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WHEN THOU PASSEST through the waters, I will be with thee; and through the rivers, they shall not overflow thee; when thou walkest through the fire thou shalt not be burned; neither shall the flame kindle upon thee.—Isaiah 43:2.

La Grande Boy Succeeds

We notice by the press dispatches from The Dalles that Pat Foley, owner of the leading hotel in that city, is planning a \$30,000 addition to his building which when completed will increase his capacity for guests and at the same time modernize every feature of the hotel.

And we recall Pat in his younger days when as a boy he used to roam the Eastern Oregon country in true western nature. Then we found him running the Foley hotel in La Grande. Here he underwent the change from a man of the plains to a hotel man and he it said, Pat always made money. His business paid here and it has paid every moment since he went to The Dalles.

He possesses the solid fundamentals of success in that he believes in the teachings of a good father and a good mother that economy is not a bad thing to think of occasionally and to always spend a little less than one makes.

His many La Grande friends rejoice with this newspaper over the success he is scoring in the Columbia river city and the service he is giving his trade. The revised hotel which he is building will be a pride to the people of The Dalles.

Is It The Solution?

No one thought for a moment that railroad companies would remain silent permanently regarding the motor bus which has eaten into their short haul business so seriously.

With a complete organization trained for transportation business, with tremendous investment in railroads, right of ways, terminals and equipment it is not to be presumed that railroad operators would calmly submit to seeing a goodly portion of their receipts cut off without some effort to compete and save themselves.

The S. P. & S. railroad has made the first venture in the auto bus business and announcement has been made that for fifty miles around Portland that railroad will install busses on the highway under the name of the S. P. & S. line.

Highways are to be used by the railroads now for the short passenger haul and ere long likely these same highways will be used by the railroads for trucks on short freight hauls. It is a natural consequence and should have been expected, for the railroads, like all other business institutions, feel like fighting for their line of work.

The Old Grande Ronde

Faithful to humanity, never flinching to the extent of failure, the old Grande Ronde valley is again giving up her annual harvest of grain. Although it seemed impossible to raise a crop under the weather conditions this year, nevertheless the acreage is yielding a fair average and many of the ranches are turning out an excellent crop.

We shall always remember what Bill Craven said when he and Harry Corbett spent a day in the valley last year. Bill is the man-on-the-ground for Swift & Co. After we had taken him over a portion of the Grande Ronde, he remarked: "Well, this is the best part of Oregon I have seen. This is a real farming section, Iowa has nothing on this valley, and no man need fear owning land at almost any price here."

Coming from Mr. Craven, whose life has been spent with the lands of the south and west, whose time has been given to growing grasses, grain and live stock, such a statement is of value. It once again proves the wisdom of the late Governor Withycombe who always insisted that the Grande Ronde valley is the largest body of rich land in the entire northwest.

It's England's Turn Now

The United States put up with Mexican atrocities for years. All other nations wondered why we did it and so did most of our people. But we did and that is the end of the story. Now comes England's turn. Mexican bandits have just put an English woman to death. Let us see what England will do. Will she submit to this outrage of her citizens or will she take a stand and tell Mexico where to head in?

THE OLD HOME TOWN - - - By Stanley



AUNT SARAH PEABODY LEADER OF THE SOCIETY FOR THE SUPPRESSION OF PIPE SMOKING, FOUND A BOX CONTAINING TWELVE CORN COB PIPES IN HENRY'S CANDY STORE TO DAY.

OFFICE CAT



BY JUNIUS

Editorials From Over the Nation

TITHING IN BUSINESS
W. G. Shepherd in the World's Work: "Charlie" Page has been working with "God's money" ever since.

His luck at striking oil has been phenomenal; there is a tradition in the oil fields of the country that "Charlie" Page never misses a "hole." Where he drills oil comes, they say. You cannot get Page to talk about his "partnership"; it is his own private affair. But once he told a friend, in speaking of his success at drilling.

"I think I've missed only two holes in my life. You see, I couldn't miss, because I was in partnership with the Big Fellow and he made geology.

"Tithing is the minimum that your partner expects from you," said one eminently successful man. "That's only good interest. I've been trying to use half of my income in his affairs lately. That's a full partnership."

"ONLY ONE GIRL"

Argument: As most people probably are aware, the first scene in Bernard Shaw's play, "Back to Methuselah," shows Adam and Eve in the Garden of Eden. Stories about the Garden of Eden are, of course, legion, but one of the best concerns the warden of a certain working man's club who, desiring to amuse and instruct the boys, arranged to give a lecture on Bible scenes with lantern slides. He also secured the service of one of the members who happened to own a gramophone, to discourse

music appropriate to the slides. At in the case of G. B. S.'s Biblical drama, the first picture in the series had for its subject Adam and Eve in the Garden of Eden, and the owner of the gramophone cued his brains to find something suitable.

CIVIC UGLINESS PASSING

World's Work: Several weeks ago, New Yorkers and visitors were somewhat puzzled by a display of flags and bunting in Forty-second street. This is the kind of demonstration that is usually reserved for great public occasions, such as a national holiday, a liberty loan drive, or at least a bankers' convention.

But this many-colored jubilation, and the banquets and speech makings that accompanied it, were intended to honor a public achievement of a very different order. Ever since the building of the elevated railroad structures in New York—nearly fifty years ago—a spur of this system has extended in Forty-second street from Third avenue to the Grand Central station.

The natural ugliness of this trestle work was greatly emphasized twelve years ago when the beautiful new Grand Central station was opened to public use. The whole architectural design, indeed, was largely destroyed.

Twenty or thirty years ago, this blight in the public streets would have aroused little popular protest. Elevated railroads were not beautiful, but they were extremely useful, and any suggestion that they be removed on the ground that they were offensive to the eye would have seemed strange indeed.

But this is an ever-growing demand in the city of New York. The demolition of the Forty-second street spur, which several citizens' associations have been advocating for several years, was the first victory in this campaign for the restoration of the public streets to their proper uses, and its completion was celebrated by hand playing, speech making, and display of bunting and flags.

CITY'S CLAIM RULED OUT

PENDLETON, Ore.—The city of Pendleton has no just claim against Umatilla county for \$39,000 in taxes paid by the city for road purposes, according to a statement made here by County Judge Schanney, following his return from Portland, where he attended the meeting of the state highway commission. His statement was issued after the city's stand had been explained by Mayor Poe.

Section 4606 of the Oregon law, which provides that road taxes levied and paid by a municipality shall be returned in the amount of 70 per cent by the county, was not the law under which the county court made its levy, Judge Schanney said.

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