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OFFICE CAT BY JUNIUS

HUPP PUTS OUT COMPLETE LINE OF NEW MODELS

A new and larger Huppobile, with improvements and refinements throughout both body and chassis, is announced by the Hupp Motor Car Corporation. The car is now on display at Smith and Press local dealers.

The car is being offered in the usual seven Huppobile models—touring car, roadster, special touring, special roadster, two passenger coupe, four passenger coupe and sedan.

Officials of the corporation, in announcing the new models, say that they will out-perform to a marked degree any previous Huppobile. In addition, by lengthening the wheelbase, by changing the lateral dimensions, by lengthening both front and rear springs and by a general redistribution of weight, materially easier riding has been insured. It is stated, "The net results of these and the following changes, combined with an improved appearance and chassis refinements, are a car which will still further increase Huppobile long life, give a smoother and more comfortable operation, better engine operating balance, and increase of power and promptness in acceleration."

The new models, according to the official statement announcing the car, which also says:

The crankshaft is counterbalanced and its weight increased to eliminate all tendency to whip or spring, and its bearing areas are 20 per cent greater. Split piston skirt pistons and connecting rods are light-weight aluminum alloy. Each piston weighs five ounces less than the previous gray iron type. Connecting rods are deep forged light-weight alloy type, and are not only 12 ounces lighter per rod, but stronger than steel.

A smoothness and an absence of vibration almost unbelievable, results from the combination of heavier, counter-balanced crankshaft, lighter pistons and connecting rods.

The new two-plate clutch is exceptionally easy to operate and affords silent gear changes at any speed and under any circumstances. Clutch plate are of spring steel, slightly concave, making engagement easy and soft. Transmission gears are larger in diameter, heavier and of longer life. They are of high carbon alloy steel, oil treated and tempered—the most costly and the best gear construction known.

The wheelbase has been lengthened three inches, making it now 115. The extra space permits moving the front axle two inches further ahead of the motor, thus changing the weight distribution and insuring greater riding comfort. Comfort is further added by increasing the length of the front springs from 25 1/2 inches to 27 3/4 inches and the rear springs from 21 1/2 to 24 1/2 inches.

The frame, now six inches deep, is even sturdier because of the increased depth. The five cross members are also heavier. Spring shackles have been increased 50 per cent in bearing surface, which gives longer wear and freedom from noise.

To improve the body appearance and insure further comfort, many refinements have been made. The radiator has been raised 2 1/2 inches, adding both to its looks and to cooling efficiency. The owl is raised to harmonize, giving greater streamline effect from radiator cap to windshield. Fenders are of newest style full crown design, developed and manufactured by Hupp. Their enameling and painting have been made in the new painting department, now in operation.

Inspection of the instrument board reveals improvements in convenience and appearance. Gauges are grouped closely together, the ignition, light switch and fuse panel forming one oval, and the oil gauge and ammeter the other, with dash light and speedometer in the center. The bottom of the instrument board curves in harmony with the top.

Gearshift and brake levers are more convenient. They have been moved forward considerably, affording easier access to the driver's seat, and giving more room throughout the front compartment.

The distinctive fan-shaped rear light has been retained, as has the emergency gasoline valve, a Huppobile feature.

Extra body room afforded by the longer wheelbase has enabled the designers and engineers to make many conservative body changes which add to the beauty of each model. Curves, supplanting square corners and beveled edges, give a new symmetry and grace of outline.

It was also possible to make the interiors more comfortable by adding to upholstery or cushions in some parts and additional leg room in others.

Sweeping and yet conservative changes in each body model have been made. In the touring car, attention is called to the graceful lines of fenders, the harmonious combination of body and top and the stylish, low hump appearance of the entire car. The top is of clear vision type, with no rear upright bow, and tailored even more carefully than before. Perhaps the most noteworthy improvement made in the top has been in providing greater convenience and ease of handling the storm curtains. By using a rigid metal frame around the curtain light, the curtains become wratched or corked, makes their installation fit even more closely and their installation more simple and quicker. The curtains are no longer rolled for storing but kept flat, thereby eliminating cracking or chafing. A special compartment at the rear of the front seat has been built for them, where they are ready for instant use.

The touring car's tonneau width has been slightly increased by rounding the rear of the car more gradually than in the past.

The special touring, a model which has had a wide following since its first introduction on the previous series Huppobile, is given a distinctive style and appeal by disc wheels, nickel-plated radiator and headlights, cow lights, special top, scuff plate and striping.

The special roadster, with an en-

tirely new body, is Hupp's answer to the public demand for a smart run-about. Everything about the car—lower top, unspiced windshield, low seat—contributes to the impression of beauty and speed. Aside from its practical, storage space being provided back of the seat, with unusually large compartment in the rear deck. The same special equipment is furnished, as with the special touring as well as guard rails for the rear deck. This car can also be secured in standard dark blue without the special equipment of the special roadster.

In the sedan, a graceful sweeping curve marks the line where body and row meet, and the rear corners have been gently rounded. Windows have been reduced in height and made wider, in accordance with latest practice. Very durable gray wool cloth, with blue stripe, is used for upholstery. Body hardware is of bright nickel finish. Other equipment includes rear view mirror and windshield cleaner.

Changes in the four passenger coupe which will attract immediate attention are the elimination of all bevel edges on body and rear deck and the substitution of graceful curve into each other in a flowing sweep. Upholstery, body hardware and equipment duplicate the sedan.

Changes in the two passenger coupe consist in lowering the roof slightly and adding to the space under the rear deck, now of 20 cubic feet inside capacity; ample for considerable luggage, golf bags, or unusually large parcels. Leather upholstery is furnished as standard. Floors on this model are unusually large, being 22 inches. Seat width is now 45 inches, sufficient for three persons of medium size.

The body of the touring is finished in a new Huppobile blue, with striping in a lighter blue. Both the special touring and special roadster are painted a new blue also, but different from that of the touring. Body colors on the closed models are the new shade of blue.

Prices on the new models, at La Grande, are as follows: Touring car, \$1425; special roadster, \$1525; two passenger coupe, \$1700; four passenger coupe, \$1875; five passenger sedan, \$2025.

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69c

New Silk Petticoats For Fall

Radium Silk in many colors and patterns. **\$6.00 to \$6.85**

Jersey Silk with fluted bottoms in assorted colors. **\$3.25 to \$10.00**

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For attractive Summer Apparel and durability it has no rival.

Colored—Regular **\$2.25**
 \$1.90 Yard

Domestic **\$1.00** Yard

Give The Farmer A Rest

A lot of worthless advice is being cast at the feet of the farmers these days by well-intentioned persons. For example a metropolitan editor quotes approvingly some suggestions recently made by the head of a great corporation, in which the latter contrasts the methods of his concern with those of the average American farmer. We are told that the executive of a large industrial establishment knows with exactness just what it costs to produce each of his products and to place it upon the market. He keeps himself well informed in regard to which of the elements of his output are profitable and to what extent, and he is therefore able to shape his policies to meet shifting conditions. Again, when profits begin to dwindle in an up-to-date manufacturing plant, immediate inquiry into the causes thereof is instituted and vigorous steps are taken to reduce costs, failing which unprofitable lines of manufacture are discarded or curtailed.

The industrial counsellor to the farmer does not go into details. He does not tell the cost of employing efficiency engineers and their staffs and while doubtless stacks of stationery, rafters of figures and days and weeks of time are consumed in calculating the cost of "leaks" and apply remedies, the farmer is left in the dark as to what proportion the costs of efficiency bears to the cost of the product to the ultimate consumer.

After a layman devotes a few minutes to the annual statements of some of our great corporations—particularly to some railroad compilations—he becomes impressed with the feeling that the secondary object of such concerns is the development of mathematicians adept in the art of splitting decimal fractions and arriving at the cost of carrying a pair of shoelaces from Boston to Spokane or between some other points. And the second thought is that if some of this time, labor and material were directed into other channels better results could be achieved.

There is another fact which these industrial counsellors fail to reveal, or at least stress: They do not tell how often they misjudge the markets; how often they pile up excessive inventories; how often they slash prices, as is being done today in the gasoline market by the most efficient industrial organizations in the world; how often they order blast furnaces to be banked, plants to be closed down, mines to cease operating, in order to neutralize the effects of misjudged economic conditions. They are also careful to suppress the fact that they are often compelled to reduce or suspend dividends, sometimes they default on bond interest, and not infrequently they are forced to raise additional capital to save a great concern from bankruptcy.

The average farmer handles his business as efficiently as the average captain of industry; proportioned to the size of his business he is as well equipped mentally in the field of production, distribution and financing as his brother who sits behind his mahogany desk in the 'teenth floor of his skyscraper and pushes a button to summon a professor in efficiency every time a problem in economics arises.

The Gasoline "Price War"

The gasoline "price war" that has begun in the middle west will temporarily benefit consumers, but it is more than likely that when the prevailing condition in the oil industry has been remedied, prices will snap back where they belong.

There is bound to be great many casualties in this "war" and that is one regrettable fact about it. Another is that when the "smoke of battle" has lifted and that people can survey calmly the results there likely will be found less competition in the oil business than there has been. The inevitable consequences of "price wars," which bring to consumers for a short time wanted products at low prices is the elimination of the weaker factors in the business.

Independent oil companies in competition with the Standard organizations have a great many of them, grown so strong of late years that there need be no fear of monopoly, but that the gasoline business will be in fewer hands hereafter is to be expected. That may make for higher prices than have been charged in the past.

Over-production of crude oil has forced down prices of this product. There has been an over-production of petroleum products, of gasoline among them. This has depressed the price of "gas" almost everywhere in the country. The sharp cuts now announced in the middle west apparently carry the price below the cost of production and distribution. If they did not there would be no complaints from the "weak sisters" that they will be forced out of business by them.

The female of the species is far cooler than the male.

If a man does not know when he is well off he can easily find somebody willing to tell him.

A comedian who is supporting two wives says the job caused him to go "broke." He finds it not a joke.

Ohio's only woman mayor will resign. That shows that she does not possess the spirit of a male officeholder.

Sooner or later the road hog gets into his natural element in the ditch.

The grist of Sunday motor fatalities is regular and dependable.

Funny how times change! Dog days are nearly ended and a lot of people didn't even know they were here.

An improvement in America is reported. A New Yorker whipped a man for saying "Yes, we have no bananas."

Most of us do not want to be very bad or very good, but just kinda-comfortable!

WHATSOEVER ELSE THE CRITIC OF MODERN BATHING MAY BE, SHE ISN'T A PERFECT THIRTY-SIX.

There are a lot of people in La Grande who would like to rewrite the Golden Rule.

Two japs, while attending the opening ball game in California, stood unseparated during the playing of "How Dry I Am," thinking it was the national anthem.

Our Own Private Opinion. He once wore shirts of calico. But ditched 'em when he got some dough.

He changed into shirts of percale. When calling on his one best girl. And prospering, left those behind. To don the lobby madras kind. His would pile up, he bought some land. And soon acquired the pongee brand.

Upon the land discovered oil. And now his shirts come to a boil. Of diamond studs and soup and fish. He has all any man could wish. And still, his face has not the glow.

Of joy he wore with calico. They say that's life all over but. Somehow I think the guy's a nut!

Talking about shirts—never judge a man by 'em. A \$10 per week clerk, shows his check on silk shirts with a \$50 per week man usually wears shirts that couldn't be accused of even being part silk!

ONE LA GRANDE BOOB WHO LAYS AWAKE NIGHTS WOND'RING OVER WHITE-EYES, HISS, BITE, "WORLD LEADER, HIM OR NOT, NOW HAS INSOMNIA BECAUSE SHE DID.

One touch of the thing called scandal, makes the whole world chin.

To be a touchback is a demerit. But to be blind is an affliction. Not to have chin whiskers and a wife is man's own damn fault!

More than one sweet young thing is disappointed when he raises Cain because the coffee is too weak!

Continuing on the subject of hairings, Justice asked one Benedict she knew to describe married life. He said: Theorically it is great stuff—but actually—Hell's Bells!

An Office Discussion. The club reporter said it is so hot that the city officials can't roll up the streets anymore—they stick together during the night and it's too much of a job to relay them at six A. M.

And then the city editor remarked that the hot weather made him think of "watermelon, seashores, hammocks in the moonlight, bathing beauties."

And he wondered why everybody chorused "HEET!"

RECREATION MEET AT LINCOLN HOME

(By I. N. S.)
 NEW YORK, Aug. 26.—Abraham Lincoln's "home town," Springfield, Illinois, has been chosen for the first Annual Recreation Congress to be held October 8-12, announces the Playground and Recreation Association of America, under whose auspices the congress will meet.

From 500 to 600 delegates, including leading figures in education and community recreation, are expected to attend. Last year's congress at Atlantic City brought together 500 persons from the Pacific Coast, the South, Middle West, East, Canada and from abroad. The sessions will be held in the State Capitol and the State Arsenal.

"Since the purpose of the congress is to discuss practical and tried methods of promoting community recreation, it is appropriate," says Joseph Lee, of Boston, president of the congress, "that the home of Lincoln, America's most community-minded man, should be selected for the congress. We expect that many persons will want to see Lincoln's home, the office where he practiced law and the chair where he sat as a member of the Legislature."

Principal speakers are on the program.

Among the topics to be discussed are: The national physical fitness campaign, athletics for girls and women, adult recreation, the church and recreation, home play, small-town and open-country recreation, recreation for colored people and summer camps.

Church Banners Warned

(By I. N. S.)
 GOSNOLD TOWN, Eng., Aug. 26.—The Baptist Association has appealed to the police to stop street betting, and also to stop betting in churches on the numbers of hymns.

SHAW ISN'T SURE PEOPLE CAN RULE

By David M. Church, International News Service Correspondent.

LONDON, Aug. 18.—Lincoln's immortal words—"Government of the people, for the people and by the people"—have fallen on the unsympathetic ears of George Bernard Shaw. Shaw is in favor of "government of the people," but he isn't at all sure about the wisdom of "government by the people."

"The business of making laws and governing a country require certain qualities which only certain men possess," said the Irish playwright and philosopher.

"Unless you get those men you are going to make an extraordinary mess of it. If the people are left to choose their governors they would choose men like Mr. Bottomley."

Shaw is nothing if not constructive, so while he criticizes "government by the people," he offers a plan which he declares will make democracy a thing of sense.

Test committees to scientifically select the people who are fit to govern, are suggested by Shaw. These committees would suggest panels of candidates for the people, under the Shaw plan. He would have three panels, namely:

Panel A—Those men and women capable of dealing with foreign policy and finance.

Panel B—Those who could deal with home affairs and who would make good members of Parliament.

Panel C—Those capable of dealing with municipal affairs.

Under the Shaw plan the people would choose their legislators from Panel A, and the members of Panel B would choose the executives from Panel A.

Unless some such plan is adopted for selecting those who are fit to rule, it will be better if nations slide back into hereditary government, like the House of Lords, according to Shaw's views.

Coupled with the selective system of government must come an unsectarian religion, Shaw declares.

America, says Shaw, is beginning to drift into an empire and offers a fine example of the need of an unsectarian religion. The people of America have got to get rid of sec-

TELLS IRELAND TO MAKE OWN FUTURE

(By I. N. S.)
 ATHLONE, Ireland, Aug. 18.—"Most Americans have lost interest in the Irish question," said Archbishop Curley, of Baltimore, on his arrival here for a visit at his old home.

This Grows Hair

or Your Money Back

Keep free from the cause of falling hair and baldness. Van Eas Liquid Scalp Massage feeds hair growing medicine through rubber nipples directly to the hair roots. It's the marvelous new method scalp treatment. Van Eas stops falling hair—grows new hair in 90 days. Ask us about the 90-day treatment plan. We sell it under money-back guarantee. Buy Van Eas today and Van Eas your hair tonight.

Sold by Glass Drugs, La Grande, Ore.

U. B. Thrifty says

At that, Opportunity isn't what you would call a knock-out—any more than you would be considered a knocker if you were doing all you could to boost for your home town.

Let's leave the knocking for the other fellow and do all we can to help this town and county.

And personally, the members of this bank will do their share by giving you a Banking Service that you rightfully deserve as one of our customers.

YOU HELP US—WE HELP YOU—AND TOGETHER WE HELP OUR HOME TOWN.

—That's real team work!

Only the Best New Shoe Styles

Beginning a new season, women instinctively turn to this Store for skillful adaptations of the newest fashion themes.

Nor are they disappointed, for every good shoe style from tailored exports to newest novelties is represented here—each particular variation of a model selected because it is the most attractive, best fitting model which has been created.

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