

La Grande Evening Observer

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CITY AND COUNTY OFFICIAL PAPER.

Editorials From Over the Nation

CONTENTED MEN DO NOT FIGHT

Detroit News: What's in a name? The British government is just finding out. There was an old age pension act, designed to afford a small dollop to the aging worker no longer able to work and without resources. By some superlative piece of ineptitude the Bonar law ministry has styled this measure poor law relief. Between pensions and pauper there is, it seems, a wide distinction and a difference.

Labor has caught up the phrase from one end of Britain to the other and many is the bitter gospel being preached to political meetings with "Pauper" as the text. Some go so far as to proclaim accessions to the ranks of pauperism from royalty itself. Princes, they suggest, who have to receive subsistence from the people's treasury are, in effect, paupers. Retired cabinet ministers who receive pensions for their former services are, by the same token, paupers.

It is an ugly word and a word held in hatred by every man or woman who works for a living. Probably nothing presses so sorely on the minds of those who live narrowly as the nightmare of a dependent old age, with its denial of will power, its refusal of personal preference, its utter abandonment to the rule of those who furnish the bread. Nature gives the water.

It is a subject with which civilization more and more concerns itself, this elimination of the pauper. Some folk there are who never cry for anything else, but the great majority feel that given a fair chance during their working life they can save enough to keep themselves in the twilight years. Society's part, says one group, is to care for all who, after a fruitful life, are unable to care for themselves. Society owes it to its workers that their declining years be at least comfortable. Society, says another group, must pay the workers enough so that they may, in support of their own independence, save against the empty years of age.

It is sufficient that the theorists are unanimous on the goal, even if they differ on the means of attaining it. The age that is able to abolish the word "pauper" will be far advanced on the road to permanent peace. Contented men do not fight.

OFFICE CAT



BY JUNIUS

OBITUARY
Mary had a ton of coal
She worked ten years to earn it.
She froze to death last winter,
She couldn't bear to burn it.

Money profiteth not in the day of judgment, but it helps mightily in the meantime, says Amos Tash.

Don't get too self-important; the world will go on just the same after you get out.

Uncle Eben says "Th' dem pok-chops Ah et tub supped last night did I not that book?"
La Grande Man (registered John Doe at the police station): "We must go for prayer-meeting tonight, my dear."

GREAT SAYINGS OF GREAT MEN
President Harding: "My pants are wearing out."

Dr. Frank Crane: "Where in hell did I put that book?"

William Jennings Bryan: "This is the worst hat I ever tried to wear."

William Randolph Hearst: "I lost \$500 at poker last night."

Billy Sunday: "I went out in my car today and ran over some damn fool."

Chief Justice Taft: "I'm getting bald."

Woodrow Wilson: "Guess I'll have to buy some heavier underwear."

L. H. S. Student: "Whorehell's my cap?"

Prohibition Agent: "Yes, we pour all the booze we get down the gutter."

THIS IS PRETTY DEEP
Customer: "I'd like to see something cheap in a straw hat."
Clerk: "It's this one on. The mirror is at your left."

I ain't always who to trust a man who trusts to luck.

Cy Koloky says that as a rule you will find the well-to-do guy hard to do. That's how they get that way.

Some men will exceed any kind of a motion.

The morning editor startled the office forces of the Observer today by remarking that all great men "die" while their wives are away. When asked to explain himself he opined: "I don't see how it could be any other way—they are all reported as having their last words."

This dope about jazz marathons is beginning to be a nuisance. Junius wonders when some bright individual will begin a long distance crawling contest, who will set the record for longest per minute, and who will put on and take off the most collar buttons in succession without dropping one on the floor.

FOOLISH QUESTIONS
Foolish questions is the oldest institution in the world. Today, out of the motop operators had a nose-bleed, and one of the office girls asked him if "that was blood on his face." The cheerful reply was: "No—I put my nose on too thick today and it's running."

FORGIVEN
Boston Transcript: Old Gent (furious)—"You scoundrel! Why did you elope with my daughter?"
New Son-in-Law—"To avoid the insufferable fuss and nonsense of a society wedding."
Old Gent (retreating his hand)—"Thank heaven, my daughter has got a sensible husband."

FOR SALE
Small farm, less than one mile from city limits, on two-avenue, containing 16 acres. Home 5 rooms, barn and outbuildings. Family orchard, two wells, gas as house and one in the field. This is a very desirable location and the price is exceptional for this quality of soil and location. \$1200 will place purchaser in possession. Balance extended over a period of years. In other words, the terms are such that the products of the farm will pay for itself. Immediate possession can be given. Plenty of time to begin spring work.

\$1000 will put you in possession of two acres. One and one-half miles from La Grande. Good five-room house, painted. Big barn will house fourteen milking cows and six head of horses, with all machinery. Family orchard, apples, cherries, peaches, plums, and pines. About 20 acres in cultivation, at least 25 acres more can be cultivated. Four springs, one piped into the house and barn lot. All fenced, wire and posts. Price \$2650. Five years in which to pay \$1050. Here is an opportunity for a dairy, poultry and berry farm. Investigate.

Miss G. W. Chandler came down from Enterprise last evening to spend a short time here visiting and shopping.

Japanese are reported to be the coming people. But not to the United States.

Why Not?

Coast cities have begun to put up a brisk howl relative to recent rate decisions, which are intended to give interior cities what they have always been entitled to and never before have received.

Why should not the railroads give a better rate on freight from the east to La Grande, Baker, Spokane and other cities located several hundred miles inland than they do to Portland and Seattle, when the railroads are forced to haul the loaded cars several hundred miles farther?

We have heard in the past a lot about "water competition" but we have a fair example of what water competition really is in the Celilo Canal. It was built to compete with railroads and today not a boat goes through the costly canal. Water competition is a good deal of a theory, and apparently the railroads have so recognized it, for they are giving little objection to the ruling of the Interstate Commerce commission on the new inland rates.

There is no justifiable reason in trying to build enormous cities on the coast at the expense of the inland country. Why should such a thing be encouraged and fostered? Would this not be a happier nation if the larger cities ceased to grow for a while and more cities in the interior country gained a greater size?

That the nation is undergoing a big change in the rate question there is little doubt; that the natural economic law which provides pay for actual hauling done is gaining ground is apparent. And out of the entire shake-up the western country and middle states section are going to benefit in a just and proper proportion.

A Lump of Sugar

The lump of sugar—it may be two or three—that goes into your coffee each morning represents an industry of stupendous magnitude. One side of it, the tropical agricultural branch, is described by the American Sugar Refining Company in its current report. The statement deals with its own production of raw sugar, the growing of cane and the first step of manufacture. It says that by multiplying its figures by forty one may get a fair idea of what is required in these elementary stages of the industry to satisfy the sugar needs of the country.

On two Cuban sugar plantations of the company, which allow to harvest cane for 1,100,000 bags of raw sugar of 325 pounds each, 12,000 men work in the fields for 150 days. Nine thousand are cane cutters, while 3,000 do hauling, weighing and general duties. To haul the cane to the railroad 1,500 ox-carts and 12,000 trained oxen are necessary. Thirteen hundred more men operate the factories, railroads, etc. The 1,450,000 tons of cane harvested reduces to 150,000 tons of raw sugar. Railroad service on a large scale and a fleet of ships are employed to get the sugar to refineries in this country. And up to this point but a beginning has been made of producing the sweetening for America's breakfast coffee.

Sugar, being indispensable, and being used in enormous quantities by people all over the world, its every price movement causes a reaction on the pocket nerve of populations. The rise of a cent or two in price brings serious complaints if not actual discomfort.

Speed Yields to Safety

A leading scientist has recently sounded a warning against what he calls the modern mania for speed. Every day one reads of some fresh achievement in rapidity of transportation. Humanity, always more and more in a hurry, urges the makers of airplanes and automobiles to produce the utmost in speed, regardless of safety. The first question asked by intending buyers is, "How fast can it go?"

There is a strikingly significant exception to this demand for excessive speed, which the scientist has overlooked, and it relates to a most important department of transportation: the railroads. It is not only true that trains are not being run any faster because of the competition of automobiles and airplanes, but the tendency seems to be toward a slowing up of speed. For some of the great railroads maintained eighteen hour expresses between New York and Chicago. Several years ago the time was extended to twenty hours. Away back in 1893, the year of the Chicago world's fair, a speed of 112 miles an hour was attained by the Empire State Express of the New York Central. It has remained the record ever since.

Instead of planning to increase speed, American railroads have been studying safety. Travel by rail is steadily becoming safer. The latest locomotives are built with their center of gravity so low as to reduce the risk of upsetting. Steel cars eliminate the danger of fire and telescoping. Rails are heavier. Automatic signals and other devices afford additional protection. The traveling public sets safety and regularity above speed. The railroad managements and their patrons both show their sense. "The more haste the less speed" is an adage that still has its place in modern civilization.

If Charlie Chaplin doesn't think he has enough to get married on, how does he figure he will have enough to live on after he gets married?

Chicago has convicted a husband murderer on the unusual theory, evidently, that she was a menace, being accused of killing four.

Does Mrs. Edith Rockefeller McCormick, through any of her Egyptian reincarnations, recall a chap by the name of Potiphar?

Japanese are reported to be the coming people. But not to the United States.

N. K. West & Co.

SHOE BARGAINS

MEANS WONDERFUL SHOES AT VERY LITTLE MONEY WHEN PLACED ON THE BARGAIN TABLES AT THE

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LADIES' BROWN OXFORDS

This lot of oxfords is composed of three styles of today—sizes are broken and many of them very narrow, but a wonderful value at the price—formerly sold at \$9.00.

Don't Over Look a Bet - Get in on These Prices

\$3.90

LADIES' BROWN OXFORDS

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Every man knows the quality and service of a "Ground Gripper" Shoe. We are discontinuing the line—21 pair left—sizes very good, browns and blacks on hand. These are \$12.00 values.

Preventative Medicine.
The tendency of medical science is toward preventative measures. It is easier and better to prevent than cure. Pneumonia, one of the most dangerous diseases that medical men have to contend with, often follows a cold or attack of the grip. The cold prepares the system for the reception and development of the pneumonia germ. The longer the cold hangs on, the greater the danger.

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