

# EXCURSION IS POSTPONED

### RAIN IN MIDDLE WEST HALTS HARVEST

#### Farmers From Grain States Expected Here in September On Quest For New Homes

Word was received late yesterday afternoon by C. B. Miller, secretary of the Ad Club, from George Quayle, general secretary of the Oregon state chamber of commerce, that the proposed excursion of farmers from the middle west would be postponed until some time in September.

This action is made necessary because excessive rains throughout Kansas, Nebraska and Missouri have hampered harvesting and there are still thousands of acres of grain in the shock in these states and the weather is such that it cannot be threshed at this time, making it impossible for the farmers to leave at this time of the year.

The date that had been previously decided upon for the excursion would have brought the homeseekers' train through La Grande about July 25, July 19 having been the date set for leaving Kansas City.

The date has not been definitely fixed for the train of homeseekers that will pass through here in September but an effort will be made to have it scheduled so as to give the farmers who will be on the train an opportunity of attending the northwest grain and hay show to be held in Pendleton from September 15 to 24 and the state fair at Salem from September 25 to October 1.

The itinerary for the trip has not been definitely arranged but it is considered almost certain that those two events will be taken in by the future Oregonians. According to word received by the state chamber of commerce from its eastern representatives farmers who have been interviewed have expressed a strong desire to come to Oregon if the dates can be arranged so as to make it possible for them to go.

### BONUS WOULD NOT BE RUIN OF COUNTRY

(Continued from Page One.)

economic balance between those who served and those who did not.

#### Would Aid Few Here

In discussing the action taken by President Harding on the soldier bonus bill, Roy Curry, commander of American Legion Post No. 43, declared that, in his opinion, there would be no hardship to the government in granting the bonus at this time. But few of the men in this post would take advantage of the cash feature and the burden to the government would be lessened considerably because of that.

The paid up insurance and loan feature of the proposed bonus scheme is popular among the men in the local post and practically all of these would take one of these two instead of the cash bonus. He also pointed out that at the meeting in Eugene early in July a vote was taken of the various points in the state and eighty per cent of the members preferred the loan feature of the state bonus law to the cash feature.

"The government has paid good prices for everything it bought, has paid high for ships that it is junking but the men were ill-paid and are being junked together with the high-priced ships," Curry declared.

Fred Kiddle, member of the executive committee of the state Legion, last night sent a telegram to Senators McNary and Stanfield urging their support of the bonus bill and declaring that in the opinion of the service men of the state there has been too much delay already.

#### Be True to Yourself

I look upon the simple and childish virtues of veracity and honesty as the root of all that is sublime in character. Speak as you think, be what you are, pay your debts of all kinds.— Emerson.

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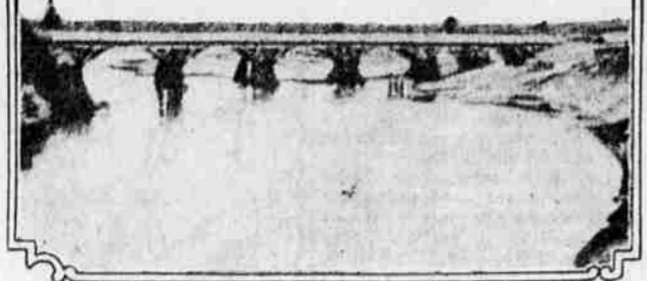
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# HIGHWAYS and ROADS of SIBERIA



Bridge on Rubino-Tonguisik Road.

**ASIATIC RUSSIA**, extending from the Ural mountains to the Pacific ocean, stretches through 80 degrees of longitude, and has an area of 6,500,000 square miles. The colonization of Siberia by emigration from Russia required a movement of population which would be facilitated by the opening of roads for wagon transport. It was in 1722 that the town of Ekaterinburg was founded, and in 1763 plans were made for projecting a road toward Timen and thence across the Siberian steppes. The route followed was that of the present Siberian railway. Work was delayed for some years by changes of government, but the road was finally completed along the line proposed.

Over this main Siberian highway passed thousands of colonists, many of them political exiles from Russia, others Cossack soldiers directed to take up their residence along the main Siberian route for the purpose of military protection, says a writer in Magazine Russia. The road formed a main line of connection between scattered settlements of natives of various races, who had previously made limited use of trails and rivers for intercourse with each other, and for commerce with the world outside. It formed the only route by which the interior of Siberia could be reached from east or west; while the only other routes were the caravan trails across the mountains and deserts to the south, and the difficult passages of the Kara sea into the mouths of the Ob and Yenesei rivers.

The **Sibirsky-Trakt**. Of the main highways used as postal routes, the principal road is the famous Sibirsky-Trakt, over 4,000 miles long, following, as has been said, the same route as the Trans-Siberian railway. Most of this road could be covered easily by vehicle, except in the stretch between Sretensk and Khabarovsk. Between those towns about 570 miles of road can be made by vehicle, while the rest, 690 miles, is covered by a pack-horse trail over the mountains, giving an alternative route to the river Shilka. The trail is used through the fall and spring only, while the river serves for boat transport in summer, and sledge transport over the ice in winter. The portion of the route between the river Shilka and Khabarovsk is called the Amur Highway.

Another important main highway is the Irkutsk-Yakutsk Trakt, 1,840 miles



On a Siberian Highway.

in length, of which 250 miles are possible by vehicle. The remainder of the distance is covered by the river Lena, in summer by boat and in winter over the ice by sled. The highway from Ousk through Semipalatinsk to Altai follows the river Irtysh and has a length of 760 miles. There is also a main highway from Tomsk to Semipalatinsk, a distance of 470 miles.

All the above highways were important links in the governmental control of Siberia from Russia. Over these routes couriers, police and soldiers could pass readily from center to center, keeping all settled parts of the country in communication with the central government. The main Siberian road is now largely disused on account of the superior communication afforded by the Trans-Siberian railway, and the other highways will eventually be paralleled by railways as well. None of these roads is paved or improved in any way which would be considered as acceptable for a main road in America. The absence of stone in much of Siberia will make it difficult to pave them, though much could be done by establishing brick works and surfacing the roads with brick, in which case motor truck transport would form an important auxiliary to the railway.

**Few Well-Made Roads.** While the Siberian railway is crossed by a number of important rivers running from south to north, which

afford transverse routes to points along their shores, the great expanse of the country is unprovided with well-made roads. Transportation from points lying at a distance from the main route is, therefore, costly and difficult. Only a limited quantity of grain can be hauled out of the country to the railroad, while the railroad itself is not able to take care of the grain that could be easily produced by the peasant population of Siberia in good seasons. The result is that a large crop of grain forces down the local price, so that the peasant actually finds that a large crop brings him less money and causes him extra work.

The greatest need of Siberia in the immediate future is improvement in roadways, so that communication may be easy from interior districts where grain can be raised, to railways and especially to water routes by which the grain can be carried out of the country. The improvement of the Siberian railway was already in hand under the American railway commission in 1917, when the bolshevik revolution occurred and put a stop to the work. It will be comparatively easy to increase the carrying capacity of the Siberian road very largely by physical improvements, and by better management, particularly in dispatching trains by a comprehensive system. Roadways by which Siberian commerce can be extended from the railway route to the interior districts should be improved and extended in the very near future.

Caravan roads of southern Siberia include among the most important, the route from Petropavlovsk down to the river Irtish, past the Oulutay mountains and the river Sary-Su to Bukhara, and from the same city by the river Tchaglinka, past a number of lakes to Akmolinsk, Nourinsk and into Turkestan.

### HEINE'S TRIBUTE TO CHOPIN

Great Writer Has Left Testimony of His High Admiration for World-Famous Musician.

Chopin was born in Poland of French parents, but received part of his education in Germany. The influence of the three nationalities affects his personality to an extent that is very remarkable. He has, in short, appropriated the best characteristics of each; Poland has bequeathed to him chivalrous tendencies, her historical sorrows; France, her delicate



On a Siberian Highway.

grace, her charm; Germany, her profound romanticism. . . . For the rest, nature has given him . . . a noble heart and genius. Yes, genius, in the full acceptance of the term, must be allowed to Chopin. He is not virtuous only, he is also a poet, he can make us apprehend the poetry which lives in his heart, he is a "tone-poet," and no enjoyment is equal to that which he bestows upon us when he sits down at the piano and improvises. Then he is neither Polish, nor French, nor German; he betrays a higher origin, he is of the kindred of Mozart, of Raphael, of Goethe; his true fatherland is the dream kingdom of Poetry.—Heine.

#### Good Character Test.

By the unanimous assertion of every man who ever went on a hunting trip that involved camp life for a considerable length of time, there is nothing like participating out and making clear the fundamental realities of character. It reveals both virtues and vices, strengths and weaknesses, and emphasizes them all. Not only are many of the restrictions and inhibitions created and engendered in ordinary community intercourse suddenly removed or weakened, but there are made new demands for the endurance of inconveniences and the performance of hard and distasteful work.

**LEAVES ON BRANCH.** Gene Whiteside, who is with the Spokane Cochet company, stopped over in La Grande last evening at the Sommer hotel. Mr. Whiteside left this morning for Baker and other points east on a business trip.

**GOES TO BAKER.** F. H. Southerland, with the Pasche Sarge Hardware company of Baker, was in town last evening but left this morning for Baker (or local points).

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# VACATION HITS LA GRANDE FOLK

### RESORTS HAVE NUMBER OF HOME PEOPLE ON REGISTERS

#### Coast Travel is Light Compared With Many Places Nearer Home.

Off to the vacation places; off with the cares of business and society, and on with the pleasures of life, with the joys of the mountains and streams, the resort life and the gladness of being away from toil—this describes La Grande people who are now putting their troubles in their suitcases and trunks and getting ready to visit the different points of popularity.

Wallowa Lake Park seems to be the favorite, although there are some who like to go to Lehman Springs and others who cling to the springs near Gibbon. The coast resorts are beckoning to some of La Grande's travelers but they are being turned down because of the failure of transportation lines to give rates that will induce people to travel that far away from home during the summer.

The automobile has turned the trick for nearby home resorts. It is the little machine that takes the tired citizen far into the depths of the jungle after working hours, and when the sun of morning beams down upon him, he is well on his way to Wallowa Lake, to the Toll Gate, or to Lehman Springs.

Gasoline has not fallen here in the northwest or people would probably abandon rail travel entirely and use the machine for the summer periods. The car for the family in many instances has undergone changes and additions so that it resembles a three-room apartment house to go. It is a railroad train, hotel and restaurant combined, and with the volume of fresh air obtainable, who can say the auto has not done its part to make people well and happy and to furnish them with a means of visiting the health resorts at will.

# MAN IS FOUND ILL ON STREET

Louis J. Gibson was picked up on Jefferson avenue this afternoon seriously ill, apparently suffering from epilepsy or some form of insanity. He was taken to the police station and given first aid and later taken to the hospital. He was unable to talk when picked up. An army registration card and other papers in his pocket had the name of Louis J. Gibson on them.

A card was found on him showing that he was recently discharged from an Aberdeen, Washington, hospital. He is about 48 years of age and was lying under a tree when the police came to the scene after having been notified by some residents of the man's condition. It is believed that he is a logger.

# BAND CONCERT ON TUESDAY

La Grande is to be treated to a band concert next Tuesday evening. The La Grande band, Andrew Loney, director, has been getting in two long rehearsals weekly for some time and is ready to give a popular concert of first quality.

The corner of Adams and Elm has been chosen for this concert, and subsequent entertainments will be held at other suitable points.

### CHARGED WITH DRIVING CAR WHILE DRUNK, FORFEITS BAIL

W. L. Chaudler was arrested last night and charged with driving a car while intoxicated and without a driver's permit. He was released on \$500 bail. He failed to show up in municipal court this morning and Judge R. J. Kitchen declared his bail forfeited.

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# RAILROAD IS STARTING WORK

**BAKER, July 13.**—Between Baker and North Powder there are six camps working on the O-W, R. & N. right of way doing improvement work. About 250 men are employed in the camps. The road bed is being re-ballasted with gravel which is hauled by train from pits on the Columbia river. Seven trains of flat cars are used in hauling the gravel.

Rapid progress is reported being made with the work and the road-bed will be ballasted through from this place to La Grande.

The Smith-Packing company of this place is supplying the camps with meat.

### SUPREME COURT DECISION ON IMPORTANT POINT

Reversal of decision of Judge Knowles will have bearing on many cases.

In the case of the state vs. Ward Smith, in which the state supreme court reversed the decision of Judge J. W. Knowles yesterday, the prosecution for violation of the liquor laws the state has a right to prosecute under the state prohibition laws was for the first time decided by the highest court of the state.

This decision is expected to have considerable bearing on future prohibition law cases in the state courts as there has been considerable difference of opinion on this point.

In the case on which the supreme court made its decision an appeal was taken from Judge Knowles' decision on a plea of former jeopardy under the prohibition law.

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- DEVILED TONGUE
- DEVILED CHICKEN
- DEVILED HAM
- VIENNA STYLE SAUSAGE
- SLICED DRIED BEEF
- PORK AND BEANS
- TILLAMOOK CHEESE
- LIBBY'S DILL PICKLES
- LIBBY'S SOUR PICKLES
- LIBBY'S SWEET PICKLES
- VEAL LOAF
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- SARDINES
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