

La Grande Evening Observer

VOLUME XXV

SECTION TWO

LA. GRANDE, OREGON, SATURDAY, SEPTEMBER 23, 1922 MEMBER OF ASSOCIATED PRESS

NUMBER 302

CITIES WILL IMPROVE IN NEAR FUTURE

Babson Says There Will be Grand Race Among All Municipalities.

MAKE IMPROVEMENTS NOW IS ADVICE

Markets for City Bonds Good and no Reason for Not Beginning Deferred Work at Once.

(Special to The Observer.)
WELLESLEY HILLS, Mass., Sept. 20.—Roger W. Babson this week issues a warning to cities and towns to get busy on their municipal improvement immediately. His reasons are as follows:

"A revolution is to take place in city development during the next decade. The automobile is to have as great an effect on living conditions as the sewing machine had on weaving. As the mill has taken the place of the home spinning wheel, so the suburb is to take the place of the city for residential purposes. Tremendous movements from the city to the suburbs will be expected during the next few years. Wise cities will begin to immediately prepare for this great suburban development, which, in many cases, will mean the extension of city limits.

"Such a revolution in living must result in the extension of water plants, expansion of sewerage and a tremendous era of new road building, home building and other improvements. This will cause a great demand for carpenters, masons, plasterers, and common labor of all kinds. The building boom has not yet reached its height. Every feature connected with building, from the supplying of the raw materials to the furnishing of the home, should be prepared for the next year or two. This is the real reason why certain forms of labor are scarce today and why certain building materials and commodities are strengthening in price. It is the real reason why the mine operators of the Central States and the mill owners of the Eastern States have been obliged to take back the workers at the old wages. It is this emigration from the city to the suburbs which has changed the labor market. Of course labor leaders claim credit for checking wage cuts, but it clearly is not due to them. Henry Ford's five dollars are causing this demand for homes in the suburbs, and the consequent demand for mechanics, carpenters, and common labor.

Sell City Bonds Now.
"Wise are the cities and towns that take advantage of these new conditions. Those city fathers who do not will miss a great opportunity. Moreover, the time is now especially propitious for municipalities to capitalize this great movement. Money rates are low. There is a good demand for municipal bonds. The Federal Income Tax and state and city taxes are especially favorable to municipal borrowing. How long cities will have this advantage I do not know, but the situation certainly should be seized while it lasts. Nothing helps a city so much as good paving, a splendid water supply, proper sewerage, and, of course, good schools.

"This especially applies to the Southern cities which have not in the past had the available funds that some of the Northern cities have had. Great

opportunities present themselves to those cities that are to benefit from river improvements, flood protection, and other natural problems. New Orleans is an illustration of a city which should take advantage of this present opportunity of low money rates in paving its streets and developing its suburbs.

"During the next ten years we will witness a great municipal race—a great municipal marathon race. The cities which are now behind will have an opportunity of getting in the front ranks, while some of the cities now in the front ranks will drop back into the slower places. The result of this race will depend upon the vision of those who direct the affairs of these cities."

"These changing conditions are already evidenced by the Business Barometer Figure of the Babsonchart which has reached seven per cent below normal. I expect this sub-normal condition to soon disappear. Wise are the cities which plan their improvements and make their contracts while business is still below normal."

AIRPLANES AND BRITISH TAXES

Airplane Menace Will Add to British Taxes; Recent Destruction of Agamemnon Proves Many Things.

(By Associated Press.)
PORTSMOUTH, Aug. 30. (By Mail).—The aerial menace to the navy was given a full dress rehearsal recently when the old battleship Agamemnon was attacked by four different types of airplanes. A total of 280 dummy bombs were thrown from the air. Out of 48 dropped from close quarters, or point blank range, there were only three misses. At the 8,000 feet range there were nine direct hits and 223 misses. Nine pound smoke bombs were used. If war bombs containing high explosives had been used the Agamemnon, experts say, would certainly have been very badly damaged if not actually sunk. The airplanes operated from a base 20 miles away.

One of the wonders of the demonstration was the behavior of the Agamemnon herself. She was under wireless control, directed from a destroyer. Without a human being on board she twisted and turned at a speed varying from six to 15 knots. Her fires were stoked with oil fuel and she maneuvered throughout a long day as if she had a full crew aboard.

The attacks at point blank range were very spectacular and exciting. Four "snipers" flying at 120 miles an hour dived at the Agamemnon one after another until they were about 150 feet above the sea, and dropped bombs in pairs. Each "sniper" swung round almost on its heel and was back again to drop two more. Each bomb on exploding emitted a cloud of white smoke so that in two minutes the Agamemnon was wrapped in smoke from end to end and looked as if she were on fire.

The attack gave a vivid impression of the danger that would be met by a battleship that had no means of defense against attacks from the air.

The "snipers" were followed by six "camels"—machines of similar diminutive size—that swooped down on the Agamemnon, and when at a height of 1,500 feet started peppering her with machine-gun fire.

According to experts, if the test did not prove that a battleship was entirely at the mercy of attacks from the air, it did show the necessity of providing an ample force of fighting and bombing machines to defeat the fleet from such

A Pair of Aces



Eddie Rickenbacker, daredevil auto racer and America's big "ace" in the World War, beaming on his bride-to-be, Mrs. Adelaide F. Durant.

attacks.
During the experiment the deck of the light cruiser Canterbury, carrying foreign naval attaches, naval experts and newspaper men, became temporarily the floor of an animated debating society, says the Daily News.

There was one point on which everyone appeared to be agreed: that the development of the airplane would not make naval warfare cheaper by leading to the abolition of the battleship, but would make it more expensive by adding to its complexity. There was evidence of the necessity of having more airplanes for coast defense.

"All this means," said one enthusiast, "is that the poor old taxpayer will have to put his hands still deeper into his pockets."

That was the general view. The subject was covered by a naval officer who said:

"As far as the navy is concerned the development of the airplane is merely a repetition of the development of the submarine. In both cases there is quick development and then a halt. The battleship confronts another menace: steps will be taken to meet it."

"No doubt the thickness of the deck will be increased and personnel will be better protected from attacks from above. No doubt, too, the airplane, like the submarine, will score successes. An occasional battleship will be sunk. But to suggest that the airplane can make the battleship obsolete—I'm afraid the taxpayer can look for no relief in that direction."

When carefully analyzed, luck proves to be one part chance, three parts industry, and six parts brass.

HUMANE LAW IS COMMEMORATED

Humane Societies in England and America Observing Centenary of Beginning of Humane Law.

(By Associated Press.)
WASHINGTON, Sept. 23.—Praying the opposition of colleagues and opponents, Richard Martin introduced into the British parliament in 1822 an act providing a punishment for the ill-treatment of cattle, and by the force of his personality forced its passage as a law.

Humane societies throughout England and the United States are observing in various forms the centenary of the enactment of this first law for the protection of animals from cruelty, which, for the first time in any country, made it unlawful to abuse animals.

"Humanity" Martin, so named by King George IV because of his introduction and support of the law, was an intense Irish nobleman with immense estates in Galway, where he lived in the manner of a feudal lord when not attending parliament in London.

He was a man of infinite personal courage and a duelist of note. But with his courage and dueling practices was a genuine Irish humor, wild and turbulent at times. He always was a lover of animals and disliked the treatment of them as intensely as he loved the animals themselves.

After introducing his bill, Martin was asked to withdraw it so that it could be amended and introduced at the following session. Spending in opposition, one opponent declared he could not see why, under the terms of the bill, a punishment should not be affixed to the boiling of lobsters and the eating of live oysters.

To all opposition Martin replied with more vigorous support and made a strong appeal at the second reading. After his appeal, a vote was taken and the bill stood 22 against 15 more.

The bill passed its third reading in the house of commons June 7, 1862. To Martin also belongs the credit for the first conviction under the law he fostered. Martin himself appeared as complainant against a driver who had mercilessly beaten a dog. The animal was dragged into court before the judge and Martin so impressed the court with the evidence the donkey bore of its master's cruelty that the driver was found guilty, much to the surprise of the many onlookers who had crowded into the courtroom.

Less than a year after Martin's death at Boulogne, France, in 1834, his original act was amended and bull and bear baiting and cock fighting were prohibited throughout the British Isles.

While credit is given the Great and General Court of Massachusetts, in 1641, for passing an act declaring that "no man shall exercise tyranny toward any brute creature, which usually are kept for the use of man," Martin's act is recognized as the first law expressly forbidding ill-treatment of animals.

Two years after the passage of the act, Martin and some of his friends, realizing the law would be valueless without proper enforcement, organized the Society for the Prevention of Cruelty to Animals, Queen Victoria later giving her approval to the addition of the word "Royal" to the title. From the society originated first the American Society for the Prevention of Cruelty to Animals and later the state societies.

YELLOW YANKEE IS A CANDIDATE

(By Associated Press.)
HONOLULU, T. H., Sept. 20.—James T. Hamada, former newspaperman, is the first American citizen of Japanese ancestry to become a candidate for an elective office in Hawaii. He has filed nomination papers as a candidate for the lower house of the territorial legislature on the Republican ticket at the primaries in the

paper, where he edited the English section and conducted a humorous column.

A village is a place where the phonographs are still forever blowing bubbles.

SEE 'EM GO!

—AT THE—

Union County Fair

ELGIN

September 27, 28, 29, 30

BUCKING CONTEST

\$100.00 Prize Saddle to the winner. Silver Mounted Spurs and Bridle Bit to second best rider, \$60.00 value.

STEER ROPING

\$30.00 Prize to the Winner.

RING TOURNAMENT

A revival of that once favored sport in horsemanship. \$30 Bridle to the Winner. \$10 Velour Hat as second prize.

\$10.00 REWARD

To the buckaroo who can ride Jack Dempsey, the bull.

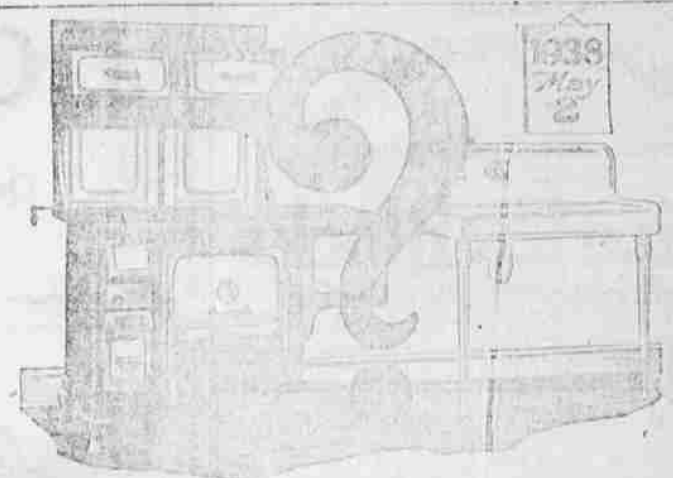
RACING

Free-for-all Races — Quick Change races — Novelty Races — Saddle Horse Races — Pony Races — Roman Races.

Mule riding and other amusing events.

Contests begin Sept. 28. Entries must be made not later than Sept. 27. For rules regulating contests address Secretary Elgin Fair Association.

Don't Miss the Agricultural and Horticultural Display.



What Kind of a Range will Be Standing in Your Kitchen 15 Years From Now?

A hard question to answer perhaps.

But the answer is simple. A Monarch Range will stand in your kitchen 15 years from now. The Monarch Range is built to last. It is built with the finest materials and with the most perfect workmanship. It is built to stand the test of time.

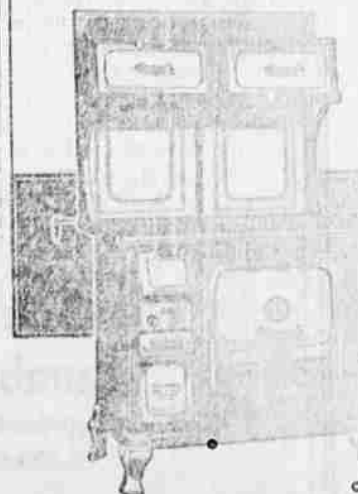
If you want a range that will stand the test of time, buy a Monarch Range now.

If you want a range that will stand the test of time, buy a Monarch Range now.

If you want a range that will stand the test of time, buy a Monarch Range now.

You would be wise to have Monarch in your kitchen. It is the most handsome range you can get, and so easy to keep looking like new.

W. H. Bohnenkamp Company



Monarch RANGES

Then and Now

Forty years ago this month the first Electric Central Station in the United States began operation. The entire system was designed by Thomas A. Edison and was installed under his personal supervision.

It served a territory of about one-sixth square mile of territory. Today there are nearly 5,700 operating companies supplying more than 15,000 communities in the United States alone.

The first plant had a capacity of about 750 horse power. Today the combined capacity of all central station power plants is nearly 20,000,000 horse power.

This plant began operation with fifty-nine customers. Today there are nearly ten and one half million users of electric service.

In 1882 the cost of operating a 15 candle power lamp for one hour was 1.2 cents. Today on account of improvements in the art of generating and distribution of electricity and in the development of more efficient lamps a 100 candle power lamp may be operated for an hour and a quarter.

Today the Central Station Industry represents an investment of more than four and one half billion dollars.

What other can equal it for rapid substantial growth?

Eastern Oregon Light and Power Company

S·H·E·R·R·Y'S

SUNDAY AND MONDAY

It's a Paramount Picture

JESSE L. LASKY Presents

Bebe Daniels

AND

Jack Holt

—In—

"NORTH OF THE RIO GRANDE"

Swinging swiftly along to the clatter of galloping hoofs—racing with a thrill beneath skies of unending blue—sweeping through a tangle of tempestuous emotions—such is "North of the Rio Grande."