

# ARMY LIFE IN U.S. DESCRIBED

WASHINGTON (By the Associated Press)—The following is the fourth of six articles describing activities of the Army of the United States during the summer months of 1925, given to THE ASSOCIATED PRESS by General John J. Pershing, author of the series.

(By General John J. Pershing)  
The Reserve Officers' Training Corps and the Citizens' Military Training Camps are American institutions. They are not a part of the Army of the United States. Those in attendance are under no military obligation of service, are not members of the Regular Army, National Guard and Organized Reserves. Nevertheless, they are most important from a defense and citizenship standpoint. They are our future protectors.

In a way the Reserve Officers' Training Corps serves the main purpose for the Organized Reserves that West Point does for the Regular Army. Moreover, it also furnishes the Regular Army and National Guard with valuable leaders. The Citizens' Military Training Camps are the American substitute for universal training. They are the natural product of our experience in the war, as this is the method used to train young men to become officers.

The growth in military value of the Reserve Officers' Training Corps is indicated by the fact that 153 of its graduates accepted commissions as 2d lieutenants in the Officers' Reserve Corps in 1920. In 1924, 2,337 accepted similar commissions, while 746 graduates too young to be commissioned, were given certificates of eligibility. During the past two years, 14,171 graduates of the four one-month courses given at the Citizens' Military Training Camps accepted commissions as 2d lieutenants in the Officers' Reserve Corps, or were given certificates of eligibility. These numbers will be exceeded this summer. Both the Reserve Officers' Training Corps and the Citizens' Military Training Camps also promise to make large contributions in the future to the United States through those young men who, for one reason or another, are unable to complete all the courses required for an officer commission.

The Reserve Officers' Training Corps Camps opened the middle of June, immediately following the close of the educational year, and will end the last of July. These camps are of the longest duration of all conducted by the Army during the summer, being six weeks. The enrollment this summer will be over 8,000.

These camps are attended by college men. Attendance at one of these camps is required at the end of the third or junior college year, and attendance at the end of the first or freshman year is optional. The War Department is unable to accommodate all who apply for the optional summer training.

The total enrollment in the R. O. T. C. is 125,504 with units in 225 educational institutions. Regular Army officers are detailed as instructors. This enrollment is divided to institutions follows: Universities and colleges, 74,742; military colleges, 5,587; military schools, 7,323; high schools, 34,295; other institutions, 1,221. Funds permit giving summer camp training to only those in senior or

college units, but many from high schools attend the C. M. T. Camps. Enrollment in the R. O. T. C. assists many poor boys who are desirous of receiving college education. Many wear their uniforms daily in class-rooms as well as on the drill field. Commutation of subsistence of \$93.60 per year is allowed to those in the advanced courses of the junior and senior college years and \$18.50 is allowed for pay, travel and subsistence during the summer camps.

The time is not far off when the majority of the present officers of the Organized Reserves, those who took part in the World War, will disappear from the picture. The R. O. T. C. and C. M. T. C. must furnish the commissioned personnel for the Reserves. Given the shoulders of these young men now graduating in these institutions will fall the great responsibility of developing the Organized Reserves to the point where our national defense must be secure. Around them must be built the citizen army of the next generation. We can only pass on our knowledge to the future.

Educators believe in the intellectual and character-building qualities of the instruction given by the Army to R. O. T. C. units. Our leading educators have spoken highly of its educational value. Our leading institutions give scholastic credits to those who attend. We are constantly refusing applications from colleges for new units, due to lack of funds. In my opinion there should be R. O. T. C. units in every college and high school. The training received means so much to the efficiency of the individual, so much to the nation from a citizenship standpoint, that those courses would be thought were to be abolished forever, instead of always being possibly just around the corner.

The C. M. T. Camps have been successful from all standpoints, and have exceeded expectations. These camps were first held in 1921 with attendance of 10,651. The attendance this summer will be 25,000. Many applications have been turned away each year. More than 100,000 young men would attend if funds permitted. Some such number will have to eventually be reached if the C. M. T. Camps are to be a substitute for universal military training, for approximately 500,000 young American men reach the age of 21 each year.

These 40 camps as compared with 29 last year are of a month's duration and are held during July and August, except on the Pacific Coast, where they open in June.

The popularity of these camps can be traced to a large degree at the present time to the improvement in citizenship on the part of the young men who attend. This is brought about through the definite routine including respect to authority, and to the flag, the hourly lessons in cooperation, and the courses in citizenship which are conducted at the camps.

That Congress is favorably disposed towards the C. M. T. Camps can be seen by the following statement made by Congressman Anthony on the floor of the House of Representatives last year:

"I saw one of the civilian camps and I will say to the House that I am thoroughly convinced that the money we are expending under this head brings back nearer 100 per cent return than any other money in the bill. I saw nearly 2,000 raw boys, most of them coming from the hills of Arkansas, Missouri, and the plains of Kansas, who, when they arrived at camp, were typical green and unbroken youngsters of about 18 years of age, but absolutely as un military as I ever saw. But within a week or ten days time you never saw a finer aggregation of young Americans in your life. They walked about with heads erect, their shoulders thrown back and looked like real men, like real soldiers."

Some of our greatest industrial, commercial, financial and public utility organizations in the United States are so enthusiastic about the splendid results obtained by the C. M. T. Camps that they have demonstrated their support of the movement by encouraging employees to attend, by granting accepted applicants 20 days'

## OUT OUR WAY



By WILLIAMS

MOMENTS WE'D LIKE TO LIVE OVER. THE HAUNTED HOUSE.

leave of absence, generally at full pay.

Not only are these camps of great benefit to the young men of our nation, but they are also of decided benefit to the Army of the United States. Approximately 250 Reserve officers will be used at the camps this summer as instructors. The C. M. T. Camps closely parallel mobilization and give our officers practical instruction in handling raw levies. Duties at C. M. T. Camps are looked upon as the best training that the younger Reserve officers can be given. Regular officers are being skilled, as never before in producing experience in volume from raw material.

Without question the C. M. T. C. project is the most popular institution under the direction of the Army. I look forward to the time when public opinion in the United States will be moulded by the young men who have attended these camps. I look forward to this not far distant future with confidence. I feel grateful that I have had the opportunity of helping start this truly great movement.

## Soviet Mills Unable To Supply Peasants' Cotton Goods Needs

MOSCOW (AP)—The shortage of cotton goods in Russia never has been felt so acutely as this year. With the coming of the summer Moscow textile shops are literally besieged by all classes of the town population and numerous peasants, who come great distances to buy a few yards of gingham or cotton dress goods. Foreigners are much surprised by the sight of long queues of women shoppers who stand patiently all day long outside every state textile shop, obstructing traffic and necessitating the regulation of the crowd by militiamen.

The high cost of woolsens and silks compels even the better class of people to resort to ordinary cotton fabrics for their dresses, while the peasantry as a rule never was accustomed to wear anything but cotton. The Soviet textile industry is unable to supply

the demand for cotton, which since the revolution has greatly increased, while production of cotton goods has decreased by nearly 70 per cent in comparison with the pre-war time.

In 1913 the Russian factories produced 2,575,000,000 meters of cotton goods, which equals 17 meters per head of population, while the last year the total production amounted only to 300,000 meters, which is only six meters for every inhabitant.

In order to meet the demand for cotton goods among the peasantry the government was compelled last year to buy abroad 20,000,000 rubles' worth of ready cotton fabrics. With the realization of the coming harvest, which is expected this year to be satisfactory, the demand for cotton goods by the peasantry undoubtedly will increase. The government now is confronted with the problem of further increasing the import of cotton goods, as the increase in the production of the Russian textile factories would require a big outlay of capital for reconstruct-

tion work and for the installation of new machinery, which the government cannot at present afford. Much more is to be involved.

**Distiller Halted Again**  
ST. HELENS, Ore.—Fred Ulrich, a dairyman of the Seapoose district, worked on the theory that lightning does not strike twice in the same place, so he set up a still in a cellar in his barn, where about six months ago a big still, and a quantity of liquor were captured by Sheriff Wellington Ulrich then was fined \$1500 and served a 60 day jail sentence.

The sheriff called at his place to serve some papers in a civil action. Ulrich was not at home, so the sheriff thought he might be in the barn, and called for him. Ulrich emerged from the cellar, and fled when he saw the sheriff. In the cellar was a good sized still, some liquor and a quantity of mash.

Mr. Tucker of the United States Commerce Department estimates the nation's illicit liquor bill to total 16 billions.

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# Now-a One-Profit Car in the Quality Field

STUDEBAKER has achieved one-profit manufacture in the quality field. This marks a new era in the automobile industry. Studebaker's achievement eliminates unnecessary profits running up to \$500 on a single car. It banishes double overhead. It results in quantity production of quality cars. It vitally affects pricing by establishing a new criterion of value in the fine car field.

**TWENTY-FIVE** years ago practically all "manufacturers" of automobiles were nothing more than assemblers. They purchased motors, bodies, chassis, axles, etc., from parts makers who were the manufacturers in reality.

On this basis it was easy to become an automobile "manufacturer," and more than five hundred makes of automobiles have had their day in the American market and disappeared. They are represented only by "orphan cars" with practically no resale value.

Notwithstanding this writing on the wall many manufacturers still assemble their product, piling profit upon profit for the ultimate purchaser to pay. Each profit which a maker pays to a body builder or parts supplier enters into his costs just as though he had spent the money for steel or plate glass or upholstery. Although it represents no value he not only passes it on to the purchaser but figures his own profit on top of it.

The Ford is a one-profit car and reigns supreme in its field.

In the fine car field Studebaker—and Studebaker alone—now offers the American public one-profit values.

During the past seven years, when demand exceeded supply, Studebaker has been piling earnings back into plants and machinery until we are now able to make this announcement.

Foundries, stamping mills, machine shops, are now complete. As final links in the chain of one-profit production, the enormous Studebaker body plants have been operating for months at peak capacity. Resources totaling one hundred million dollars are concentrated on the production of this one-profit car.

No other individual manufacturer in the world (except Ford) possesses such facilities for the complete manufacture of automobiles.

That is why Studebaker is able to put finer steel, finer wood, finer upholstery, better workmanship, hundreds of thousands of miles of re-

**Why Studebaker is the "one-profit" car**

There are more than 60 makes of passenger cars built in the United States, but very few are manufactured complete in the plants of the producers who sell them.

Only 42 build all their own motors—and one of the 42 is Studebaker.

Of the 42 which claim to make their own motors only 14 make their own castings, stampings and fittings which go into their motors—and one of the 14 is Studebaker.

Only 5 make all their own bodies and one of the 5 is Studebaker.

Only 2 make all their own motors, bodies, chassis, axles, gears, sets, differentials and steering gear. One of these 2 is Studebaker and the other is Ford.

serve transportation, into every car—yet keep down the price to you.

This sound manufacturing principle not only holds down price, but it insures a better car regardless of price. The car is not a patchwork, but a unit.

Last year at the New York and Chicago automobile shows four well-known automobile manufacturers exhibited coaches mounted with the same body—a body made from the identical dies, jigs and fixtures. Certainly these manufacturers must have sacrificed engineering advantages in chassis construction to accommodate this "standardized" coach body built by an outside supplier.

Contrast this with Studebaker, where the entire car is designed and built as a unit—and engineered complete. This construction means (1) longer life (2) greater comfort in riding—(3) greater freedom from repair expense—(4) greater resale value.

With the advent of this one-profit-one-overhead plan of motor car manufacture, it is folly today to buy a car by the same comparisons you used yesterday. Today you must measure all cars with this "one-profit" Studebaker.

One-fourth of all American passenger cars built today belong in the fine car field—a total of \$7 different makes selling above one thousand dollars.

There are 21 Studebaker body styles available on three different chassis. The Standard Six Models, 113-inch wheelbase, 50 h.p. engine, \$1125 to \$1600 f.o.b. factory. The Special Six Models, 120-inch wheelbase, 65 h.p. engine, \$1450 to \$2120 f.o.b. factory. And the Big Six Models, 127-inch wheelbase, 75 h.p. engine, \$1875 to \$2650 f.o.b. factory.

And you may buy your Studebaker today with the assurance that it will not be arbitrarily stigmatized by any act of ours as a "last year's model."

Instead of spectacular annual announcements of "new yearly models," Studebaker has adopted the policy of keeping its cars up-to-date in body style and chassis design every day in the year. Therefore, buy your Studebaker now!

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HERE! All the Vassar students taking a little peep at the heavens through the great telescope in the dome at Vassar College, Poughkeepsie, N. Y. They are members of a highly rated class in astronomy.

## "The Slick Guy"

NEARLY every one of us has seen the checkered-suit person with the velvet tongue. How smoothly he once told of the merits of this product or that—and raked in perfectly good coin for purchases that were often worthless.

The "slick guy" is seldom seen today. When the wise person goes to buy, he knows what is good in value and fair in price.

Simply by glancing over the advertisements in your paper, you can see where to go for the best buys. You can compare values and check up prices without even stirring from your easy chair. You know in advance just what you are going to get and how much it will cost. And you can have the satisfaction that comes from knowing your money is wisely and safely spent.

Nowadays, no one need be at the mercy of the "slick guy." There are still a few people who fail to read the advertisements—and "take a chance." Don't be one of them.

Advertised products are safe buys. They have made good before they are announced.