

ROAD GRADERS ON HIGHWAYS

MEDICAL SPRINGS (Special)—Frank Turner is out with the road grader at work on the road from the county line to Powder river. The roads have been rough and the grader will help to put them in a better condition.

Mr. and Mrs. A. J. Vandevanter were Monday guests at the home of Mr. and Mrs. J. P. Kennedy.

Geo. South left Monday for the ranch at Huntington on the river. Mr. and Mrs. C. D. L. still at Baker.

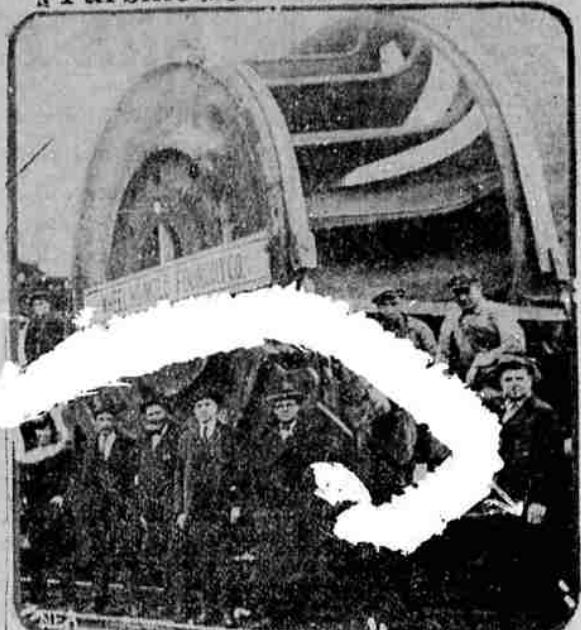
Mr. and Mrs. W. Lane, moved to Baker last fall, have moved back to Medical Springs. They will live on the Lee Wilson ranch.

Mr. Workson went to Eagle valley Monday to look after the cattle he has been feeding there.

Medical Springs grange met recently. After the business meeting a social hour was enjoyed and refreshments were served.

Ly Turner and Win Duncan motored to Baker Monday and spent

Turbine for Muscle Shoals



This turbine costing 17 feet high weighing 70 tons is to become part of the gigantic power plant at Wilson Dam, Muscle Shoals. From the factory at Wheeling, W. Va., to its destination the route was carefully calculated and tunnels measured to avoid those that were too small.

For Sale Or Trade

104-acre farm one mile from Elgin, well improved; 55 acres in cultivation. Will trade for La Grande property.

160 acres, three miles from La Grande, well improved; stock and equipment goes with the place. Fine dairy ranch. Will trade for Apartment or Rooming House in La Grande.

FOR SALE—A small grocery store in La Grande doing a good business. Also the store building and residence.

Six fine building lots within one block of Stange's new home, \$500.00 each. Will give good terms.

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PHONE MAIN 17

BUSINESS AND PRICES TOPIC

BADSON PARK, Fla. (Special)—Prices have again turned upward. Various commodity indices and the cost of living figures show that the average is rising. The question as to the effect of this tendency on general business was put today to Roger W. Babson, the statistician and economist.

"The first effect of rising prices is a stimulant to business," says the statistician. "When things start to go up the people who have been waiting to buy. Manufacturers also stock up with materials. As the movement continues, however, the same tendency becomes a brake on business. When prices get above the level that most people consider fair value, they stop buying altogether. As a matter of fact the average buyer goes at the thing in haphazard fashion.

Uses and Abuses.

"Statistics have their uses but also their abuses. The cost of living indices are useful to the statistician; but are often dangerous in the hands of the layman. Fisher's Index is probably the best price index in existence today being weighted scientifically. Even this, however, must be used with discretion. When the Fisher, the Bradstreet, or any other price index shows an increase it should be remembered that this only applies to the average of all commodities. When we purchase commodities we do not buy the average list, but we buy specific articles. Therefore, it is well to watch Fisher's Index, yet the important thing when purchasing is to study the position of the specific commodity or article which one is purchasing.

"Numerous illustrations might be given showing that although the general Price Index has risen, all prices have not risen. For instance, one can obtain more actual value for a dollar today when purchasing an automobile than at any previous time in history. Not only is the automobile lower priced, but the quality, durability, and efficiency are being materially increased. This does not mean that automobiles may not be further reduced in price. They probably will be as time goes on, but even at the same price one will be getting more in actual value in 1925 than in any previous year. This same fact applies to tires, oil, gasoline, batteries, and practically all accessories connected with this growing industry.

"Another illustration of lowering prices is the electric current which we use for lighting, power and other purposes. With the further development of light and power companies have been going up, the price of the commodity itself has been going down. In this respect, the electric power business is just the opposite of the telephone business. The cost of the latter increases per unit as the telephone subscribers increase in number; but the cost of electric power increases per unit as the amount used increases. Electricity for power and light is being bought for less today than in any time in its history, and even lower prices will be introduced in many commodities during 1925. Among the household commodities there is sugar which everyone uses and which is selling for less today, with the exception of late 1921 and early 1922, than it has for nine years. Other illustrations might be given such as these to show the point in mind.

Reason Given.

"The above products are cheaper owing to definite fundamental tendencies, but in addition there are many commodities that are lower today because of seasonal and other temporary reasons. When taking a list of 106 commodities which are the basis of one of the price indices, we find 44 commodities selling for less than they did

a year ago. Among these mentioned: Fruits, chemicals and drugs, textiles, cotton and silk, coal and coke, naval stores, turpentine, building materials.

"Without doubt the American people need to be educated in connection with buying. The advertisement which attracts them into the store has been developed until it can be depended upon for almost certain results. The sales person is carefully and thoroughly trained. The selling of goods has become a fine science; but very little has been done to help the public to buy intelligently. As a result of this people buy everything when they are flush, and then stop almost entirely and buy as little as possible. This is one cause of our successive periods of prosperity and depression. The average buyer, whether a man or a woman, is a good deal like the brakeman on a railroad train. If some lone passenger suggests that the car is too cool the brakeman turns off all the heat and shuts the ventilators. The car stays that way until someone suggests that the car is getting too warm, then the brakeman turns off all the heat and opens wide the ventilators.

Reaches Extremes.

"There is always some commodity or article that is too high and careful buyers restrict their purchases of such a product until it comes down in price. On the other hand, there is always some article that is selling around normal or even below the cost of production. Certain lines of shoes are an illustration of such an article today. When such a condition exists careful buyers will purchase all they need for some time to come, even though the Price Index, which is the average for all articles, is higher than ever. Such a sensible policy on the part of the buyers would do much to cut down the dangerous peaks of over expansion and fit in the valleys of depression. Moreover, these erratic conditions must be eliminated if we are to have business really healthy, happy and prosperous.

"Nearly every week I have referred to the Babsonchart as the best index of business conditions when considering all sections of the country and all lines of business. We, as readers, will remember that the Babsonchart was 6 per cent above normal in the spring of 1923 and was 5 per cent below normal in the fall of that year. During 1924 it has varied from 5 per cent below normal to 3 per cent above normal, and today stands at 3 per cent above normal. Letters are continually coming to me asking if it is not possible to eliminate these erratic changes. Some of these letters blame the changes on the bankers and others on the manufacturers. It is wrong, however, to blame either of these groups. No banker enjoys turning down a borrower, and no manufacturer purposely closes down his mill thus throwing people out of employment. This is

done because we and our families quit buying. The peaks and valleys of the Babsonchart are due to the erratic buying habits of the American people. Hence, I appeal to buyers to change their present policy of buying everything in sight one year and then instituting great economy the next. Try to both spend and save a reasonable amount of money every year, seeking out those things which are the best purchases for the time being. This would lay the foundation for a real period of prosperity from which everyone would ultimately benefit."

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MEDFORD MEN IN FIGHT
MEDFORD, Ore. — Two prominent citizens, Delroy Getchell, president of the Farmers and Fruit Growers' bank, and Dr. E. H. French, realty man and local representative of the State Society for the Prevention of Cruelty to Animals, engaged in a rough and tumble fight in a corridor of the second floor of the Medford National bank building late yesterday. It was reported here. The encounter was also said to have lasted until the two men were separated by office tenants, attracted by the noise outside.

What started the fracas or who struck the first blow was not revealed, as the stories told by the combatants and some of their friends widely differed. Each man, however, bore marks of the fight.

Women are good looking but peculiar. They want their clothes all just alike only different.

And there's the doctor who says we look like what we eat. We say he must live on pumpkins.

It won't really be spring until we get the street car windows open.

Blue Mountain Oregon Lumber

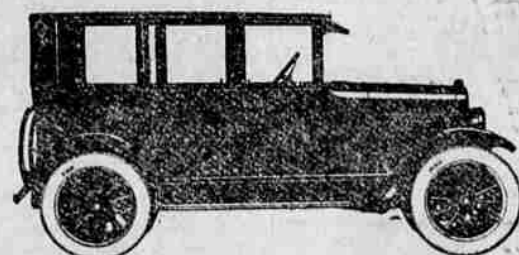
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GRANGE HALL MEETING SITE

GRANGE HALL (Special)—Blue Mountain grange held its regular meeting March 21 with a large crowd in attendance. Mrs. Alice Hill was elected alternate to the state grange. Two candidates took the obligations of the first and second degrees. The men of the grange served a delicious chicken dinner and provided an excellent program. The next meeting will be held April 1.

Joe Smith, who has been confined to his home because of illness is reported much improved.

Mrs. Ella Hymanson and Mrs. Chas. Tall were among the grange visitors Saturday.

William Sherwood, who has been ill for some time is improving.

Arthur Berry moved his family to their new home in La Grande last week.

Mrs. Clover is on the sick list.

Mr. and Mrs. Bert Spencer of La Grande spent Sunday at the George Gekeler home.

Mr. and Mrs. Bert Grout moved into their new house Saturday morning.

Harmon Stein has moved from the Parker place to the place near his father's.

Grange hall district was well represented at "Seventeen," the high school senior play Friday and Saturday nights.

Mr. and Mrs. Ernest DeLong returned home Wednesday from Portland, where they spent a few days visiting Mr. DeLong's mother, who is ill at that place.

NO SHORTAGE OF CARS NOW

CHICAGO (Special)—Improvements that have been and are being made in the freight service rendered by the railways are working something approaching a revolution in business and finance in the United States," said Samuel O. Dunn, editor of the Railway Age, in an address tonight at the annual dinner of the Chicago and Cook County Bankers' association.

"The extent of the change that has occurred in freight service is indicated by the almost complete elimination of failure on the part of the railways promptly to furnish cars to those who ask for them. Formerly, even in years of depression when the total supply of freight cars exceeded the demand, local 'car shortages' were reported from various parts of the country, because, owing to imperfect methods of distribution, the cars were not in exactly the places where they were needed. In 1920 when traffic was heavy and the railways were still suffering from the effects of government control, the shortage of cars averaged 81,600 a day throughout the year. Even in 1921, a year of profound depression, when huge car surpluses were reported, the 'shortage' of cars reported here and there averaged 1,454 a day. In 1922, the year of the great coal strike, the 'shortage' of cars reached a maximum of 161,000 and averaged 47,681 for every day in the year. In 1923 the car shortage averaged 29,210 a day, while in 1924 it averaged only 1,047 cars a day, although during part of the year the railways handled a record breaking business.

"What these figures mean is that by increase in the number and capacity of cars and by co-operation between the railways themselves and between them and the shippers the distribution of cars to all parts of the country, and all classes of shippers has been improved as never in perfection that there are practically no delays in furnishing shippers the cars they want. This result is largely due to the organization by the shippers of Regional Shippers' Advisory boards in every part of the country which have frequent conferences with the railways in each territory and keep the railways constantly advised regarding both the present and prospective needs of the shippers."

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