit.



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