

Personal Mention

O. J. Mays is in the city today from Starfield and is registered at the Foley.

Thomas J. Keenan was among the Vincent guests who were registered at the Savoy last evening.

Mrs. W. H. Canon and son returned this morning from a short visit with relatives at Unity.

R. H. Haggerty was among the Union visitors who were registered at the Foley last evening.

Mrs. A. J. Turner was in the city yesterday from Idaho visiting and shopping. She stopped at the Foley.

Mr. and Mrs. J. J. Spencer of Walla Walla, were registered at the Foley last evening.

Mrs. Fred Eaton left this morning for home in Portland after visiting relatives here for some time.

Mrs. G. P. Hanafy of Siletto, Idaho, left for Montpelier, Idaho, where she will visit several weeks.

Mrs. W. D. Warner of La Grande, left for Weston, Idaho, last evening on a pleasure trip.

Mrs. Jack Collins of Boise, Idaho, returned to her home after spending several days in La Grande, visiting.

Mrs. J. C. Smith of La Grande, left for Wisconsin last evening, to spend the winter.

V. C. Hoop of Wallawa, was registered among the out of town guests who were registered at the Savoy.

Eight was represented among the guests at the Savoy last evening by William Walker.

Ed. Astor and Lester Rose of Echo, Oregon, are among the business visitors in this city today. They are stopping at the Foley.

G. B. Peterson and family of Malheur, Idaho, were registered among the guests at the Savoy last evening.

John W. Wells, who makes his home at Starley, is in La Grande today attending to business and is stopping at the Savoy.

Mrs. Guy Tippet returned to her home in Enterprise this morning after stopping in La Grande last evening on a visit to the Foley.

Mrs. A. H. Whitman left this morning for Boise, where she will visit Mrs. Ralph Smith for a short time.

Mrs. Veda Curry of Flora, Oregon, left for Portland last evening, where she will visit for several weeks with relatives.

Johnny Franklin and Ed. Oliver of Portland, returned home last evening on No. 23 after a short trip to Enterprise.

Mrs. James Brown of La Grande, left for Starfield last evening, where she will visit for several weeks.

Miss Margaret Whitman of Spokane, left this morning on the branch line train for Enterprise, where she has accepted a position as teacher.

Abed was represented among the guests at the Foley last evening by C. W. Prievald. He is spending today transmuting business.

Mrs. J. G. Harrison left this morning for her home in Enterprise after stopping in this city last evening on her return from a visit at Spokane.

Mr. and Mrs. O. M. Wallace and

Churches

*** All church notices must be in the hands of the editor by 4 p. m. Friday afternoon. ***

CHRISTIAN CHURCH—Is church going essential to Christian living? Some folks say it is and some say it is not. This question along with others bearing on the same thing will be answered in the sermon Sunday morning. Can you be a Christian and not be a member of the church will be the leading question of the Sunday evening sermon. In both sermons we will attempt to square our answers by the Bible and common sense. The Bible School meets at 9:45. C. E. meetings at 6:30. Make Sunday a good day for God.—O. W. Jones, Minister.

FIRST BAPTIST CHURCH—Sunday School at 10 a. m. Mrs. C. E. Happerett, Superintendent. Lesson: "Abraham a Pleading to the Whole World." Mrs. Whitney resigned as teacher of the young ladies class and Mrs. McAdory was appointed to take her place. It is with regret that we accept Mrs. Whitney's resignation as she was a good teacher and loved by all her class. Every class has new interest this fall. In a class Sunday. Good music is promised for Sunday, both morning and evening. The full choir is expected to be back from vacations in their old accustomed places. Hear them and join in congregational singing. The subject of the sermon Sunday morning will be "Our Duty as Christian Stewards." Our great denomination is studying this question this month. We will keep step with them. The young people met and organized a Junior Young Peoples Society with a dozen as charter members with a promise to double it by next Sunday. Miss Bonham was elected director of this department. Boyd Sitton, leader for first Sunday. These will each be treated in leadership. The subject for the evening sermon will be "The Trial of Our Lord." The pastor will review a book on this subject. There are many interesting things connected with this part of the life of Jesus. No true Christian doubts the Virgin Birth or that the Trial was unjust. His spirit bears witness with our spirit. That is enough but we have other testimony.—A. H. Sitton, Pastor.

EPISCOPAL CHURCH—Holy Communion at 8:00 a. m. Sunday School at 9:45 a. m. Holy Communion and Sermon at 11:00 a. m. Evening Prayer and Sermon at 7:00 p. m. Bishop Remington will preside at the 11:00 a. m. services.—Rev. S. W. Crassey, Rector.

PRESBYTERIAN CHURCH—Our meetings in Roman Hall last Sunday were well attended and we enjoyed the new quarters very much. All our hearts are set upon our new church home which has made rapid strides this past week. We will continue to meet in Roman Hall until our own church is finished and tomorrow will give us another privilege of studying God's Word in the Sunday School at 9:45, with classes and teachers for all. The morning worship hour at 11 at which time Miss Isabelle Miller, who has charge of the music in our high school this year, will be our soloist. You will want to be there to unite with others in praise and worship. The C. E. at 6:30 at the Snook home at 1505 M avenue. At 7:30 in Roman Hall we commence a six weeks course in World Citizenship to which men and women and young folks are invited. Every Christian has an interest in every person in all the earth. The Christian has long known what the world is just discovering; anything that affects one nation has an influence on the work of our church as the fall season comes and we urge all members of the congregation to enlist in some of our organizations.—Win Crosby Ross, minister.

FIRST METHODIST EPISCOPAL CHURCH—The Church school is growing in numbers and hence in interest. There are classes for all who attend the session which opens at 10 a. m.—The pastor will speak at 11:00 a. m. on the subject: "A Basket dinner, and a boy's contribution to attend to and to the Kingdom." The parents are all urged to attend and bring with them their children. This will be a discussion of the use a boy may be in society. At 6:30 p. m. the Devotional meeting of the Epworth League and of song and sermon. The services are planned to be of the Kingdom. Mrs. George Huntington Curvey of Baker will render a pleasing and helpful solo at the morning services.—Emer Grant Keith, pastor.

FIRST CHURCH OF CHRIST, SCIENTIST—Corner of First and Washington. Sunday morning services at 11 o'clock. Subject: "Immortality." Sunday school at 9:45 a. m. Wednesday evening meeting at 8 o'clock. Reading room open to the public every Monday, Wednesday and Saturday from two to four. All are welcome to attend our services.

Saints Gather in Conference.

SALT LAKE (AP)—Thousands of Latter Day Saints were here Friday from all parts of the world to attend the opening of the nine-day-fourth semi-annual general conference of the Mormon church. The conference will come to a close next Sunday.

Dishevelment may be the solution after all. It leaves a country too badly demoralized to make war.

Mr. and Mrs. J. C. Kline came down from Vincent last evening on business and pleasure and are stopping at the Savoy.

Mrs. J. H. Hamilton and son of Breckenridge, Minnesota, left this morning on the branch line train for Enterprise, where they will visit Mrs. Hamilton's brother, A. H. Conway.

Classified Want Ads

FOR SALE OR TRADE

FOR SALE—Cabbage, Inquire Chas. West, Park Addition, on Maple St. 19-5-24p

FOR SALE—Italian prunes, Peck plums and sweet apples. Phone 227-M. Maypark. 19-5-21p

FOR SALE—1923 Four door Ford sedan, nearly new. 1922 Chevrolet touring. M. J. Goss, 1115 Washington avenue. 19-5-22p

FOR SALE—3 heating stoves. Phone 451-M. 19-5-21p

FOR SALE—1923 Maxwell light delivery in A1 condition. A bargain. Inquire 1495 Jefferson avenue. 19-5-21p

FOR SALE—Bargain, Cleveland tractor and plowing outfit; lighting system, like new. Inquire 1510 Adams. 19-5-21p

FOR SALE—Lot on First St. between Spring and Penn. East front 50 by 110. Phone 285-J. 19-5-21p

FOR SALE—Electric washing machine in splendid condition. Phone 455-J. 19-5-21p

FOR SALE—Two lots, nicely located, Corner Spring and Alder. Phone 325-B. 9-29-6p

FOR SALE—Beds, dressers, buffets, chiffoniers, springs, ranges, davenport, library tables, 22 special rugs, a one-ton truck, cheap for quick sale. Houghton's, opposite Thorne's Grocery. 9-11-6p

UNDERWOOD TYPEWRITERS—I have taken the agency for Underwood Rebuilt Typewriters, which are late models, and as good as new at about half the price of new. Call and see them. E. C. Tuckey, 1808 Second St. 8-25-1m

FOUND

LOST—Ladies purse containing money and other small contents. If found return to 1195 Penn Ave. Reward. 19-4-21p

FOR RENT

FOR RENT—Light house-keeping rooms, unfurnished. With garage. Inquire 797 Fourth St. 19-4-21p

FOR RENT—12-room modern home. \$50.00 month. Inquire Observer. 9-29-6p

FOR RENT—Piano. Phone Main 49. 9-12-6p

MISCELLANEOUS

HEMSTITCHING and picot edge by Mrs. Bert Hughes, 1417 Washington avenue. 417-W. 4-16-1t

HEMSTITCHING and Picot Edge promptly done by Mrs. E. C. Tuckey, 1808 Second St. 6-27-6f

HEMSTITCHING and Picot Edge, also Corsetry for Barclay Corset. Mrs. J. F. O'Connell, 1104 O avenue. Phone 147-J, or Putnam store. 6-8-1f

highway for construction. Please let us not have any more mistakes, and misunderstandings about this road situation. Will you please notify the Ashland chamber of commerce and others there will be a great deal of construction work and it will be difficult to route travel, but the road will be kept open to the best of our ability.

Fishermen Make Good.

ASTORIA, Or.—Despite unfavorable weather conditions which have prevailed outside for several days, the trawlers have been making remarkably good catches of silverides, several getting from one to two tons to the boat. Last night's haul came in from a four days' trip with three tons of fish on board. It had been as far south as the mouth of the Umpqua river and about 20 miles off shore. The catch represented two days' fishing by a man and boy.

Read The Observer Want Ads



—don't buy a USED CAR with your eyes shut!

—It's just as risky to trust to luck in buying a USED CAR as it is to sail a ship without a compass. The dangers of unlooked-for expenses—disappointments—losses, are all overcome by the "Ask-the-Envelope" policy. This National trade-mark removes the blindfold and gives you the understanding and knowledge of our USED CARS—it is the compass that steers your investment into the port of SATISFACTORY SERVICE.

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today a sunlit bungalow - tomorrow a cheap flat and a job in the garment factory!

Her story is being enacted today in hundreds of American homes because fathers and husbands procrastinate about insurance. Yesterday, she was the bright spot in a sunny home. Today, she is one of the three million widows who have no roof and slave because the men who loved them weren't adequately insured. Her husband believed in life insurance, but he never quite got ready to carry any. Don't you procrastinate—write or phone now for your copy of "The Spring that Never Runs Dry." It's free by mail for the asking.

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66x80 Fancy Stripe Blanket, neatly bound with silk. Priced for quick sale.....\$6.98

66x80 Fancy Stripe Blanket, stitched edge, wool finish.....\$6.30

66x80 Large Plaid; very heavy. Priced right.....\$4.98

64x76 Extra Heavy; just right for Fall.....\$3.75

Baby's Blankets, blue and pink stripe, 34x50. Quick sale.....\$1.98

Baby's Bunny Crib Blankets, scalloped and stitched edges, 36x50, \$1.98; 30x40.....\$1.25

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"TROUBLE SHOOTER"

TIMELY TIPS FOR THE AUTO OWNER

By E. H. SCOTT

How to Tune Up the Engine for Power and Economy

Most automobile owners like to have the engine adjusted so that when it is running, hardly a sound can be heard from it. Equally, however, this extreme silence may be at the sacrifice of economy and power, and may increase the cost of your overhauling and repair bills. This applies to one part of the engine only, the Valves.

If the clearance on the valve is adjusted TOO CLOSELY, the valve mechanism will be very tight, but the engine will not have the power and pep it should have, and the valves will require frequent grinding in. If the valve clearance is adjusted CORRECTLY, the valves should not require grinding in often than about once in every 5,000 miles.

Here is the reason why a clearance must be left between the valves and the tappets. All metals expand when heated, some more than others. When the heat of the explosion strikes the heads of the valves, it heats them up and of course the whole valve expands slightly. To take care of this expansion, a slight space must be left between the bottom of the valve stem and the top of the valve tappet or rocker arm. If there is NO space here, as soon as the valve gets hot, it expands and cannot close properly, then leaks. This results in a loss of compression. The amount of clearance allowed varies on different engines. On a Packard, for instance, the clearance is .002 inch, or about the thickness of a sheet of newspaper, while on a Ford the clearance is .020 inch, or about the thickness of two government post cards. The average clearance allowed in .004 inch for Intake Valves, and .006 inch for Exhaust Valves. After grinding in the valves, the clearance must be left slightly MORE than this until the engine has run about 500 miles, so as to allow the valves time to bed down properly, then they can be adjusted to the EXACT clearance. Find out from the instruction book you received with your car what the exact clearance is for your engine. If you have lost your book, write the maker of your car and request another copy. He will be pleased to supply you with one providing you give the year and model of your car. On an engine where the valves are arranged at the side of the cylinders, the clearance is checked between the bottom of the valve stem and the top of the tappet. On an overhead valve engine, the clearance is checked between the top of the valve stem and the bottom of the rocker arm. The illustration shows clearly the point where the clearance is checked on both types.

To check the clearance, both of the valves in the cylinder must be closed. Take out the spark plug and lay it on top of the cylinder with the wire attached, then crank the engine slowly until the hand crank. As soon as you notice a spark at the points of the plug, stop. At this point the valves will be in the correct position to check the clearance. If possible use a feeler gauge. You can buy one very cheaply at any hardware store. If none is available, the following will serve as a guide. A sheet of newspaper is about .003 inch thick, a Gillette razor blade is .006 inch thick, while a government post card is just about .010 inch thick. Great care must be exercised in setting the valve clearance to the exact limits recommended by the instruction book of your car. If you do not feel absolutely confident you can adjust a competent mechanic. If the adjustment is not done by a competent mechanic, the valve may be bent, or the valve may be bent and expand, it cannot close tightly on its seat and leak badly. This is also the reason why some engines are hard to start and why valves require grinding in very frequently. If the adjustment is left to a mechanic, the valves will set up a noise which is better to have than with a high valve clearance than not clicking sound when the engine is cold, but it will disappear when the engine is warmed up.

The clearance is adjusted when the valves are at the side of the cylinder by loosening the lock nut on the tappet adjusting screw, or then the screw or rod up or down until the clearance is correct. When you have it right, hold the adjusting screw or rod perfectly stationary with one wrench, while you adjust the lock nut with the other. After you complete the adjustment, carefully check the clearance to make sure that the adjusting screw did not move while you were tightening the lock nut.

After the valves have been ground in and the clearance adjusted, it is a good idea to test the valve springs, especially if the engine has run over 20,000 miles. After this period the springs sometimes become weak causing the engine to run unevenly when idling and will then cause a loss of high speed power. To test the condition of the springs, start the engine, then insert the blade of a screw driver between the coils of the spring and give the handle a twist. If the springs are too weak, the increased tension will cause the engine to run a little smoother and later. The screw driver is of course to fit a new valve spring.

NEXT WEEK—HOW TO CHECK UP AND ADJUST THE CONTACT BREAKER POINTS, WIRING AND DISTRIBUTOR

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