

USE JAZZ FOR THE APPETITE

British Restaurant Proprietor Adds Music and Color Schemes to Help Business.

LONDON, (INS)—American jazz is being used to increase English hunger.

William J. Wilson, an American theatrical producer, has been engaged by the Lyons chain restaurants to supervise their restaurants in the hope that increased attractiveness of restaurant orchestras will increase English stomach capacity.

"Jazz increases hunger," Wilson declares, "and it is my work to pep the restaurant jazz up to a point where it will cause the English appetite to grow and flourish." Wilson has introduced into the restaurants under his charge some dramatic innovations for England. He has an idea that color enhances jazz and has perfected a series of changing panels which make it possible for an orchestra to play Japanese music with a Japanese background, Elizabethan music with an Elizabethan background and American jazz with a background which is a riot of color. Among other innovations introduced by Wilson are revolving bandstands, invisible orchestras led by a beautiful female leader, and ghostly leaders for visible orchestras. The element of the theatre has been brought into restaurant music by Wilson.

Sir William Terry, organist at the Westminster Cathedral, has taken issue with Wilson and denounces many of his schemes for brightening restaurant orchestras. "Why should a man check his mentality with his hat at the restaurant door?" Sir William asks. He opposes jazz in restaurants, but does congratulate the Lyons restaurants on their innovation of introducing operatic numbers in their musical programs.

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Speed Demons!



A. S. Deelen and Al Gans decided to take their new (7) car for a spin through New York City streets. This photo shows what happened after the 1922 model finally gathered momentum. But the cop is smiling so evidently it isn't so serious.

CLEANING OF WHEAT URGED

Cuts Farming Cost and Increased Profits, Department of Agriculture Holds.

WASHINGTON, (Special)—Cleaning wheat at threshing time not only increases the price received by the farmer through higher grading, but, by eliminating superfluous costs, materially reduces the cost of production, thus indirectly increasing profits a second time.

Experiments conducted in Minnesota and the Dakotas showed that cleaning wheat at threshing time added 7.3 cents to the value of each bushel threshed, the Department of Agriculture announced. In the experiments various types of cleaning machines were operated in conjunction with threshers and farmers cooperating with the most successful reaper gained an average of 7.3 cents a bushel on each bushel threshed. No change was made to cover the operation of the reaper, but it was pointed out that if a charge of 20 cents a bushel had been made the gain to the farmer would have averaged 5.3 cents a bushel net.

But Expenses Costs The cost of dirt in wheat to the farmer is graphically illustrated in a report of Secretary of Agriculture Henry C. Wallace, in 1922, he said wheat farmers of the northwest.

Lost over \$675,000 to thresh the dockage in their wheat crop. Paid \$800,000 to transportation companies to haul the dockage to market.

In the northwest spring wheat crop heavy and unnecessary losses are sustained by wheat farmers in growing and putting on the market wheat containing a large amount of foreign material which can be removed. Secretary Wallace said: "According to the records of the Minnesota State Grain Inspection Department dockage has gradually increased from 1.9 per cent of all wheat shipped to Minnesota markets in 1922 to 4.2 per cent in 1923. During the two to-one years covered in this period it is estimated that almost 110,000,000 bushels of dockage were shipped to these markets.

Uses \$4,000 Freight Cars. If shipped separately to market, this dockage, it is estimated, would have required over \$4,000 freight cars for its transportation. Farmers of the Northwest shipped to Minnesota markets in the crop year of 1922 about over 7,500,000 bushels of dockage, selling for this purpose about 2,500 cars. Had this equipment been available for the shipment of clean wheat, the car shortage in the Northwest in the crop movement season of 1922-23 would no doubt have been less serious. It should also be observed that market receipts do not fully measure the amount of dockage since a part of it is removed at the farm and at local elevators.

"Spring wheat farmers are taking heavy losses on their dockage in more ways than one. Weeds are reducing wheat yields and some lands have become so foul that they are no longer profitable for wheat production. Harvesting and threshing weeds with the wheat adds materially to the cost of wheat production. At a threshing rate of 7 cents per bushel, it is estimated that farmers in Minnesota, North Dakota, South Dakota, and Montana paid over \$750,000 to thresh the dockage in their 1922 wheat crop.

Cost \$800,000 to Haul Dirt. A still more important item of loss is the cost of freighting dockage to market. The average dockage assessed per car in 1922 by the Minnesota State Grain Inspection Department was 24 bushels. The freight charges on this dockage between La Grange, N. D., and Minneapolis amounted to \$5.67 per car. If for illustration, the La Grange-Minneapolis freight rate be taken as an average rate on wheat applied to the total dockage assessed in 1922 it appears that the enormous sum of almost \$800,000 was paid to the transportation companies to haul the dockage of that season to these markets. An effective way, in short, to reduce transportation costs is to remove the foreign material before shipment to market.

Losses resulting from foreign material in wheat may be materially reduced by better crop rotations and cultural methods as well as by cleaning both seed and market wheat. The one-crop system in the northwest has resulted in weed-infested lands, dirty wheat, and reduced yields. The practice of sowing seed wheat containing a high percentage of weed seed has been altogether too common.

A survey made in Minnesota and the Dakotas in 1921 disclosed the fact that 96 per cent of the farms visited were drilling with the wheat from 1,000 to 500,000 foreign seeds per acre. The employment of cleaning devices which have been perfected for far, threshing machines and elevators will materially reduce this financial leakage in the farm business."

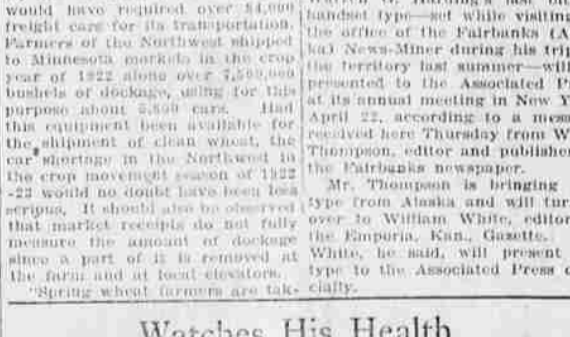
Manila Licenses Fewer Autos. MANILA, (AP)—The number of automobiles in Manila is decreasing, according to statistics gathered by a large local concern interested in the automobile industry. New registrations in this city since the first of January and up to and including September 20 of this year numbered 686, according to this authority. This would be at the rate of 383 a year.

During the year 1922 cars to the number of 1,936 were registered.

Type Set By Harding. SEATTLE, (AP)—President Warren G. Harding's last bit of hand-set type—set while visiting in the office of the Fairbanks (Alaska) News-Miner during his trip to the territory last summer—will be presented to the Associated Press at its annual meeting in New York April 22, according to a message received here Thursday from W. G. Thompson, editor and publisher of the Fairbanks newspaper.

Mr. Thompson is bringing the type from Alaska and will turn it over to William White, editor of the Emporia, Kan., Gazette. Mr. White, he said, will present the type to the Associated Press officially.

Watches His Health. Dr. Joel Stone, shown above with his wife, is one of President Coolidge's personal physicians. Photo taken in Washington.



Dr. Joel Stone, shown above with his wife, is one of President Coolidge's personal physicians. Photo taken in Washington.

CANAL NETS GOODLY SUM

Panama Canal Nets \$10,000,000 in 1923; Enlargement in 30 Years Foreseen.

By Sears Taylor. (I.N.S. Staff Correspondent)

WASHINGTON.—In forty years the Panama Canal will have completely paid for itself and will return to the government a net profit of approximately \$10,000,000 annually, according to figures just compiled at the war department. This in addition to the thousands of dollars annually saved by American shipping firms through utilizing the canal and its inestimable value as a vital link in our system of national defense.

It is doubtful whether the most optimistic of those who fostered the project when it was first conceived ever expected it to actually pay a profit.

The tremendous expense of building the canal was justified in the minds of the engineers who drew up the first plans because they considered the project in the same category as government work on rivers and harbors in the United States. Furthermore, they pointed out that a large portion of the huge sum could be charged off to the item of national defense.

Of course, it was expected the revenue in tolls would probably pay for the upkeep of the canal, and it was also hoped that in time the revenues would cut down to a considerable extent the original cost of construction; but even the most enthusiastic never thought this could be achieved in the short period of 40 years.

Cost \$378,000,000. The original cost of construction in round figures, was \$378,000,000. In the fiscal year ending June 30, 1923, the total revenue from the canal was \$17,500,000. Of this amount \$7,500,000 was expended in general upkeep, leaving a net profit of \$10,000,000, and furthermore the auxiliary business in the zone owned by the government returned a profit of another \$1,000,000. This auxiliary business consists of supplying stores, selling food, fuel, ship appliances and the like to vessels passing through.

Officials declare it was first expected that considerably under 100 vessels would pass through the locks every month. This was the

case when the canal was first opened, but since that time the activity there has increased every day. The record to date is the passage of 38 vessels through the canal in 24 hours. The average for the year 1923 was a little over 12 vessels each day.

Capacity Approached. Experts declare the maximum number of boats that can be taken through in 24 hours is 50 and that in a few years it is expected that many will constitute the daily average. The existing plant can be utilized for another 30 years before replacements are necessary, and when the time comes for a general renewing of the system it is planned to enlarge the project so as to permit the transportation of a larger number of vessels.

The most important feature of the improvement program consists of a plan to build a huge reservoir in the mountains east of Lake Gatun. At the present time the capacity of the lake is sufficient for the number of ships passing through the canal, but if the traffic increases to a considerable extent a shortage of water will result during the dry season in the Canal Zone.

Face Water Problem. Every time a ship passes through the locks the volume of water in the lake is lessened, and at the end of the three-month period, when the mountain streams which feed the lake have been dried up, the water supply recedes to a very low level.

All in all, officials contend that the building of the Panama Canal was the best business proposition the United States ever entered. The importance of the canal to American shippers is shown by the fact that 40 per cent of the vessels which pass through are owned by American firms. The actual return in dollars and cents in regard to the value of the canal as a part of the defense system, of course, cannot be estimated.

In addition, the treasury department will receive \$10,000,000 annually (and perhaps more after a few years) that otherwise would be sought in the pocketbook of Mr. taxpayer.

Ride the New, Modern, Heated Busses 12 and 15-Passenger LA GRANDE - JOSEPH STAGE LINE Leave La Grande at 7:30 A. M., 9:30 A. M., 11:30 A. M. and 3:30 P. M. ROUND TRIPS DAILY. The Comfortable, Safe Stage for Your Trip

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Give to La Grande the best you have, and the best will come back to you. (That's truth). When a man knocks a town he makes a confession—he was a failure in it. Build a home in La Grande, and you will love her ever after.

The Grande Ronde Lumber Co.

1924 Builders Store Retail Dept. Main 732 Quality Chain Wood, Always

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In this lot of Hosiery you will have your choice of Silk, Silk-and-Wool, Wool, Wool-and-Cotton, Cotton, Heathers, clocked and plain. This lot of about 1,000 pair will be cleared at—

- Up to \$2.98 for.....\$1.49
Up to \$2.00 for.....\$1.25
Up to \$1.50 for.....\$.98
Up to \$1.25 for.....\$.79
Up to \$.98 for.....\$.59
Up to \$.75 for.....\$.25
Up to \$.39 for.....\$.19

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Andrews' Variety Store

Service - Economy

Mr. West, Bound North Is a Real Commuter

PERNAMBUCO, Brazil, (AP)—Frederick J. West, a member of the New York Coffee Exchange, claims he is the champion long distance commuter of the world. Mr. West's business makes necessary frequent trips to Brazil, each round trip being a 10,000 mile "commute," as he puts it. He has made so many of these trips that he has forgotten the number, and the mileage is a matter of higher mathematics.

Making a flying visit to this city on a coasting steamer and being in a hurry to get back to New York, with no American ship touching this port, Mr. West recently showed a commuter's resourcefulness when he went out to sea in a small sailboat to catch the Lamport and Holt liner "Van Dyck," as she passed on her regular trip north, at a distance of eight miles from the coast.

Mr. West made the arrangements with Captain Burn by radio at a point more or less eight sea miles due east of Pernambuco. The "Van Dyck" slowed down, the sailboat made sail, and Mr. West did the rest on a rope ladder.

Gunmakers to Become Farmers. INGOLSTADT, on the Danube.

Some of the gunmakers of Ingolstadt are planning to migrate to Brazil to become soil tillers. Until the end of the war the making of cannon, munitions and other army supplies was the principal industry here. In all 55 families have made arrangements to leave early this year for Brazil, where they are to establish a German farming colony with the aid of the Brazilian government.

Crowded for Space in Missoula, Mont., Jan. MISSOULA, Mont., (INS)—Over at Polson, the county seat of Lake County, the jail is so full of prisoners that the sheriff has been crowded out and has been compelled to seek uptown office quarters. Since the sheriff moved his office into a business block his former office rooms in the jail have been worked over into additional cell space for prisoners.

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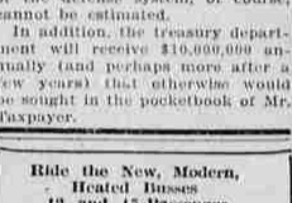
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A nonsectarian and ethical institution that does not advertise your sickness or broadcast your operations, but gives you service equal to any institution in the Northwest. We employ only graduated nurses

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Up to \$1.50 for.....\$.98
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Up to \$.98 for.....\$.59
Up to \$.75 for.....\$.25
Up to \$.39 for.....\$.19

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Andrews' Variety Store

Service - Economy

Benjamin Franklin

The American Apostle of National Thrift Week

Few people know that Franklin, famous as a scientist, a diplomat, a philosopher, was also a rich man. A penniless boy, he attained wealth by the practice of his preaching—Thrift.

The ten commandments of National Thrift Week will insure you prosperity and happiness.

- 1. Work and earn. 6. Own your home.
2. Have a bank account. 7. Carry Life Insurance.
3. Make a budget. 8. Pay bills promptly.
4. Invest safely. 9. Record Expenditures.
5. Make a will. 10. Share with others.

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