

La Grande Evening Observer

An Independent Newspaper

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BELIEVED, now are we the sons of God, and it don't yet appear what we shall be, but we know that when it shall appear, we shall be like Him, for we shall see Him as He is. 1 John 3:2.

Wetting nails before driving keeps you from cracking the plaster but not from cracking your thumb.

Men who were born in a log house have been made president, but some who were born in congested tenements in the city know as much about what hardships really are.

The little red schoolhouses are disappearing from the hillsides, but there will soon be enough filling stations and refreshment stands taking their place so as to keep the same scenic effect.

A CAPABLE ENVOY.

It was with reluctance that Madrid and the American people heard of the resignation of Alexander P. Moore as United States ambassador to Spain, and it was with equal satisfaction that Madrid and the American people later received the news that Ambassador Moore's "retirement" was but a formality observed at the change of administrations at Washington and that he would probably remain in the American embassy at Madrid.

There is no reason why Ambassador Moore should be retired from the foreign service and it is hoped that he does not himself seek such retirement. He has proven himself an envoy of good will of the first rank, satisfying both his own country and the Spanish court and people. Never before has there been such mutual understanding between Spain and the United States. This understanding is evidenced by the favorable commercial treaty now under negotiation and fast nearing consummation.

It has been the good fortune of rare genius of Mr. Moore to establish a most personal friendship with Alfonso XIII, the gratitude and respect of American tourists in the land of the Iberians and the regard of the Spanish people.

ANOTHER MYTH SMASHED.

Those who have lived through the old carriage days and to see the time when there was an automobile for every six persons in the United States have noted that horses and carriages, even at the zenith of their popularity, were never owned by such a large percentage of the population as the automobile now is. This knowledge has frequently caused them to question the ability of the country to buy and operate so many automobiles.

Some interesting light on the economic relation of the horse and automobile has been shed by a Baltimore reminiscencer. Referring to the nineties, when the horse and carriages were in great vogue in this country, he writes:

"A few years ago I talked with the man who had made General A. E. Booth's harness at \$1,500 a set. He showed me a piece of one of the traces which he had saved. It had eighteen stitches to the inch, and he told me that no man, not even himself, being forever out of practice, could now execute such fine handwork. Carriages, coaches and all fine vehicles cost a lot of money, as much as a good automobile—\$2,000 for a coach with its twelve or more hand-dressed coats of varnish, six months or a year even in the shop. A physician's carriage or fine larger one from \$600 to \$1,000, and the iron tires cost more for renewal in a year than rubber tires do today for very many times the mileage."

This dispenses of another of the mythical benefits enjoyed by the ancients and denied the present age and gives the automobile owner what advice he can get out of the knowledge that he is no more extravagant than his horse-driving forefathers were and that he can have the joys of the automobile at even less cost than he would have paid in the nineties for a good carriage without the horses.

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THE OLD HOME TOWN . . . By Stanley



The same old story. Night, the moon, a road and a parked car. A dog came up on his motorcyclist and flared his light in the air. "No parking!" you start half asleep here he stated. "Do I look like I'm parking?" was the reply.

BOY WANTED — Ladies' magazine. At least, these come word from your agent made in pretty nice and you don't have to wear a kimono to play them.

A spring month had just been struck which a summer month does not have in content with.

"As Friday's meeting the treasury will hold a year in my view is responsible for giving constant light (darkness) upon which readers have practically become as a polar bear." —Hastings, Mr. Expense.

What? Why do you like the old songs best?

What? Because I don't have to buy any new clothes?

A HINT FOR THE THIN Jump out of the window and you'll come along pump.

A Chicago man has translated the following into language that all Christians can understand. We suppose every capable logician will say "Yes, that's it."

"We asked the price for bow-leggedness to the young man who upon ascending a horse found that he had both feet in the wrong stirrups."

Forty billion? The figure shows many a good fellow, right? No! No! The number, no dear. Good number would always turn up to be turned down.

There are only a few Americans who have the good manners and the use of a message to be loved.

IRRESISTIBLE His opponent like himself he tried. And though he bowled a number, he could not read his way out of the trap of a word puzzle.

Time to Get Busy

WEEKLY, Joseph J. Elmsdorf, George E. Smith, James Arthur Almond, Ed H. Pender, W. H. Kamm, Chas. M. (1923), 2-3 p. m. ending hour, Monday night 8:00-10:00, to be announced.

WEEK, Joe Miller, Jr. (1923), 7:00-9 p. m. music: 11-12 dance program.

WEEK, Woodworth, Ed. (1923), 7:00-9:15 p. m. Albert F. Brown, organist, 7:15-8:30, 8:30-9:15, 9:15-10:00, 10:00-10:30, 10:30-11:00, 11:00-11:30, 11:30-12:00, 12:00-12:30, 12:30-1:00, 1:00-1:30, 1:30-2:00, 2:00-2:30, 2:30-3:00, 3:00-3:30, 3:30-4:00, 4:00-4:30, 4:30-5:00, 5:00-5:30, 5:30-6:00, 6:00-6:30, 6:30-7:00, 7:00-7:30, 7:30-8:00, 8:00-8:30, 8:30-9:00, 9:00-9:30, 9:30-10:00, 10:00-10:30, 10:30-11:00, 11:00-11:30, 11:30-12:00, 12:00-12:30, 12:30-1:00, 1:00-1:30, 1:30-2:00, 2:00-2:30, 2:30-3:00, 3:00-3:30, 3:30-4:00, 4:00-4:30, 4:30-5:00, 5:00-5:30, 5:30-6:00, 6:00-6:30, 6:30-7:00, 7:00-7:30, 7:30-8:00, 8:00-8:30, 8:30-9:00, 9:00-9:30, 9:30-10:00, 10:00-10:30, 10:30-11:00, 11:00-11:30, 11:30-12:00, 12:00-12:30, 12:30-1:00, 1:00-1:30, 1:30-2:00, 2:00-2:30, 2:30-3:00, 3:00-3:30, 3:30-4:00, 4:00-4:30, 4:30-5:00, 5:00-5:30, 5:30-6:00, 6:00-6:30, 6:30-7:00, 7:00-7:30, 7:30-8:00, 8:00-8:30, 8:30-9:00, 9:00-9:30, 9:30-10:00, 10:00-10:30, 10:30-11:00, 11:00-11:30, 11:30-12:00, 12:00-12:30, 12:30-1:00, 1:00-1:30, 1:30-2:00, 2:00-2:30, 2:30-3:00, 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