

CAPITAL'S IDEAS ARE PRESENTED

OPPOSITION TO COLLECTIVE BARGAINING AND THE OPEN SHOP IS PRESENTED.

STRIKE AND BOYCOTTS CALLED INDEFENSIBLE

Conference Adjourned Until Tuesday and in the Meantime the General Committee Will Consider the Proposals Presented by the Three Principal Groups Interested.

WASHINGTON, Oct. 10.—Opposition to collective bargaining and the closed shop were among the twelve fundamental principles outlined by the group representing capital and presented to the conference today. Sympathetic strikes, blacklists and boycotts were declared "indefensible, anti-social and immoral."

Adjourned Till Tuesday. After an hour's recess today the national industrial conference adjourned until next Tuesday. Meanwhile the general committee will consider the proposals presented by the three groups, capital, labor and the public.

HE REFUSED THE PARDON

MAN IN JAIL WILL NOT AGREE TO LEAVE STATE.

Conditional Pardon is Offered Ham Kautzman, Former Editor of St. Helen's Paper.

(By Associated Press to The Observer)

PORTLAND, Oct. 10.—Ham Kautzman, former editor of a St. Helen's newspaper, today refused to accept from Governor Olcott a pardon given on condition that he leave the state and refrain from newspaper work. Kautzman is serving a sentence in jail here on conviction of printing improper matter. The conditional pardon was issued yesterday.

LT. RALPH HURON RETURNS HOME

Looking fit as a fiddle, Ralph Huron, first lieutenant in the Quartermaster Corps, was down town this morning looking up his old friends and having an old time chat. Lt. Huron arrived home this morning after receiving his discharge at Camp Dodge, Iowa.

Two and a half years in the uniform, one and a half years in France, Lt. Huron has many interesting tales to tell. Naturally a close observer, Huron has unusual things to tell. While in France, Lt. Huron made three jumps, being stationed at Camp-du-Vald'Audon; Toul, the headquarters of the second army, and Chaumont, also a headquarters. Mr. Huron met many French people and says that they very nice, intelligent people. However, in order to communicate with them, he had to learn the French language.

Lt. Huron says the national pastime for French girls is washing dishes. He tells of the many courses the French people serve, in fact every food seems to be a separate course. He tells of going to a French dinner at 7 o'clock and at 12 o'clock, they were still at the table. Every course must have clean plates, clean silver ware, and the more necessary articles, wine with every course. In fact, Lt. Huron said he often lost count of the many courses.

BRITISH ESTABLISH NEW SHIPYARD

LONDON, Sept. 9.—A new shipyard with building berths for 10,000 tons, is being established on the Midway opposite Chatham dockyard.

ADAMS AVENUE 20 YEARS AGO

L. M. JENSEN REMEMBERS FORMER MUD HOLES ON ADAMS

Street a Sea of Mud and Filth, Stopped Mud, 4 to 6 Inches Deep, Believes in Good Roads.

The objection has been raised by some of the farmers in this county against the good roads movement, because they have been told that these paved highways are only for the automobile to travel on, and not for the farmers with their grain wagons, hay machinery, etc. As I understand the public road question, the roads are public property, no matter whether paved or otherwise. They are our roads and we surely have a right to use them. I expect to use the paved roads as I now use the dirt roads of the county; go when and where I please with whatever I have to transport from one place to another. True, we have no right to block any road, and I don't expect anyone intends to do so, but so far as the automobile having any more right on our paved roads than any other vehicle, it is all bosh. The man in the automobile hasn't any more right there than a farmer with a self-binder, a grain drill, a load of hay, as long as he acts as a man, and doesn't try to hinder traffic. Just because he might be able to do so with some extremely wide implement or vehicle. The paved roads are for all classes, to be sure, and as we are expected to do now on the dirt roads will be expected to do on our highways—respect each other's personal rights and guard each other's safety. That is a duty we owe each other.

Highways Twenty-four Feet Wide

Some have argued that our roads are not wide enough for all purposes. We cannot pass with our machines, and so forth. Autos can't pass us without being endangered. Listen: We will have six teen feet of hard surfaced road, two feet of crushed rock on each side of the pavement, rolled in solid, two feet of dirt on each side outside the crushed rock, rolled down hard which makes our highways twenty four feet wide. I know from my own experience that with care, we can pass and re-pass in safety. If we act like men and not monkeys. The fellow that drives like the wind is the fellow that will land in the ditch, and let him go. He hasn't any business on the road anyway.

Streets Twenty Years Ago

Now as to roads. You good old-timers, just go back with me twenty years and take a look at Adams avenue, La Grande. The only pavement, as I remember, was a few yards on the corner around the Bohnenkamp hardware store. The balance of the sidewalks in the city were of boards. Nails sticking up to catch your toe, crochets where your heels were left sometimes, broken planks which sent you onto your nose once in a while, and then the noise. Still with all that, the planks were better than mud. But take a look at the street—Adams avenue. Black, sloppy mud, four to six inches deep, with a few crosswalks which were just high enough to let you know they were there, especially when you were there, especially when your teeth came together. Can you remember it? You bet you can! And in my mind's eye I still see that street, a sea of mud and filth. Who wants to go back to that condition? Not any of us. We have overcome it, and now the opportunity has come to overcome some of those same conditions on the country roads. Can we afford to turn it down? I should say not. True, we cannot all have that paved road pass our doors throughout the county, all at once, any more than people in the

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ONE MORE DEATH IN AIR FLIGHT

LEUTENANT E. V. WALES DIED FOLLOWING CRASH INTO THE SIDE OF MOUNTAIN.

MAYNARD LEADS WESTWARD SMITH LEADS EASTWARD

"Flying Parson" Broke Radiator at Cheyenne, Wyoming, But Expected to Get Under Way Again This Afternoon—Captain Smith Reaches Rock Island, Illinois.

Another death, bringing the total of fatalities to date in the transcontinental air derby to four, was announced today by the army air service and various minor accidents featured the day's developments in the great ocean to ocean dash.

Struck Mountain in Storm.

Leutenant E. V. Wales, an east-bound flyer, died at a farm house near Saratoga last night after having crashed into the side of a mountain during a storm. The previous fatalities were those of Major D. H. Crissey and Sergeant Virgil Thomas, killed at Salt Lake when landing, and Sergeant W. H. Nevitt, killed by the plane's fall at Deposit, New York.

"Flying Parson" Leads.

Leutenant B. W. Maynard, the "flying parson," was leader in yesterday's westbound pilots. He broke the radiator in landing at Cheyenne, Wyoming, but expected to get away again this afternoon. Captain L. H. Smith, leader of the eastbound flyers, reached Rock Island, Illinois, at 11 o'clock today.

PRESIDENT IS STILL MENDING

WASHINGTON, Oct. 10.—The president had another restful night, and the physicians are satisfied with the nourishment he is taking, according to a bulletin issued today.

Order to Withdraw Was Countermanded

OMSK, Oct. 10.—An American soldier was recently shot and killed at Vladivostok by a Russian officer and this led to a demand by the allied commanders for a removal of the Russian troops from that place. A vigorous protest by the Omsk government led to a withdrawal of the demand.

ELECTION RETURNS

The results of the good roads election will be received at the Club Cigar and Confectionary store Saturday night. The news will not be bulletinized at the Observer office.

UNION COUNTY REACHES LIMIT

CANNOT GET MORE MONEY FOR ROADS WITHOUT BONDS.

Urges Vote for One and One-half Millions—Get Three Millions Worth of Improvements.

To the Voters of Union County:

I have just returned from a meeting of the highway commission. I attended this meeting with the purpose of securing funds with which to gravel the two state projects in this county, both of which, I believe, will be impossible unless something further is done before bad weather. When I made this request upon behalf of the county, I was asked why we didn't vote our bonds and we could then come prepared to ask for funds and stand our part of the expenses. My request for money was not granted.

During the past two years, through the efforts of the county court, this county has received in the way of surveys, state expenditures and contracts in course of completion, approximately a quarter of a million dollars. The work done between Union and Telford was done by and at the expense of the state; the work between Elgin and Minam in the same way, and the paving now being laid is entirely by state money. Union county has not expended more than \$15,000 of its own money in getting this quarter of a million. This has been a good investment on the part of Union county, but the result of my meeting plainly shows that we have reached our limit with the highway commission, unless we provide our part of the funds.

The only way to get money to provide our share of the expense is to vote bonds. Automobile taxes are being paid as well as our share of the state bonds, and all of this money goes into the hands of the highway commission. It will be spent somewhere, and should be spent in our county. It will be spent here if we raise money to match it while it is in the highway commission's hands. Bonding now to match and get back the money that rightfully belongs in this county is merely a matter of self-defense.

When the roads designated on the proposed bonding program are completed, nearly every section of the county will be served. These main roads will carry at least 80 per cent of the traffic. The money raised by the market road bill will soon provide good graveled roads from every community to the main roads. The county road money will build and repair the bridges and culverts, lay out new roads and prepare same for market road improvement.

Voting bonds is just one big plan of development; an endless chain of progressive improvement. More population, better conveniences, and an increase in values that will more than take care of the increase in taxes. We are bonding to spend the money within our own county, and in doing this we get as much more money from the state and government. While we bond for practically a million and a half, we will get three million dollars worth of improvement.

J. F. PHY, Union County Judge.

LETTISH ATTACKED BY HUNS

PROTEST HAS BEEN RECEIVED BY THE CONFERENCE FROM LETTISH GOVERNMENT

ASK DRASTIC MEASURES AGAINST TREATY VIOLATION

Copenhagen Report Says That British and French Warships at Riga Are Cleared for Action on Account of the German Attack on the Lettish Troops

(By Associated Press to The Observer)

PARIS, Oct. 10.—(By Havas News Agency)—German troops attacked Lettish forces on October 8, according to a protest received by the peace conference from the Lettish government. The allies are asked to take decisive action against this "violation of the peace treaty" and compel Germany to comply with the terms of the Versailles pact.

Warships Ready for Action

Copenhagen, Oct. 10.—British and French warships at Riga are cleared for action today, on account of the German attack on Lettish troops.

—Vote for Good Roads—

ARE BOOSTING FOR LA GRANDE

HOME DELEGATES WORKING FOR NEXT CONVENTION

Local Representatives at Local Conference Also Send Word to Vote for the Bonds

R. J. Cotner, Dan Brown and F. A. Osterling, delegates from the Central Labor Council of La Grande to the convention of the state federation, in session at Bend, send the following telegram to J. C. Murphy, president of the labor council: "BEND, Oct. 10.—J. C. Murphy, President Labor Council State Federation: Struggling with problems confronting all peoples of Oregon. Obstacles almost unnumberable, but sound judgment shall prevail. Hard contest to land next convention at La Grande. Doing our best. Tell the boys to be sure to exert every effort to put over the bond issue. We will do our best to solve the problems confronting us. Tell friends of Union county by all means to vote for bonds."

—Vote for Good Roads—

STORES TO CLOSE

Remember, all stores in La Grande will close tomorrow morning from 9 to 10. Promptly at 9 o'clock all the whistles and bells in the city will break forth in a loud proclamation of the fact that an election is in progress and that every voter is expected to visit the polls and cast a vote. Let nothing deter you from exercising your voting power. Remember the whistles and bells, invite you to place Union county in the better road class.

—Vote for Good Roads—

H. E. COOLIDGE WANTS BONDS

SAYS HE IS VERY MUCH IN FAVOR OF GOOD ROADS.

President of Ad Club Says Bonding Only Way We Can Have Good Roads.

H. E. Coolidge, president of the Union County Ad Club under whose auspices the good road campaign was inaugurated and has been carried on has given the road question much careful attention and his conclusions are well founded. He has had a wide range of observation and therefore is in position to form and express opinions which should be of value to the thinking voter.

H. E. Coolidge, La Grande.

"I am very much in favor of the building of good roads—roads that are permanent and lasting—such as are now contemplated, because it is a measure of progress in the development of the state with which we must keep pace and particularly because it is an investment that will result not only in great saving and convenience to individual in travel and transportation but will go far toward paying its way in the future by doing away with the continual outlay of public money which is now being spent each year in repairing roads.

"Everyone with whom I have discussed this question is in favor of having good roads. I do not think you can find a voter who does not express this sentiment. There is some objection however to paying for them. It has been my experience that if you improve your property you have to pay, for it is self done you are able to make permanent improvements and have half the expense taken care of by someone else as the state will do in this case through the state highway commission. The funds in the hand of the commission for this purpose are raised through the licensing of motor driven vehicles, tax on gasoline and other various sources. Our part of this you will have to pay whether or not we build the roads; and it seems to be a short sighted policy not to take advantage of the opportunity.

"The argument has been put forth that it is not fair to enter into obligations which our children have to pay. I do not consider this a sound argument for the reason that most of us expect to live until the bonds have been retired and on the other hand if our posterity are to enjoy the privileges and benefits of good roads there is no reason why they should not pay some of the cost. It will be easier for them to do so by reason of having the roads. Good roads will be built now or later and when the time comes it will be done by means of bonding the county. Let us do it now."

—Vote for Good Roads—

QUALIFICATIONS OF VOTERS

Voters must be native born or fully naturalized, over 21 years of age, and residing in the state for six months or more. No time is specified for residence in the county or precinct. Electors' voting upon county officers or measures must vote in their precinct of residence. Electors should be registered. Registration books have been closed for thirty days. Those who changed their residence from one precinct to another thirty days before the election must swear in with the assistance of two freeholders in their new precinct. If the judges will not permit them to vote in their old precinct. Electors changing their residence less than thirty days previous to the election may get a certificate from the county clerk permitting them to vote in their new precinct. Electors not registered at all say "swear in" at polls in their present precinct with the aid of two freeholders.

OUTLOOK IN FIUME HOPEFUL

FORMER COMMANDER OF THE GARRISON HAS COMPLETED MISSION AND RETURNS

MAD CONFERENCE WITH GABRIELE D'ANNUNZIO

Following His Visit to Fiume General Graziosi Announces the Prediction that There Will Be an Early Settlement of the Difficulties Over Present Occupancy

(By Associated Press to The Observer)

TRIESTE, Oct. 10.—General Graziosi, former commander of the Italian garrison at Fiume, left Trieste for Rome this evening on his way from Fiume where he was sent to confer with Gabriele D'Annunzio whose irregular troops are in possession of Fiume. Graziosi predicted that an early solution to the Fiume difficulty will be reached.

—Vote for Good Roads—

HIGH SCHOOL MEET ALUMNI

TRYOUT WILL BE STAGED TOMORROW AFTERNOON.

Student Body Will Start the Football Season With a Rally and Bonfire Tonight.

Fans and members of the high school student body will get their first taste of 1919 football tomorrow afternoon when a team composed of alumni and former students will line up against the high school team. No prediction can be made as to the outcome, but from the reports of the coaches, hard luck seems to be hanging around and running all over the school team.

To begin with, at no time this season has there been enough men out for two full teams and scrimmages have been almost out of the question. Then several men who were expected to enter school were unable to and many places on the team will have to be filled with inexperienced men. School closed for three days on account of the teachers' institute and most of the members of the team are working as that practice could not be held and then on top of that two regulars in the backfield have been ill and one of them may not be able to start in this game at all. Nevertheless, the game is more or less a tryout for the youngsters and those who attend will sure get money's worth, as the game which starts at 3 o'clock, and will be played on the high school ground, will be free.

Judy Ash is gathering the old stars together and will have besides himself such old members as Mose Lyman, Charles Ash, Mike Carroll, Stick Woods, Vinton Forbes, Tuffy Chennault, Pat McGinnis, Ray Ledbetter, Cato Johns, Sing Millering, Deacon Winters, Phil Corbett, Johnnie Doane and several others of no less playing ability.

Coch Reynolds will play practically every man on the squad so is unable to announce any definite line-up. The student body will start off the season with a rally and bonfire tonight.

—Vote for Good Roads—

JAPANESE STAFF MAKES DENIAL

TOKIO, Oct. 10.—Denial that the Japanese threatened to back the Chinese against the Americans in the recent trouble at Iuan, Siberia, or that an apology was demanded by the Americans was made by the Japanese general staff today.

—Vote for Good Roads—

KING COMPLETES RATIFICATION

LONDON, Oct. 10.—King George today completed the ratification of the German peace treaty.

—Vote for Good Roads—

ELECTRICAL STRIKE HAS BEEN POSTPONED

OKLAHOMA, Oct. 10.—The strike of the street railway electricians called for today has been postponed until Monday, union officials announced.

