

A SPECIAL PAPER
FOR
LOYAL PRICES

THE SUNDAY MORNING OBSERVER

INDEPENDENT
ON
ALL QUESTIONS

SECTION THREE.

MEMBER OF THE ASSOCIATED PRESS

VOLUME XXIII.

SIX PAGES

LA GRANDE, OREGON, SUNDAY MORNING, OCTOBER 26, 1919.

SIX PAGES

NUMBER 20.

A Few Observations In The Middle States

By Bruce Dennis.

ARTICLE ONE.

To go back to where one was born and raised is quite a privilege. There are those who crossed the Rocky mountains and the time limitation has not washed and cleansed them so they are welcome back in the state of their nativity.

Fortunately the time limitation has run on the writer and he can go back—and does go occasionally, but not often. Why not more often is a question I have been asking myself. It is only a three-days' trip. William Bollons and Jim Corbett and Joe Keeney all tell you to take No. 4 at 4:50 in the morning if you are going to Kansas City, for it is the Kansas City train.

Probably it is, but it was a bum train a few weeks ago, and its twin coming west from Kansas City to La Grande was a lot worse. So loyal have we become to Oregon that we do not believe there is any right good railroad doing after we leave the Short Line, and it is a little better on the O-W. than it is on the Short Line.

The farther east you get the more there is a don't-care spirit prevailing among railroad people. And besides, on the middle west roads the general run of men operating trains have gray hair and are much older men than trainmen of the west. This is noticeable to one who rode with many of those middle states railroad boys years ago, and now to return and see the frost of age settling over them—to note how many have been given clearance papers for their final run—and to see how surely time takes her toll whether one is preacher, merchant, railroad man or banker.

These were observations marking a recent trip to the middle states and they were verified by a prolonged stay which took me over the railroads of Kansas, Missouri and Oklahoma.

Upon leaving La Grande on a cool morning at 4:50 o'clock with no assurance of sleeping car accommodations whatever, one trusts to luck to quite an extent. Surely no one has had enough sleep that early in the morning and the thing to do is to curl up and forget the world before Dr. Phyl's railroad station has been reached to the east. Sweet sleep will usually overtake a good conscience in the Grande Ronde valley and by the time the train reaches Telocaset Old Morpheus has such a good hold on his victim that the whirl of Chris Johnson's North Powder flouring mill, nor the tramping of the cattle feeding along the tracks in Baker county will serve to arouse. About the time Huntington is reached any La Grande passenger bound for the east will awaken for it is impossible to pass through Huntington without checking up all your belongings—your conscience included. When you trot up and down the platform watching for some of the railroad boys who used to live here—such men as Shorty Logue and other notables—you while the time away until some hard-boiled Short Line conductor jerks out "all aboard," and off we go into that sea of sage brush and promises known as Idaho. Idaho, yes Idaho—the home of Borah—the best irrigated section in the United States and the most desolate stretches of sage brush to go through to get to it.

Just why there is such heavy travel now is a question debated by many and upon various occasions. As a matter of fact, there is nothing remarkable about this, for people have money and they are spending it. It is the most natural thing in the world for a person who makes money to want to travel, hence the very large number of travelers at the present time. While some think, and honestly so, that these are not prosperous times, they are mistaken. There are some lines of business which are not prosperous and which have been very hard hit by the war and its aftermath, but business as a whole is very prosperous. We are spending the money that was raised by placing a bond issue—a mortgage if you please—on the old homestead. I do not mean to say it was not necessary to put the mortgage on the old home, but be that as it may, there is a lot of money left to circulate and while that is going the rounds, business is going to be good, very good.

There probably will come a time when the screws will tighten, but why enter into that vale of grief before it is time to take the plunge? The money-spending era is with us. It is a changed condition that confronts us. A meal on the diner for a dollar is getting off easy, when a few years ago a person could have very good pork chops, potatoes, coffee and ice cream on the old Frisco Flyer out of Kansas City for 65 cents. Ten cents for the black boy waiter then was quite all right, but take my advice and don't pull any of that ten-cent stuff when you ride now. There is a dignity surrounding the waiter which can be bought for any ten cents and a crowd to be happy and get the cup of life safely next year you had better kick through with something

that will jangle at least.

It seems that everyone travels now. This prosperity has not made fish of one and fowl of another entirely, for they are on the trains—from the southern lady with all her customs of the southland to the logger from the pine camp, who can't get used to having pants any longer than the average stylish skirt-watching ladies wear.

This "pet" Kansas City train was pulling out of Gooding—yes, Gooding, that's the town where the college is located and the owner of the town tried to be governor of Idaho, or was governor once—well, it was at Gooding when a lady with a southern accent began to converse with another lady across the aisle who showed signs of having lived in the open air and was probably the mother of a large family. The southern lady questioned the western man, saying they were "horrible" and lacked a lot of qualifications to bring them to the Chesterfields of the south where men know how to treat ladies, and quite an invoice of that kind of stuff. A little interest, and then the rattle of an empty brain, such as that woman possessed makes the noise of a rock-crusher sound like music. But the western woman was all there—had her head working, and after she had stood the stream from the turbine wheel south of Mason and Dixon's line as long as she cared to, the conversation suddenly took a little twist and before the southern lady realized it, she had admitted to her neighbor that she had grown very fond of a Portland boy while he was in the service and located in a southern camp; that her automobile had been at his disposal and he had been a very welcome guest at her home. Then the demobilization came and the boy came back to the coast. She decided to come out and see him, but to her horror when she got to Portland she found the boy had a mother and a sweetheart and he told her to put on the soft pedal, for it would ruin his standing at home if it became known that a married woman had journeyed from a southern city to see him. And that was what was worrying this poor, empty-headed creature. She thought the westerner were unappreciative and unattractive, for when a woman travels several hundred miles to see a man—of course, her heart was torn. That fury of a woman scorned was assert-

ing itself, and the open-countenance western woman smiled and discussed the possibility of putting water on land around America Falls.

Pullman car smoking-room discussion brings out many things of interest. One man was on his way to set up a potato digger and he had his heart centered in the working of that machine; another was on the sad mission of attending his father's funeral; another had been on a visit to the coast and was getting back home, planning on the big stories he would tell his neighbors about things he had seen in this country. There always is some fellow who starts it. Things were running well, when in came a big fellow with a black cigar and a deep voice, saying, "Well, how do we all stand on the league of nations?" Then came the fireworks. There was a man from the state of Maine who actually thinks anything but a Republican should not be allowed to live on this earth. Beside him sat a Texan who had never heard of a decent person voting anything but the Democratic ticket. With this kind of a jury and witnesses to testify, the league of nations went on the grill for trial. Long and drawn-out was the debate and only when the porter insisted that he had to have a little sleep was the event closed. But it was closed because Green River was the end of the journey for one of these debaters, as the circuit was broken when he left the train.

About the only thing that was talked for some time was government operation of the railroads, the crowded condition of the Pullman, causing all to bemoan the man who was handling that end of the business and assure the world that if this railroad matter was ever put up to the people, they would straighten it out. But that is yet to be determined, for often the people have a chance to do things and succeed in musing things up pretty badly.

At Cheyenne two carloads of soldiers who were with Pershing on the big hurrah march in New York and Washington, caught up with us. They were Colorado and Utah boys and were just out of the service.

And say, they were outspoken officers and men. They were all opposed to the league of nations, to the president, to the secretary of war, and about everything else. The Y. M. C. A. got it squarely in the eye, and the slogan of the whole crowd was "keep out of Europe, for America has not got a friend in the bunch over there."

Soldiers have a right to kick at everything—that is bestowed upon them when they enter the service, but soldiers cannot be all wrong on this Eu-

ropean situation, and as we all traveled together and talked more and more, the same spirit and same decision of the eastern Oregon returned soldiers was reflected—keep out of Europe.

But, regardless of what the soldiers may think or the civilian may think or want, the league of nations will be put over with very little change. That is in the game and it will be done. Hiram Johnson, who, by the way, has a lot of support in the middle states, will not achieve what he started out to, for the league will be put through. Very likely it will not stick. It will be like a much-advertised marriage only to be followed by a divorce later—but nevertheless the league will be made go through, for the present at least we will belong to the same layout that the European countries belong to. Whether we will stick for three months, six months, or a year is an after consideration, but America is to be a member of the league.

Measure of Greatness.
Great men, great events, great epochs. It has been said, grow as we recede from them; and the rate at which they grow in the estimation of men is in some sort a measure of their greatness.—Principal Shairp.

To Tell Age of Fish.
Year rings on the scales of fish are used in Norway and France to determine the age of sardines, whether they have reached their full growth and when they will spawn.

Observer advertising pays.

FOR SALE

One five-room house, with bath modern, with full basement, well-lighted and ventilated, \$1400; one five-room dwelling with toilet and sink, full basement, vegetable cellar, \$950; one nine-room house with bath, arranged for hot and cold water in every room, wired throughout, vegetable cellar, with buildings for garage and woodshed, not quite finished, close in, at \$1800; one five-room dwelling with full basement; one store room building, with rooms in rear with full basement; one store building, almost new; three other small buildings, close in; one four-room house, city water, electric lights, stone foundation, cellar and woodshed, near paved street, \$800; Mars' rock quarry for \$12,000. There is a fortune for the right party. All above on terms to suit. J. L. Mars, owner.

Medicine From Horns.
In China a large trade exists in deer, reindeer and wild sheep horns for use in medicines, and Hongkong, as the chief center of trade in Chinese medicines in south China, imports a considerable quantity of such goods annually.



THIRD RED CROSS ROLL CALL

OH YOU SPUDS!

Phone Black 1081 for spuds, raised on dry land—non-irrigated. Next car load in Wednesday. Allowance made for own delivery at car.



Famous for the guaranteed non-skid safety of the Vacuum Cups on wet, slippery pavements—for their unusual wearing qualities and workmanship—for their striking appearance, and for their service—guaranteed, per warranty tag, for

6,000 Miles

's Garage



with an electric self-starting is one of the most popular of family. It is a permanent, with sliding plate glass car with plenty of shade, heater, enclosed and cozy, sport. Just the car for business, architects, and a regular family car for runs with 3 1/2-inch tires all it brings the convenience electric with the durability of a car. Early orders will delivery.

S GARAGE

The Bookworm

"More books in the home" is the slogan of the Children's Book Week which will be observed widely throughout the United States November 10, to 15, 1919. Children are insatiable readers. One good book in your home is worth two at the neighbors. But select the right books for your children or they may select the wrong one for themselves. This campaign comes at an opportune time for selection of your Christmas book buying. The Public Library has many attractive lists and will gladly furnish you expert advice in regard to books for boys and girls.

Among the new books recently received at the Public Library is "Oregon the Picturesque," by Murphy. A beautifully illustrated "Book of Rambles in the Oregon Country and in the Wilds of Northern California."

"What every Woman Knows" by Barrie, is a delightfully whimsical play in which Maude Adams has appeared.

A bright and breezy book is Ian Hay's "The Last Million; How They Invaded France and England."

Nicolay's "Our Nation in the Building" and Farrand's "Development of the United States" are two unusually interesting and readable histories. Each gives a summary of our history without the mass of details we are supposed to know. We Americans are too prone to be satisfied with the history we studied in the eighth grade. Why not Americanize ourselves by reading one good book on American history this year?

Linen From Nettle Fibre.
A company has been formed in Denmark for the manufacture of linen from the fibre of nettles. At a recent exhibition every one was struck by the whiteness and suppleness of the table cloths and napkins made of this nettle fibre.

Butter Wrappers printed at the Observer office.

DEPENDABLE COAL

KEMMERER, ROCK SPRINGS
Wyoming Coal.

Also
UTAH COALS.

Phone Orders, Main 732

Grande Ronde Lumber Co.

EVERYONE IS EAGER

for the good things of our baking. We use the best of flour and the purest, richest ingredients. These combined with our skill and sanitary methods of handling, insure satisfaction for every patron. Try patronizing.



DUTLI'S BAKERY

Cleaning and Pressing

Called for and Delivered

If we do it, it is done right.
LET US PROVE IT.

—SEE MY WINDOW—

The Wardrobe

WOOD W. BERRY

City Restaurant & Bakery



From the Minute You Enter—
till you leave we try to make you feel at home, at this restaurant. We leave nothing undone that will add to your comfort and enjoyment. You'll find service, food and appointments all to your liking and you'll have no reason to be displeased with the check. Try dinner or luncheon here soon.
ANTHONY & ROBBINS, Props.

MICHELIN



Where are you going to get those extra 22 inches?

Any inner tube when inflated is radically longer around its outer circumference than around its inner circumference as is shown by the illustration above.

Recognizing this basic principle, Michelin Scientists have built this difference into the Michelin Tube by making it ring-shaped.

But every other tube is made perfectly straight—it's outer circumference being of practically the same length as the inner circumference. Since all tubes when in service must fill the inside of the casing, it is obvious that straight tubes must be stretched on the outer circumference or compressed next to the rim or both, whereas Michelin Tubes, being shaped to fit, are free from all strains of tension or compression.



UNION MOTOR COMPANY.
1314 Jefferson St.