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CITY AND COUNTY OFFICIAL PAPER



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I HAVE FOUGHT A GOOD FIGHT, I have finished my course, I have kept my faith. Henceforth there is laid up for me a crown of righteousness.— Timothy 4:7.

Man With Wings

"We have not wings, we cannot soar," is the way a poet puts it in telling how we may reach the "cloudy summits" but we are not sure that the poetic statement is not an error. Men have soared, not in a motor driven airplane only, but without engine and with only air currents and the skill of the operator supporting a "glider." In experiments conducted in Germany a man kept in the air for 13 minutes and traveled six miles, circling and soaring like a bird. Others have remained in the air even longer though not covering so great a distance in the flight. Then, is it safe to predict that man cannot tie himself to wings and fly? The development of the motor-driven airplane had a stage not more promising of success than that which now exists in flying without motive power other than that of which a skilled operator may avail himself in taking advantage of air currents.

It may seem incredible that the weight of a man could be supported for long by any system of heavier than air planes and at the same time be propelled in any desired direction by the operator, yet we thought the same thing of the airplane. However, Americans have become cautious in condemning as impossible the fancy of the most extravagant imagination. Too many "impossibilities" have become realities to make it safe to forecast failure for the dream of flying through hitching one's self to wings.

Flying in that manner would mean hard work, probably. It would involve greater instability than the motor driven machine because it would have much less driving power to lift it out of bad situations. Such flying would not get himself fast enough to the place he is going to appeal to an American. It might do for amusement, but would not attract on practical grounds, thought that does not imply that the device may not be perfected to a point where those who wish may not take a flight whenever they choose.

Only a few days ago the unimaginative who had continued to regard the airplane as still impractical for commercial purposes was given a rude jolt with the establishment of the 32-hour cross-continent air mail service. It is now possible to send mail from the Atlantic to the Pacific in little more time than it takes to send a telegraph or telephone message from ocean to ocean.

Who is there bold enough to say that the motorless plane will not some day be in universal usage? Stranger things have happened.

Signs Without End

All of the countless signs and sign boards encountered along the motor highways detract from the beauty of the scenery, but not all of them are without advantage to even the tourist sightseer.

There is a valuable message as well as homely wit in the following specimens from the official signboards of our highways:

"This is a good road. It will cost you money to burn it up."

"Don't covet your neighbor's side of the road."

"Stop—Look—and Live."

"Don't speed. It is 'Good Morning, Judge,' here and hereafter."

Unfortunately, these signs are for those motorists who habitually drive too fast to read them or to be annoyed by the more unsightly advertising poster boards. To the careful driver these enumerated signs are as the word to the wise and a protection against accident and speed cops.

Highway advertising signs have become a problem. They mar the natural beauty of the roadside, obstruct the vision of drivers and detract attention from the roadway. Index boards or direction signs are invaluable but generally absent when most needed. Speed signs and "drive cautiously" warnings are not hard to find. But the unsightly and vision-obstructing advertising poster board are ubiquitous.

State and federal highway departments, public officials and automobile associations are to be commended for steps they have taken recently toward the provision of more and better direction, mileage and warning signs and the curtailing and regulation of roadside advertising sign boards. Limiting the size and distance from the highways of these latter signs was a step forward.

THE OLD HOME TOWN

By Stanley



OFFICE CAT



BY JUNIUS

HE WORKED TOO HARD AT PLAY

Bert Van "Laid Up" Due to Participating in the Tug-of-War at Medical Springs July 4th.

THE PARK (Special). — Bert Van is somewhat laid up after the hard pulling he did for the Medical Springs team during a contest with the North Powder boys at tug-of-war. Bert did all he could but the barrels went to the neighboring city. This was a feature among the many younger children came by auto during the Fourth of July celebration which was successfully carried out at the Medical Springs playground in Cat Park.

Charles Edwards, Frank Horton, Charles Barton and Charles Boyd, who spent the Fourth on the creek, dock with their families were all on the creek hunting salmon the day of the Fourth. Mr. Edwards reported a fair catch, consisting of the number of fishermen in evidence all along the creek.

Charles Wilson and Miss U. E. Hunter of La Grande, who were visiting the latter's parents at the Fourth, Mr. Walsinger is a rancher of the Grande Ronde valley near La Grande.

George Duke with his cousin, Jack Duke, trail makers for the forest service, were going to their work on Buck Ridge. They are actually working on the steep mountain going up the steep mountain reaching the summit of the ridge where the driveway for the forest has been blazed. The Duke folks, being as young in spirit as from Montana, where they and sentiment as their children, have some mining interests. They And that's the reason why they spend the winter months on their "get along" so nicely.

Joseph Lay will start haying in work for the government in Ore a few days.

gon. Formerly they were with Wm. Ramsdell in the Cascade mountains, and Mr. Ramsdell called them here since he has been taking charge of their district. The two men have a fine equipment packed on two of the finest burros in the country. This is somewhat a rare treat nowadays, as the faithful little animals are fast passing out of date. Mr. Drake said that "burros beat anything as yet devised for packing in the mountains, unless some enterprising mind comes along and displaces the Sumpter mules with Ford cars. That's the only thing the Ford has not done."

Breaks record. Virgil Kelly, manager of the Baker-Medical Springs auto stage, has broken the record on Catherine creek for patience and perseverance coupled with determination to reach a certain specified goal in his mind. Thereby he has certainly gained a reputation, that perhaps not only the praises from this part of the county should go to him, but it ought to be known in the whole country and abroad. For ten years, cars of every make and description, has been tried to make the trip up the road on to the Forks. None of them have as yet succeeded. The nearest to accomplishing the feat was Engineer Joe. H. Martyn of Kamela. He was driving a Chevrolet, which he called his "ukelele" and he crossed the third crossing about half a mile below the "Big Lost Cabin" at the Forks. Mr. Kelly with his wife and a load of bedding and camping outfit drove a Ford to the gate of the yard at the cabin. He performed this feat without using chains, and without any trouble whatever. "I just kept a'coming," he smiled as he parked the curious little thing they call a Ford. Campers who passed by said that "By jingo, next year we'll all be outfitted with a Ford to pack grain to the herders on Meadow mountain."

But, Mr. Kelly is the champion driver in this community. Let us see now how many cars that can make the trip. James D. Wirth with his good wife, Martha, with five of their younger children came by auto from Cottage Grove, Oregon, spending the week of the Fourth with Mr. and Mrs. John B. Hunt, at the Forks. Their outfit consisted of three cars. Mrs. Wirth, with her daughter, Virginia, and her son, Virgil, Kelly, with her husband, Virgil, Kelly, and two babies, from Baker, and other daughter, Phoebe Wellington with her husband, Thomas Wellington of Keating, and their two babies. Mr. and Mrs. Wirth left their laundry business in charge of their son, Sol, and daughters, Leona and Mrs. Susan Smith, at Cottage Grove. They then proceeded on to Baker where they gathered the other daughters and families, forming a reunion with their friends on the creek. They were in all a party of fifteen. They had a wonderful time amidst the lovely surroundings of the beautiful streams with the high pine-clad mountains and lofty peaks in the background. Mr. Wirth was formerly an esteemed citizen of Big James, Oregon, having successfully carried on an extensive cattle and hay ranch business for several years. He is now owner and manager of a fine laundry at Cottage Grove. They will make a stay of some time, for they intend to visit with several of their friends before they return to their homes. Earl Kelly, a brother to Virgil, was also one of the party. He is the owner of the Ford which Virgil drove to the Forks.

Mr. and Mrs. Wirth mentioned above, are an exceptional family inasmuch as they have thirteen children, all living, the eldest being twenty-six and the baby two. And three daughters are married. They have four grandchildren. And the beauty of it is that they are all one great big family—sons-in-law included—trail going up the steep mountain reaching the summit of the ridge where the driveway for the forest has been blazed. The Duke folks, being as young in spirit as from Montana, where they and sentiment as their children, have some mining interests. They And that's the reason why they spend the winter months on their "get along" so nicely.

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MEN'S
EDWIN CLAPP
SHOES
\$8.85
Sale Price

NK West & Co
THE QUALITY STORE

MEN'S
FLORSHEIM
SHOES
\$8.85
Sale Price

JULY Clearance Sale

Every Article In
The Store

REDUCED from 10% to 50%

ABSOLUTELY NOTHING HELD OUT



I operate a Chandler Touring car, used 22,000 miles without grinding the valves. Found that Aristo Motor Oil gives excellent mileage. I got more miles per quart than any other oil I have used. The oil is practically free from carbon, and the carbon found by its use is soft and fluffy and easily removed.

(Name on Request)

—Why Motorists So Testify To Aristo Motor Oil

All motor oils deposit a carbonaceous residue. That from many oils becomes hard and flint-like.

It attaches to pistons, cylinders and valve-heads.

Being gritty it acts as an abrasive.

It lodges under valve-heads and prevents proper seating. So power is lost.

It clings to spark plugs and causes missing by short-circuiting the spark.

It pre-ignites the gas by becoming incandescent. A frequent cause of "knocking."

And it must be removed at least every 5,000 miles—which means a motor "lay-up." This kind of residue is what you know as "carbon."

Another Kind

But the residue from Aristo Motor Oil is soft and fluffy, and, for that reason, is largely blown out with the exhaust.

Furthermore, it accumulates slowly—about one-fourth as fast as flinty "carbon."

It almost never fouls spark plugs.

And because it is not an abrasive, it cannot scratch or score your cylinders.

There's no missing and no "knocking" due to "carbon" interference. You have a smoother, stronger power and complete protection of every moving part.

Drain your crank case and fill with Aristo. Use it unmixed with any other oil and enjoy extra months of use without "carbon" trouble. Learn what users of Aristo know.

These are the reasons why motorists voluntarily write us facts like those printed above. You may have the same great satisfaction from your motor oil if you too use Aristo.

For sale at all first-class garages and service stations.

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ARISTO Motor Oil



Avoid Motor Oils containing paraffin or asphalt or any other non-lubricating substance. Aristo Motor Oil is refined by the most advanced processes designed to eliminate everything in the crude which has no lubricating value.

U.B. Thrifty says—

CASHIER



A man can live on less after he's married—he has to

MARRIED OR SINGLE, you can't afford to pay out your money and not know just where and how it is spent.

And you can't afford to take chances on having to pay the same bill twice, either.

A Checking Account at this Bank is the only businesslike way to spend money.

When you Pay by Check you write your own receipt—no chance for any disputes over bills, and you always know where every dollar goes.

PAY BY CHECK—It is safer and more convenient.

SUN VISORS

Protect your eyes while driving
All sizes
65c

Red Cross
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