

RAILROAD IS MADE TO ORDER

(By the Associated Press)
SALT LAKE CITY, July 25.—A forty-mile railroad over the desert between Lund and Cedar City, rushed to completion in 87 days at a cost of \$1,049,000, was one of the incidents in the recent reception by the state of Utah to President Harding.

On April 2, last, the right of way men, acting for the Union Pacific railroad, secured possession of the needed ground for the construction of the railway from the Salt Lake route main line at Lund to the entrance of Zion National Park, and on the same day the first scrapful of earth was turned on the grade.

The contractor strung his men out in sections and as fast as a section was completed, the track-laying crew took possession and the ties and rails were set in place. Crowding upon their heels was the ballast crew, and so the work was rushed toward Cedar City.

In the midst of this orgy of toil came word that the President of the United States would visit Zion Park, providing the track was in shape for his big special train upon his arrival in the west. Every man on the system from the highest executive to the lowliest section hand plunged into the work with redoubled energy.

Whereupon there came the announcement that President Harding's trip to southern Utah had been cancelled and the work dragged.

But again came cheering news definite this time, that the President would come. Ignoring dust and desert heat, the men plunged into the job again, determined to finish the road in time.

Only forty-eight hours before the arrival of the President's train the depot site at Cedar City was strewn with foundations and debris left from the removal of houses that had been carted away or torn down. Ballast trains brought in clean white gravel. An approach twenty feet wide for automobile travel was graded and surfaced and grounds were roped off.

Twelve hours before the president's train was due the electricians were erecting poles and stringing the lights along the railway track and the station yard.

The superintendent of the work rode into Cedar City on a pilot train ahead of the presidential train and met his yard foreman, who was just finishing his second continuous 24-hour shift that week. He was covered with dirt and grime and a half-inch growth of rough beard bristled on his face. The superintendent prevailed upon him to get cleaned up and take a little nap before the president arrived. The man dragged himself into a car within 500 feet of the spot where the president's special was "parked," and slept so soundly that he never even saw the highest executive.

During the construction of the new branch, ballast trains bringing gravel were given right of way over every other train on the Salt Lake route main line. The biggest day's output was 119 cars. In the 57 days' nearly one-half million tons of gravel were hauled an average distance of 100 miles.

PROMISE NEWS NOTES
PROMISE, July 25.—Promise is having some very warm days. Most of the men of Promise are busy putting up their hay.
Rev. Petric preached at Promise Thursday night, and returned to Wallowa with Joe Carper Friday.
Mrs. W. B. Heseock is on the sick list.
Mrs. Curtis Lindsey is visiting in Promise with relatives this week.
H. E. Thompson and wife made a business trip to Wallowa the first of the week.
Mrs. C. B. Griffith and children visited with Mrs. W. B. Heseock Sunday and Monday.
Mr. and Mrs. Lee Smith were called to Wallowa Monday on account of illness.
O. S. Trump and family called on H. E. Thompson and family Saturday.
Charles Workman and family drove to Promise Saturday from Imnaha to visit Mrs. Workman's parents, J. K. Carper and family.
Frank and Fred Carper called on Johnie Reed Saturday and Sunday.
Mrs. V. B. Henderson returned from Wallowa Tuesday.
Cla and Truman Poulson, Lee Smith and Roy Horner came in from camp Saturday.
Harold and Howard Carper, Andrew Flesham and Donald Corbett are helping L. M. Flesham with his hay. Laura Carper returned from Wallowa Thursday where she has been working for Mrs. Thorp.
B. E. Thompson and son, Herbert, went to camp 5 Sunday to cut wood.

Justice Johns to Return.
SALLEM, Or., July 25.—According to a letter received from Senator McNary, Associate Justice Johns of the supreme court of the Philippines will be in Portland this summer on his vacation. Judge Johns formerly was a member of the Oregon supreme court.

IF SKIN BREAKS OUT AND ITCHES APPLY SULPHUR
Just the moment you apply Mentho-Sulphur to an itching, burning or broken out skin, the itching stops and healing begins, says a noted skin specialist. This sulphur preparation, made into a pleasant cold cream, gives such a quick relief, even to fiery eczema, that nothing has ever been found to take its place.
Because of its germ-destroying properties, it quickly subdues the itching, cools the irritation and heals the eczema right up, leaving a clear, smooth skin in place of ugly eruptions, rash, pimples or roughness.
You do not have to wait for improvement. It quickly shows. You can get a little jar of Mentho-Sulphur at any drug store.

Railroads Set Record In Reducing Loss and Damage to Freight

Striking success has been achieved by the railroads of the country in their campaign they have been waging and are still waging to reduce loss and damage to freight, figures just made public by the American Railway association showing that between 1920 and 1922 payments for loss and damage were reduced from \$119,800,000 to \$44,500,000 or 63 per cent.

The first three months of 1923 claim payments were 63 per cent less than in the same months of 1921 and 25 per cent less than in the same months of 1922.

During the war and especially when the railroads were being operated by the government, loss and damage of freight and payments made for them increased abnormally. Total payments for loss and damage to freight in 1917 were \$18,000,000. In 1920 such payments were \$119,800,000, an increase of 540 per cent. This increase was due to the great increases in prices of commodities, which made all commodities shipped more valuable, to a decline in the morale of railway employees and deterioration of the condition of the equipment. The first cause was beyond the control of the roads, but after the railroads were returned to private operation they jointly engaged in a nation-wide campaign to reduce loss and damage by remedying the two main factors and by cooperation of shippers.

Every class of shippers suffer by loss and damage of freight and is benefited by their reduction. Loss and damage payments on fresh fruits and vegetables are relatively the largest, because of their perishable nature. The causes of loss and damage are numerous. For example, in the first three months of 1923 the railroads had to pay claims amounting to \$1,660,000 resulting from damage by rough handling of cars, and \$472,000 because of claims resulting from robberies.

The ratio of the total freight claims paid to the total freight earnings in 1919 was 2.95 per cent; in 1920 it was 2.78 per cent; in 1921, 2.36 per cent, and in 1922 only 1.12 per cent, which probably is relatively the best record ever made in any year.

Announce New Magazine
SACRAMENTO, July 25.—Dedicated to the promotion of the development of northern California, the "Sacramento Spokesman" will make its initial appearance the first of August. It will be published by the Sacramento Chamber of Commerce, as a monthly illustrated magazine and will tell of the activities of the northern counties. Each number will be a reference book for business men on the resources and developments of northern California.

Space is allowed to every civic and commercial organization of northern California, in which to tell the vital facts of their districts and their accomplishments. Secretaries of all northern chambers of commerce are now preparing material for the first issue. The Spokesman will be edited by Bert F. Hayes, a well known newspaper and magazine editor of Sacramento and the bay cities.

Big Mineral Exposition
SACRAMENTO, July 25.—Plans are being rapidly completed for California's greatest mineral exposition, to be held in connection with the 1923 California state fair by the department of mines and mining of the Sacramento Chamber of Commerce, in cooperation with the state mining bureau and the United States Chamber of Commerce.

At least three sections in the main agricultural hall will be allotted for the mineral displays by Charles W. Payne, secretary-manager of the state fair. Several counties are preparing special exhibits of gold, silver, gems and industrial minerals, including Shasta, Siskiyou, Placer, Trinity, Nevada, Amador, Calaveras and Tuolumne counties.

Mining machinery and equipment will be housed in a large tent to be erected in the rear of the exhibit hall. Much of the mining equipment will be shown in actual operation. There will be housed in a large tent to be erected in operation. Air drills will show their way through great slabs of granite and limestone. Small new mills of the latest design will grind ore. Demonstrations of mine safety apparatus will also be given, and there will be mine rescue and mine drilling contests.

Europe's problems will be solved when somebody devises a scheme to profit everybody at the expense of everybody else.

FOR SALE
A choice home on "H" street on the brow of the hill in Old Town, overlooking the city and valley, consisting of a modern house, 7 acres of land, a small lake, fruit trees, berries, shrubbery, shade trees, lawn, garden and pasture—an ideal place for one who desires to keep a cow, chickens, ducks, etc., and the price is only \$1500, and a payment of half cash will handle it. Balance terms to suit the purchaser. Come in and let us show you a real bargain.

Four-room house, lot 72x100 feet, situated on North Birch street. Price \$1150; \$250 cash, purchaser can assume a mortgage for \$250 and pay the balance in monthly installments terms to be agreed upon.

Four rooms and bath, two lots situated on Lake street near the Palmer mill, fruit trees, berry patch. Price \$1200; \$200 cash, balance easy terms to be agreed upon.

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Rainier Reports Good Crops.
RAINIER, Or., July 25.—With bountiful rainfall, the prospects for bumper crops in this part of Columbia county were never better. Potatoes, though with a much smaller acreage, promise the best in point of quality and yield for years. There is a good demand in the local market for new potatoes at 3 to 4 cents. Fruit crops, except cherries, will yield above the average. Cannery running full time packing fruit and berries.

Valley Crops Improve.
CORVALLIS, Or., July 25.—Crop conditions of such fruits as apples, prunes, walnuts and pears are much improved during the last two weeks over the previous estimations, according to farmers living in this vicinity. Favorable weather conditions for the fruit have made the walnut and apple crops possibly better than last year, it is reported. Moisture conditions will make the apples very large and very little scab is reported from the large producing sections.

BOSTON SCHOLAR SEES MENACE IN COLLEGE CONTROL

(By the Associated Press)
CAMBRIDGE, Mass., July 25.—Cooperation between national societies representing college teachers on the one hand and college administrative officers on the other as a means of arriving at a better understanding and better methods in American colleges and universities is suggested by Professor Harry W. Tyler, Professor Tyler is head of the mathematics department at the Massachusetts Institute of Technology and secretary of the American Association of University Professors.

Referring to the recent enforced resignation of President Alexander McKelejohn of Amherst College and the resignation of several Clark University professors accompanied by statements protesting against the methods of President Wallace W. Wood, he says:

"These events cannot be regarded as merely local in their significance. Quite regardless of the faults or merits of individuals there is no reason to infer that the events are merely symptoms of some more fundamental defect in the organization of our higher institutions."

The four groups involved in university management, Professor Tyler says, are the trustees, the faculty, the alumni and the undergraduates. The trustees are usually "somewhat averse to innovation." Members of the faculty "may have become critical rather than constructive or co-operative." To a certain faction of the alumni "athletic victories are the chief aim and glory of alma mater." The undergraduates are "hungry for new ideas and leadership, not always just in their sense of proportion as to activities" and a scholarship and liable to be exploited by those most interested in commercialized athletics.

Remembering that the college president is expected to make more or less successful appeal to all these groups, Professor Tyler says:

"There are probably such supermen (if not in presidential captivity) but the chance of discovering one for a given place is well negligible. The difficulties which arise are mainly due to the fact that the business management and the educational conduct of an institution continually overlap. In numberless matters of great importance best results require co-operation of trustees and faculty, or of both with alumni."

"Under present conditions in this country each institution is a law unto itself. Interesting and valuable experiments are easily tried here and there but with no certainty of permanence or imitation.

The way out to a better understanding and better method necessarily lies ultimately with the individual college but much will depend on organized and concerted action. The possibility of this now rests in such national societies as the American Association of University Professors on the one hand, representing the college teachers, and the Association of American Colleges, the Association of State Colleges, etc., on the other, representing administrative officers and to some extent trustees. Through the co-operation of these bodies it should, for the first time in our educational history, be possible to deal with a national problem in a national way, establishing standards which may count on progressive acceptance by the colleges."

COLLEGE WILL SEEK BIG SUM
UNIVERSITY OF OREGON, Eugene, July 25.—Albany college will be reorganized and developed into a self-help institution with a new site and new plant, it was decided by the Presbyterian synod of Oregon, now in session here. In the development program it is planned to raise about \$600,000 from available sources; to offer for sale the present buildings of the college and move the institution itself to a new site, recently purchased outside the limits of Albany. Dr. D. A. Thompson, stated clerk of the synod, said it was hoped to move the college to its new location by the fall of 1924.

Only One On Self-Help Plan.
Money for the building, endowment and equipment will be raised largely under the direction of the Presbyterian churches of the Pacific coast. Albany college, it was pointed out, is the only school on the Pacific coast yet put on the self-help plan.

The action took the form of adoption of the recommendation made by the general board of education in the church. The situation was discussed by Dr. Edgar P. Hill of New York, general secretary of the board, former pastor of First church in Portland, and the Rev. Frank N. Raile of New York, another member of the general board.

Every Student To Work.
Under the self-help plan, every student in college will work to pay at least a part of his expenses, whether he is poor or well-to-do. The present purpose is to start at the new plan at Albany in the coming fall term. The synod is not expecting to let the institution grow beyond 500 or 600 students. The present enrollment is about 200. Dr. Clarence W. Greene, president of the synod session, is among those attending the synod session.

Three new buildings will be erected on this unit plan, Dr. Greene said today. The cost will total \$350,000.

COLLEGE WILL SEEK BIG SUM

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The editor of Paisa Akhbar, a native newspaper of Lahore, India, says: "I have used Chamberlain's Colic and Diarrhoea Remedy many times among my children and servants, for colic and diarrhoea and always found it effective."—Adv.

If mere law enforcement is the thing most desirable, perhaps it would be well to raise the speed limit to eighty miles an hour.

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