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(Incorporated)
An Independent Newspaper

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NEHEMIAH'S WORK—"I am doing a great work, so that I cannot come down; why should the work cease whilst I leave it, and come down to you?" Neh. 6:2.

All this agitation for a five-day week is what we get for starting school kids that way.

Too much disorder in the U. S. senate. When Vice President Dawes recognizes a belligerent senator, he ought to back him up with a squad of marines.

Some of us, after observing Mexico for the last decade or two, can't quite see why anybody should want to own any of it for as much as 50 years.

President Coolidge has signed a bill prohibiting shipment in the mails of firearms that can be concealed on one's person. No longer will any young bandit be able to provide himself with deadly weapons simply by sending a few dollars to an unscrupulous mail order house. It is sensible legislation. With such a backing states may now take up the problem and regulate sale and ownership of firearms as one means of crime prevention.

ALL-CANADIAN SHIP CHANNEL

Canada has a new plan for a deep waterway from the Great Lakes to the sea which would be altogether within Canadian territory. It is really a seventy-year old project, which has been dormant in recent years and is now revived.

The route would run from Georgian bay, up French river to Lake Nipissing, thence along the Mattawa to the Ottawa river, and so down to the St. Lawrence. It is said that out of 440 miles there would be only 28 miles of actual canal or cuts to be made, with locks at 23 points. Also, which is very much to the point, that the expense, though rather heavy, would be easily repaid by the incidental waterpower developed. The hydro-electric power commission of Ontario is very much interested.

The matter should be of interest to Americans. If Canada is once committed to this scheme, it will pay no more attention to the international plan for joint development of the upper St. Lawrence route by Canada and the United States. Montreal, which is the chief obstructor of the international plan, is said to be favorable to the Ottawa River plan. So it may go through if the United States lets the other project drag.

While such a northern channel could be used by Yankee shipping from the western area of the Great Lakes, it would be far less convenient, on the whole, than the southern route to which both governments are more or less committed.

BIG JOB FOR UNCLE SAM

The proposed Boulder Dam project, on the Arizona-Nevada boundary, would provide flood control, water supply and electric power on a vast scale for an area covering several states. It would turn the Colorado river from a menace to a servant of civilization in the great Southwest.

The figures are staggering. The dam would stand 550 feet high, the highest in the world. It would impound enough water to cover 26,000,000 acres one foot deep. It would provide an all-American irrigation system to water the rich Imperial Valley, which now has to depend on water brought through Mexican territory. It would have a capacity for power production three times that of Muscle Shoals. It would be a beginning at taming the third-greatest river of the United States, after many years of talk. It seems to provide, as a California newspaper says, "not only for an emergency project but for the most beneficial and constructive works ever planned by government engineers for any section of America."

The dam would cost \$41,500,000; the irrigation canal, \$31,000,000; the power plant, \$31,500,000; the entire project, \$125,000,000. That is a great deal of money. Some critics object to spending it out of the federal treasury. Others object to the government going any further into the power business.

The government, however, has the money; it looks like a job that cannot be handled properly by any agency, public, or private, except by the United States; and engineers say that it would repay the total cost of construction, with interest, in 25 or 30 years, from the sale of water power.

It looks as if it were worth taking a chance on. Here is an unusual opportunity for Uncle Sam to do one of the big things that need doing for the development of the country. It is only one of many forecasted for the future. The Columbia River Basin project is even greater—yet its eventual completion is a certainty.

SIX SCIENTISTS SAVED FROM SEA

Schooner, Carrying Dignitaries, Strikes Reef and Goes Down

SEATTLE, Feb. 24 (AP)—Six scientists of the international fisheries commission and the crew of nine escaped with their lives when the 100-foot schooner Scandia struck a reef and sank 14 miles from Kodiak, Alaska, early today.

The scientists, who were studying the life movements of halibut for the Canadian and United States governments, included F. H. Bell and K. V. Butt, of Seattle. Others aboard the Scandia were: Harry Hansen, Olaf Erickson, Louis Nelson, H. Thompson, engineer; Paul Renner, radio operator; Hans Jensen, cook; Conrad and Berger Knutson, G. L. Elde, Ralph Chipman, Olaf Sarvold and Saches Kjelsberg, the last six being fishermen. All but Sarvold are of Seattle. Sarvold's home is in Foulis.

A radio message to Dr. W. F. Thompson of Seattle, scientific director of the commission said that the 15 men were taken to Kodiak and will proceed to Seattle on the steamship Admiral Watson.

Narrow Escape

Loss of six lives was narrowly averted by the arrival of a fleet of small vessels from Kodiak just as the schooner was sinking, a dispatch to the Associated Press from Cordova, Alaska, said.

At 12:58 this morning the naval radio station at Kodiak copied distress calls from the Scandia, whose master, Captain Olaf Hvatus, messaged that the ship was sinking fast. Word of the schooner's plight was spread along the Kodiak water front and a dozen fishing smacks were soon headed to the open sea in an effort to reach the distressed vessel before it sank.

An hour later the Scandia radioed that the rescue boats had been sighted but the wireless operator expressed doubts that they could be of much assistance as the schooner was rapidly filling with water.

Nine Go In Lifeboats

Nine of the 15 had then left the ship in the only life boats. The captain, radio operator, and four others, remained aboard, fearing that the already over-crowded life boats would capsize if they attempted to reach shore in them with the rest.

At that point radio communication with the Scandia failed and it was not until near daybreak that the entire 15 had been picked up just as the ill-fated schooner reared on the surf for the last time and slipped below the waves.

WILLIAMS GOING EAST

GRANTS PASS, Ore., Feb. 24 (AP)—Kenneth Williams, star home slinger and outfielder of the St. Louis Browns, leaves tonight to join his team mates in the training camp at Tacon Springs, Fla. Williams was to have left the first of the week but has been held up here by the floods which cut off rail and highway communication. His home is in Grants Pass and he has spent the winter here.

The new welder is supplanting the noisy riveter in the erection of modern steel buildings.

CATALOGS SHOW CHANGES IN ACCESSORIES



The advancement in automobile equipment since 1905 can best be shown by comparison of Western Auto Supply company catalogs. Note the wind-blind, auto top, and the headlamps which were accessories 18 years ago, and the modern equipment shown in the new catalog that the accessory company is now mailing to all western automobile owners.

WOOL GROWER ASSOCIATION IS ORGANIZED

(Continued from Page One)

Growers association, representatives from the United States and La Grande National banks; James Funk, of Walla Walla, county, interested in buying wool and lambs; J. C. Kuhns, forest supervisor of Whitman forest, of Baker and Mr. First, forest representative; and Floyd Edwards, of the Union experiment station, were present.

Dinner at Sommer

The meeting started with dinner at about 6:30 o'clock at the Sommer hotel, after which the business of the meeting was taken up with H. J. Green presiding.

H. G. Avery discussed what could be done by the forming of a Union county organization, and T. J. Scroggin and H. E. Coolidge each gave their opinions of the wool industry in the county in connection with agriculture. Both favored sheep growing where farms were fixed to handle sheep, and both said they expected to see sheep growing increase in importance.

Sproat, Ludwick Speak

Sproat and Ludwick each gave general talks in connection with the wool industry and sheep raising.

T. B. Johnson, of Cove and S. E. Miller, of Union, were the growers in this county who spoke. Floyd Edwards spoke regarding the sheep work at the experiment station.

A. J. Stange, of the Mt. Emily Lumber company, gave one of the most important talks of the evening, his talk being what he called a vision or a dream, which he hoped might develop within the next few years.

He started his talk by showing a large map of the timber hold-

ings of the Mt. Emily company in Union county, and then told that every acre of this land was leased for stock range, but that not one acre of it was leased to Union county men, most of it going to Unadilla county sheep men.

He declared that this situation should not continue, that Union county is able to produce more hay than is produced in other places, and that stock enough to feed it to should be raised here.

It was his hope, he said, that an organization be formed, a stock company he termed it, which would hold this big resource in Union county rather than let it be used by people outside of the county.

The meeting in the afternoon was considerably smaller than the evening meeting.

Lindgren Ill.

H. A. Lindgren, extension livestock specialist from O. A. C., was unable to be here because of illness. Edgar L. Ludwick gave a wool grading demonstration and explained the cooperative marketing work.

Hugh Sproat, secretary of the Oregon Wool Growers association, gave a general talk on the sheep and wool situation. He was optimistic in prospects for the wool market this year, and he expects to see a raise in the price scale. While prices at the present time are not so high, according to the Boston market, he expects the situation to improve.

Sproat also reported on the forest grazing fees controversy, saying that while the fees may be raised some here, it will not be as much as at first expected.

of speech are based upon the de-couraging of food. The word 'nag' originally meant to gnaw or nibble; 'fret' meant to eat or devour; 'remorse' meant to bite, and 'worry' to strangle.

COUNTY BILL ON SALARIES DISAPPROVED

(Continued from Page One)

hood of \$500,000 extra could be collected from this plan.

Tobacco retailers have been on hand since early yesterday to oppose any tax on the products they handle. The tax proposed is in the form of a license fee of \$5 a year and levy of five per cent on gross sales.

PIONEER DIES

MEDFORD, Ore., Feb. 24 (AP)—Elijah Denton, who planted the first orchard in the upper Natchez section of the Yakima valley, and one of its first white settlers, died at his home in this city this morning. For 49 years he was a resident of Washington state. Three sons residing in Klamath county, one at Natchez, Wash., his wife, 14 grandchildren and five great-grandchildren survive him.

CARL GRAY IN PENDLETON

PENDLETON, Ore., Feb. 24 (AP)—Carl R. Gray, president of the Union Pacific system, expressed himself last night as pleased with the McKay dam project, five miles southwest of Pendleton. The dam will provide water for 11,000 acres of land in the spring.

CHILDREN'S SHOES
Famous Pied Piper Brand
New Spring Numbers Now Here
N. K. West & Co. Inc.
La Grande's Leading Store For Over 25 Years

GRANTS PASS ELIMINATED
GRANTS PASS, Ore., Feb. 24 (AP)—Grants Pass high school was eliminated from state honors in interscholastic debating last night when both teams lost to Ashland in a dual meet. The local teams lost two weeks ago to Medford.

of camphor, an important ingredient in the manufacture of modern explosives for highpower guns, comes from Formosa.

We offer as today's miracle the man who played a piano for two days in Chicago and lives to play again.

Almost all of the world's supply

Travel by Motor Stage
Safety Comfortably
TRAVEL BY MOTOR STAGE
Leave
La Grande for Joseph 9:00 A. M. - 4:00 P. M.
" " Baker and Boise 9:25 A. M. - 1:25 P. M.
" " Baker only 5:30 P. M.
" " Pendleton 11:00 A. M. - 3:30 P. M. - 6:15 P. M.
Connection at Pendleton for Walla Walla, Pasco and Portland; at Portland all points South and North.
La Grande Depot Phone 799
All Modern Chair Car Stages.

ALL
WINTER
COATS
NOW
1/2 PRICE

Norton's
Kiddy Shop



Why are there so many charming women today?

Never before have there been so many charming women.

Wherever you go, you find them. Vivacious, happy, beautiful, delightfully dressed in the most exquisite taste.

Clear, pink-and-white complexion, luxurious, well-kept hair, gleaming teeth, trim athletic carriage—these are almost universal characteristics of American women of today.

Why?

At first thought it may sound absurd, but one of the most powerful teachers has been advertising.

Advertising has helped to teach all that the real basis of beauty is health and cleanliness. We are the greatest users of soap and water in the world.

Advertising has taught us how to care for our teeth, our hair, our feet, our hands and our complexions.

Advertising has taught us how to dress—how to choose colors and fabrics and becoming styles.

Advertising has taught us how to talk, how to entertain.

One reason why so many women are charming is because so many women are reading advertising. From advertising they are learning the secrets of the great beauty specialists. They are learning the secrets of becoming dress from the famous designers of Paris and New York.

Advertising is one of the biggest reasons why so many women are so charming
Read advertising regularly



—NEA Cleveland Bureau
WHOA, NOW! THIS ACCOMPLISHED LITTLE EQUESTRIENNE is Betty Mack of Toledo, O. The handsome steed with the sleek limbs is "Cherry," who once stood in Betty's back yard. When the tree blew down, Betty claimed it for a hobby horse, and so it is.



—NEA Salt Lake City Bureau
EGYPT'S SPHINX IS A YOUNGSTER in comparison with this sentinel of rock that overlooks the prairies of southern Utah. In the old stage-coach days it was famous as a landmark and rendezvous for travelers outward bound. It lies between Monticello and Moab.