

# La Grande Evening Observer

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## Threaten To Secede From This County

### MUCH GRAIN CONTRACTED IN COUNTY

CO-OPERATIVE MARKETING ASSOCIATION REPORTS PROGRESS.

### THREE MILLION BUSHELS SIGNED UP IN STATE

Union and Wallowa Counties Falling In Line—Number of Meetings to Be Held This Week in Both Counties—Interior Millers May Buy at Market from Association.

The work of the Oregon Grain Growers' association in Union county is well under way and this morning a total of 135,000 bushels of wheat were reported signed up by Edgar L. Ludwick, organization director of the association for the state, who has been here several days in connection with the local campaign. There has been signed up a total of 3,000,000 bushels in the state, he reported.

The bushelage of other counties than Union reported includes the following: Baker, 150,000; Wallowa, 70,000; Umatilla, 25,000; Moro, 1,000,000; Gilliam, 450,000; Sherman, 750,000; Wasco, 300,000; Jefferson, 65,000.

The work in Union county is in charge of J. E. Reynolds and C. A. Barnes, the latter being assistant organization manager of the state and also in charge of the work in Wallowa county.

Wallowa Enthusiastic. The latter part of last week meetings were held in Wallowa county and at these meetings much success was reported. On Wednesday a meeting was held in Wallowa, on Thursday in Lostine and on Saturday in Enterprise. At the meeting in Enterprise, 160 farmers were out and immediately following the meeting twenty-four contracts for 60,000 bushels were signed.

C. C. Paine, who is working in Elgin, held a meeting there on Saturday and, according to his report, five contracts for a total of 15,000 bushels have been signed as a result of that meeting. J. H. Doyle is working in the Imbler section. Among the farmers included in the 135,000 total bushelage contracted in this county are several of the largest producers in the county, two signing 15,000 bushels each.

Helps Local Millers. The association will sell wheat to local millers in all section where local branches are organized, according to Mr. Ludwick. This wheat will be sold direct to the mills at market price and will aid the small millers in the interior towns because, instead of having to lay up a large amount of money in grain, they will be able to buy from month to month according to the amount they need.

Word has also been received from George C. Jewett, president of the Northwest Grain Growers' association, which is the marketing concern of the state associations of Washington, Idaho, Montana and Oregon, that the board of directors of the U. S. Grain Growers' association, the national organization formed by the federation of farm bureaus, met last week and worked out a plan whereby the national association will handle the wheat of the northwest without any charge.

Tomorrow evening at 7:30 a meeting of farmers will be held in the Blue Mt. Grange hall, at which time the association's contract will be explained to the farmers of that section. Mr. Barnes and J. E. Reynolds will be in charge of the meeting. A meeting is also to be held at Joseph on Saturday and one will be held at Union on that date, according to present plans.

### LA FOLLETTE PLEADS CAUSE

WASHINGTON, Apr. 25.—The cause of Ireland was pleaded in the senate today by La Follette of Wisconsin, who advocated his resolution proposing the recognition of the "Irish Republic."

### CHAMBERLAIN BELIEVED TO BE APPOINTED

UNDERSTOOD THAT HARDING HAS SELECTED SHIPPING BOARD

Admiral Benson Will Remain Member of Board, With Charles Peiz as Chairman

WASHINGTON, Apr. 25.—Former Senator George Chamberlain of Oregon, and Frederick L. Thompson of Mobile, Alabama, both Democrats are understood to have been definitely selected by President Harding as members of the shipping board. Charles A. Peiz, of Chicago, is reported as slated for chairman, and Admiral Benson, present chairman, is to be included in the board.

Francis M. Goodwin of Spokane, has been nominated by President Harding as the assistant to the secretary of the interior.

### OLDSMOBILES COMING WEST

TRAINLOAD SHIPMENT IS NOW ENROUTE TO OREGON

Will Pass Through La Grande Within the Next Day or So; Two Cars Will Be Stopped Here

What is probably the largest single shipment of automobiles that has ever come into Oregon is now enroute from the Oldsmobile factory at Lansing, Michigan, and consigned to the Oldsmobile dealers of Oregon. This shipment comprises an entire trainload and represents a money value of over two hundred thousand dollars. All models of Oldsmobile cars are included in the shipment but the largest portion of the shipment is made up of the popular new Olds Four cars.

When the train load reaches Oregon the shipment will be broken up and car loads diverted to the various dealers in the state. Probably the trainload will reach La Grande intact and the first carloads to be taken from the shipment will be taken by W. H. Rohnenkamp Co., local Oldsmobile dealers. They have two car loads in the shipment, consisting of eight of the Oldsmobile Four touring cars. The train should pass through La Grande within the next day or two.

This makes the second trainload of Oldsmobiles that has come to the coast this spring, the first shipment consisting of sixty-eight carloads going to the J. W. Leavitt Co. at San Francisco early in February.

### GREEKS ARE SUCCESSFUL

ATHENS, April 25.—The Greeks have repulsed the furious attacks of the Turkish nationalists along the Meander river. They have also been successful in repulsing the assaults farther north.

### UMATILLA SHIPS RELIEF FLOUR

PENDLETON, Apr. 25.—The 1900 barrels of flour, the money to purchase which was raised in Umatilla county, is now being loaded or has already been loaded. The shipments are for the China Relief Fund and will be shipped to the Orient by way of Portland. The orders for the flour were distributed to the different mills in the county who furnish a soft wheat, export quality, for \$2.50 a barrel. Something like \$16 was left over which is required to pay incidental bills incurred in carrying on the campaign. An interesting fact is brought to light in the closing of the work shown that the \$9,500 subscribed purchased more flour at the present price than the \$14,000 asked would have purchased at that time. The O. W. R. & N. is furnishing free transportation for the shipments.

WEATHER FORECAST. Tonight and Tuesday, rain, with fresh southerly gales.

### MAY AMEND LA FOLLETTE SEAMAN ACT

LAW MUST EITHER BE AMENDED OR REPEALED, SO AMERICAN SHIPS CAN COMPETE

### PRESENT OPERATING COST U.S. SHIPS IS TOO GREAT

Eight Does Not Start From Either Atlantic or Pacific Coast States, But in the Great Lakes Region Where Shipping Interests Were Against the Law.

(Observer Washington Bureau)

WASHINGTON, April 25.—A final fight to either amend or repeal the La Follette seaman's act so that American shipping can compete with the merchant fleet of the world will be one of the developments of the present congress. Its abolition or modification so that the cost of operating American ships will not be greater than that of foreign countries means much to the shipping of the Pacific coast and the ports of Portland, Seattle, San Francisco, and Los Angeles. Already the tying up of scores of shipping board vessels because of Japanese and British competition due to the low rates and low cost of operation has delayed if not impaired the development of the United States merchant marine, particularly on the Pacific. While Andrew Furuseth is coming on from San Francisco to lead the fight to keep the La Follette bill on the statute books in its present form, the head of the seaman's union has before him the fight of his life. Close observers say that there is every probability of a modification at least, of the law which now makes the operation of merchant ships of the United States almost impossible with scant cargo available and a great differential in favor of foreign owned ships.

Starts on Great Lakes. Strange to say, this fight does not start on either the Atlantic, Gulf or the Pacific coast but comes from the Great Lakes where shipping interests have always insisted that the law was never made to operate. There have been several embryonic attempts to change the law by the owners and operators of lake vessels, but this time the whole lake country is in the collar fighting for relief. It came about in this way. Some months ago the great Detroit and Cleveland Navigation company, which has for years operated steamers to Mackinac Island, announced that this service would be abandoned this summer. Following this announcement now comes an

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### GERMANY'S NEW PLAN IS BRIEFLY TOLD

GERMANY WILL PAY TWO HUNDRED BILLION GOLD MARKS.

Lloyd George States That If Proposal Is Unsatisfactory, He Will Vote To Take Coal Fields.

BERLIN, Apr. 25.—Payment of 200,000,000,000 gold marks for the reparations, is roughly the proposal submitted by Germany for transmission to the allies, according to sources close to the government. The payments will be spread over a period of thirty to forty-two years, or less, according to Germany's economic recovery. Economic pledges in the way of goods and participation in German industries are offered as guarantees. The note refrains from repeating the assumption by Germany of the allied debts to the United States. The text was kept secret in order to give President Harding an opportunity to consider and make inquiries before forwarding the proposal on to the allies.

Much The Same As Before.

The allies, at Paris in January, demanded that Germany pay 225,000,000,000 gold marks, approximately \$56,800,000,000. Over a period of forty-two years, Germany's export of twelve per cent to go to the allies for the same identical period.

Britain May Join France.

LONDON, Apr. 25.—Lloyd George stated in the house of commons that if the new German reparations proposals proved unsatisfactory, Great Britain would support France at the conference next Saturday of the supreme allied councils, in the proposals for the occupation of the Westphalian coal fields.

### GOING TO PERU TO MAKE HOME

J. J. Vandevanter, one of the substantial men of the Medical Springs country, was in La Grande Saturday transacting business preparatory to leaving on May 12th for Peru where he has joined a colonization party that intends to settle a large section of the South American country.

The new colony is being organized by Dr. H. E. Curry, of Baker, who is a South American visitor frequently, and the plan worked out permits colonists to own two thousand acres of land at thirty cents an acre. The scheme also provides for a community proposition of farming implement and general business, but secures to individuals, land rights and the right to transact their own business. A number from Baker will also go on the excursion.

### ENGINEERS REFUSE WAGE REDUCTION

MARINE ENGINEER'S BENEFICIAL ASSOCIATION BREAKS WITH OWNERS TODAY.

### WILL GO ON STRIKE MAY 1, IS ORDER

Union Leaders Assert That Over 100,000 Firemen, Oilers and Water Tenders Will Support the Move; Pacific Coast Shipping May Be Tied Up As Result.

NEW YORK, Apr. 25.—Refusing the wage reduction of twenty to thirty per cent as a basis for their new contract, the marine engineers' beneficial association broke negotiations with the steamship owners today.

Will Strike May 1.

The Marine Engineers' Beneficial Association has issued a strike proclamation effective May 1, after breaking negotiations with the steamship owners. The union leaders asserted that 100,000 firemen, oilers and water tenders would support the move and predicted that the strike would develop international proportions, as the British engineers are awaiting the outcome of the American situation.

The marine firemen and seamen will join the engineers strike, bringing the total to 175,000 persons to strike.

Pacific Coast Involved.

SAN FRANCISCO, Apr. 25.—Pacific coast shipping may be tied up as a result of the strike set for May 1, said the officials of the engineers' association. Between 25,000 and 30,000 persons will be affected.

### MINE OWNERS OFFER PROPOSAL

LONDON, Apr. 25.—The mine owners have submitted to the strikers a proposal for a temporary settlement for three months, after which a permanent settlement with a standard wage and a standard profit would become operative. The conference adjourned until tomorrow, following this proposal.

PORTLAND MARKETS.

PORTLAND, Apr. 25.—The price of cattle was 25 cents higher today, steers \$7.75 and \$8.25; hogs and sheep steady, eggs weak and butter steady.

### Citizens in South End of County Arise Against the Re-location of Medical Springs-Tolocaset Road and Ask to Be Annexed to Baker County.

### JOBLESS MEN REGISTERING

MANY BEING LISTED AT LABOR OFFICE

Forty Men Had Asked For Work by Noon To-day and One Contractor Sent in Call

At noon today 40 men had been listed at the Central Labor Council's free employment bureau, 20 of them having registered this morning. The Security Construction company got in touch with the bureau and announced that it would be in need of men on highway contracts. This was the first call received from road contractors for help.

Among the men registering for work are both union and non-union men, the kind of work varying all the way from skilled mechanics to common laborers. C. E. Spence, in charge of the office, stated that the bureau is now in a position to accept applications from all men wanting work, and expects all to register immediately.

A nominal fee, to cover overhead expenses, will be charged the men. However, if the men are not able to pay at the time they are sent to jobs they will be trusted and can send the fee later.

### FAVORS LOCAL MEN ON WORK

CONTRACTOR DECLARES BAN ON FOREIGNERS

F. M. Sturgill Has Only Married Union County Men at Work on One Contract

F. M. Sturgill, of the Security Construction company, which has five highway contracts in Union county, stated this morning that he has only men with families at work on the contract between Hilgard and Starkey and that his policy has been and will continue to be to favor Union county men in giving employment on his contracts.

His company will employ about 300 men on the five contracts this summer and no foreigners need apply to him for jobs, he says. At Elgin practically the full crew has been selected. With the exception of three or four skilled men who have been with Mr. Sturgill quite a while all the men on the Elgin contract will be men from Elgin and vicinity. There will be about 25 men employed on that section of the road.

"I live here myself and want to give work to the men in my home town," he said. "We will not consider men from other places so long as there are unemployed here and by no means will we employ men who are not citizens. We have four foremen with us who have been on other jobs for us and these men we will retain because it is necessary to have experienced men to break in the green men we will employ here." Mr. Sturgill also stated that in his camps the men would be furnished good quarters and good board.

### Eight Autos Cross The Divide From Wenatchee

Barney Oldfield may claim it is easy, too easy to travel now in automobiles, but there was a delegation yesterday in La Grande from Wenatchee who disagree with the slogan. They came across the Blue mountains and admitted that had there not been a number of men in the party to use man power on the machine in many places they would be camped on the other side of the mountain now, looking at the scenery.

Most of the party are headed for Baker, but a few will go on out and expect to visit the Warm Springs Irrigation project in Malheur county. When told by La Grande people that the Malheur county project was another Wenatchee just started they grew interested at once and decided that was the place for the future.

What promises to be a lively and a very interesting skirmish was recently started when petitions circulated by Medical Springs and North Powder people made their appearance asking that the south part of Union county be annexed to Baker county.

The sequel to the act is the relocation, or talked of relocation, of the Medical Springs-Tolocaset highway which is reported to have the support of the county court for a change from the laid out survey from Tolocaset and Medical Springs, to the Catherine Creek route from Union to Medical Springs.

Settlers in the south part of the county are raising serious objections to the proposed change on the ground that the Catherine Creek road is at the best but a six months route, while the Tolocaset-Medical route given the people an open road all winter.

Nothing of an official nature regarding the road matter has been given out by the county court and there is belief shared by many that thus far there is only talk of the proposed change.

However as that may be, the people in the south end of the county have taken the matter seriously and after some deliberation have decided to start the petitions to annex themselves to Baker county.

La Grande views this movement with considerable alarm for there is no disposition here to lose a portion of the county for various reasons. It may not be nearly as serious as it seems at the present time, but report have in today that a large delegation from the south part will be on hand at the next meeting of the court to remonstrate against any change in the road, and it is claimed that if they receive no redress the petitions will go into circulation. Some go so far as to say nothing will prevent finishing of the relocation of the petitions, and the demand for annexation to Baker may be carried to a final finish.

### STATE MASTER TO VISIT HERE

Will Visit Granges in Union County; All Day Meeting Will Be Held at Blue Mountain Grange

C. E. Spence, of Oregon City, Master of the Oregon State Grange, will visit the subordinate granges of Union county the first part of May, the first meeting being held at Blue Mountain Grange of La Grande on May 4. This will be an all-day meeting and a large class will be initiated into the grange.

The other meetings so far arranged for are Tolocaset, Thursday evening, May 5; Mt. Fannie, of Cove, on Saturday, May 7, and Wolf Creek, Saturday evening, May 7.

Mr. Spence will be accompanied to Grange for over ten years and was on the grange legislative committee at the legislature and is well posted on the needs of agriculture. He is also an officer in the national grange. Mr. Spence will be accompanied to Ontario by W. R. Gekeler, state organizer of La Grande, where they will assist in initiating over 40 new members into Boulevard Grange.