

# LaGrande Evening Observer

(Incorporated)  
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FELLOWSHIP: We took sweet counsel together, and walked into the house of God in company. Psalm 55:14.

A German astronomer and aviator is planning a "rocket ship" to cross the Atlantic in two hours. The passage may be all right, but how about the landing?

The average American now seems more interested in merchant marine tonnage than naval tonnage, although our merchant ships lack business and any fool statesman can find business for warships.

Everybody is telling the president how to fish. The point seems to be that when he catches a fish, he ought to have caught it in some other way. We rather incline to the view that he's fortunate to catch it at all.

Last week the assistant secretary of commerce for aviation told the Ohio Rail association that representatives of five large railroads had already been in conference with him for some time considering supplementing their rail passenger service with air passenger service. Marked progress in that direction, he believes, will be made within a year. One large express company has made definite plans for carrying express by air. The carrying of passengers obviously is imminent, and the railroad lines are wise to consider aviation as a supplementary means of transportation instead of as a rival to be fought.

A decade ago the American public was accustomed to seeing marching young people. They were young men going to war, to kill and be killed. Not long ago, in Cleveland, citizens saw 10,000 young marchers. These were boys and girls, young men and women, representing the Christian Endeavor societies of the whole country. There was nothing sad about their parade. In gay costumes, with waving banners and balloons, these young people marched and sang as they marched. During the days of their convention they attended meetings and listened to addresses calling them to serve God and country, and to serve their country by promoting peace, by intelligent participation in government, by obedience to law, by interest in facing and solving national problems.

The elders who deplore the ways of our modern youth have few grounds for their fears. Youth is always eager, idealistic, easily inspired, tireless in energy and in willingness to follow able leadership. Those elders who supply such leadership wisely will always find plenty of followers. When the youngsters go wrong, it is because the example and leadership around them have been so bad.

### RELIABLE PLANES

The "reliability tour" of airplanes, competing for a trophy, may not be so exciting as the flights across the oceans, but it is of genuine interest. The 14 planes started some days ago from Detroit on a 4000 mile flight, and will touch at a number of different cities in the eastern and southern part of the country. They are carrying 49 passengers.

The air tour is a race, but speed is not the chief factor in victory. The plane which carries the heaviest load with the lowest horsepower at the fastest speed gets the highest number of points. Scoring is as difficult as figuring out the winning candidates in a proportional representation election. These tours—the present one is the second—have demonstrated to the satisfaction of airmen, at least, that the plane has greater endurance than the automobile. Says Glenn L. Martin, aircraft manufacturer:

"These planes are flying at full speed and covering 4000 miles. At the automobile mess in Indianapolis only 25 per cent of the cars that start are able to finish the 500-mile course, while last year 80 per cent of the planes in the reliability tour had perfect scores. So many planes had perfect scores that it was decided to double the distance from 2000 to 4000 miles this year."

This fact deserves wide notice. The general, non-flying public does not usually think of aviation as more reliable than automobile transportation.

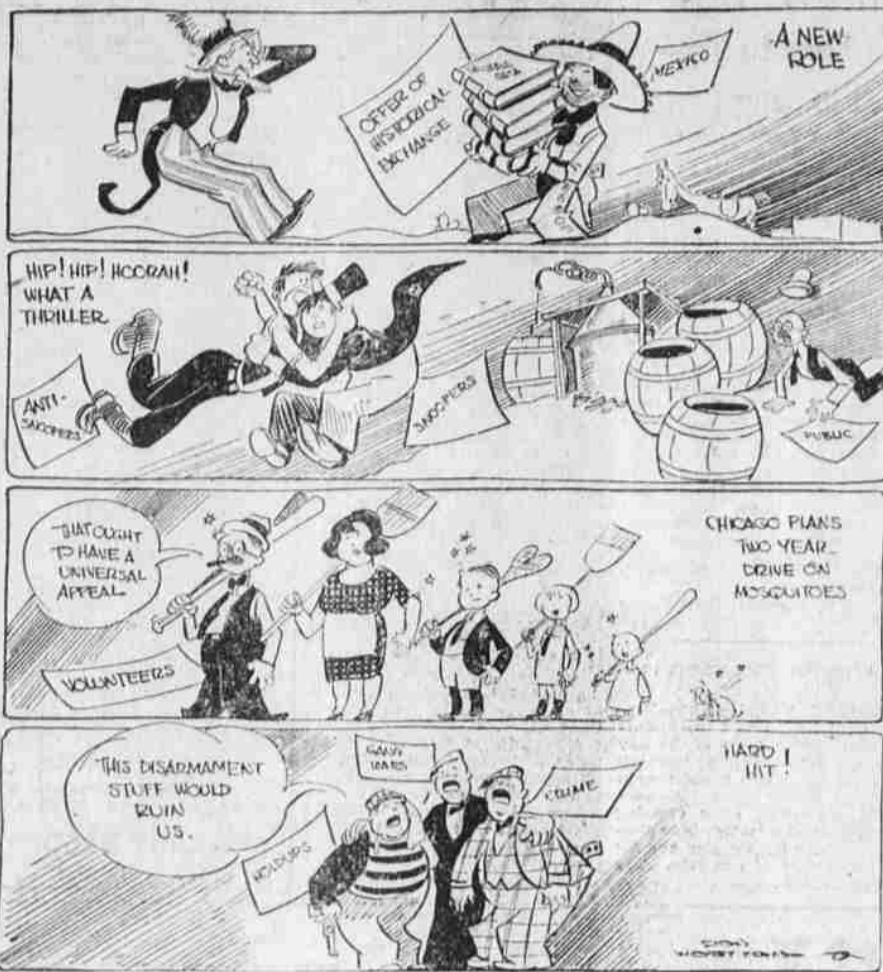
### PARASOLS

NEVER BEFORE—SUCH PRICES—NEVER AGAIN  
38 RIB \$2.00 CRESTED PARASOL, FINE  
18 RIB \$1.00 IMPROVED PARASOL, FINE  
Get One and Dress Up for the Legion Convention at La Grande 21st, 22nd and 23rd.

### NORTON'S KIDDY SHOP

Better Merchandise—Lower Prices

## NEWS VIEWS



### Chick Evans Is Leading Western Field of Golfers

SEATTLE, July 19 (AP)—With a score of 148 for the 36-hole qualifying round yesterday and today Chick Evans, of Chicago, led the field in the early rounds of the western amateur golf tournament here. Evans went out this morning in 24 and came home with a 27 for a total of 71. Yesterday he stroked the 18 holes in 77.

Keefe Carter, Oklahoma City, was second to Evans with a 74 for a total of 149. He bettered yesterday's round by one stroke. Both are former western title holders. Of the morning cards turned in Ben Stenlund, Dr. John M. John, both of Seattle, tied for third place with a score of 159 each. Stein took a 76 yesterday and a 74 and Johnston a 75 both days. Dr. O. E. Willing, Portland, finished with a 77 today for a total of 151. Willing fell down this morning taking a 77, three more strokes than yesterday.

### J. Ogden Armour Is Seriously Ill

LONDON, July 18 (AP)—J. Ogden Armour, who has been seriously ill at the Carlton hotel, was believed today to have passed the critical stage and to be on the mend. He was still, however, unable to see any one but his wife. It is understood that his daughter and her husband, advised of his illness, are on their way to England.

Mr. Armour has been attended by Lord Dawson, physician to the king.

CHICAGO, July 12 (AP)—The Herald and Examiner said today that J. Ogden Armour is critically ill in London and that his son-in-law and daughter, Mr. and Mrs. John J. Mitchell Jr. are racing against time across land and sea to reach his bedside. The paper said that the patient was stricken with typhoid fever a week ago last Wednesday.

### AUXILIARY TO SEND HEADS TO LA GRANDE

(Continued from Page 13)

Pendleton. A committee of Pendleton legislators will escort him to his home with a band of 50 members, and take him to Pendleton and from there will bring him to La Grande by auto.

The Pendleton legion men, are making extensive plans for the convention here. The legion of 8 box cars has been given a coat of red paint and was reinforced with 400 preparatory to its appearance in the convention parade.

The convention will be the biggest in the history of the Oregon legion, officials here say. They expect an attendance of between 2500 and 3000 members during the three days. Rooms here already have been reserved for about half that number.

Registration headquarters will be at the Peckin State company, corner of Adams avenue and Fourth street.

The Program  
Following is the convention program:  
Wednesday, July 20  
8:00 P. M.—Meeting of committee on committees.  
9:00 P. M.—Meeting of committee on resolutions.  
10:00 P. M.—Meeting of department executive committee.  
11:00 P. M.—Band concert.  
12:00 P. M.—Three public dances.  
Registration of delegates, alternates and visitors, all day.  
Thursday, July 21  
7:00 to 9: A. M.—Registration of

delegates, alternates and visitors.  
9:30 A. M.—Public opening ceremonies. Call to order by commander La Grande post, Hugh E. Brady; advancement of colors, La Grande post; invocation, Rev. Oliver Riley; Star-Spanned Banner, Sheridan band; "The Old Song of Mine," Union county chamber of commerce quartet; addresses of welcome (a) Fred E. Kiddle, general chairman 1927 convention committee, (b) A. T. Hill, president city of La Grande, (c) Walter M. Pierce, ex-governor of Oregon; response, Mrs. Anna Herschner, department president American Legion auxiliary; introduction of guests, Arthur A. Murphy, department commander; address.  
10:00 A. M.—Five-minute recess, auxiliary retiring. Report of committee on resolutions, committee on committees, department commander, national committee-man reading of communications; reading of proposed constitutional amendments.  
12:00 P. M.—Adjournment.  
1:30 P. M.—Call to order by department commander. Reports of department judge advocate, department historian, committee on resolutions, committee on Americanization, committee on boy scouts, committee on child welfare, committee on hospitalization, committee on land, committee on legislation, committee on membership, committee on Pacific Legion, committee on rehabilitation, committee on transportation, committee on reservation.  
2:15 P. M.—Addresses, visiting department officials.  
4:00 P. M.—Retirement of colors and adjournment.  
7:30 P. M.—Band concert.  
8:00 P. M.—Reception at Elk temple for distinguished visitors.  
9:00 P. M.—40 club wreck; three public dances.

Friday, July 22  
9:00 A. M.—Call to order by department commander; advancement of colors; invocation, Dr. A. T. Hill; department chaplain; report of committee on time and place; convention committee; addresses, distinguished guests; adjournment.  
12:00 P. M.—Adjournment.  
1:30 P. M.—Call to order by department commander; address, distinguished guests; report of convention committee.  
4:00 P. M.—Retirement of colors and adjournment.  
7:15 P. M.—Drum corps concert.  
8:00 P. M.—Drum corps band concert.  
9:00 P. M.—Band concert.  
9:00 P. M.—Princess contest, coronation, etc., Elk temple.  
9:00 P. M.—Three public dances.

Saturday, July 23  
8:00 A. M.—Call to order by department commander; advancement of colors; invocation; report of troops and awards committee; convention committee; address, distinguished guests; adjournment.  
10:00 A. M.—Convention parade.  
11:00 P. M.—Band concert.  
12:00 P. M.—Public wedding; introduction of visiting Indian chiefs.  
8:30 P. M.—Gigantic fireworks display; three public dances.

link is that it would give the Union Pacific a water grade route between Huntington, Ore., and Portland. This would obviate the present climb across the Blue Mountains west of Huntington.

It is realized that the distance from Huntington to Portland is approximately 134 miles farther by way of the proposed water grade, but it is contended that trains can be operated this additional distance at a saving in both time and money compared to the time and cost of operating trains across the Blue Mountains.

The next argument, in point of importance, seems to be Idaho's contention that the Homestead-Lewisville link would give north and south Idaho a direct rail connection—something the state has never had. It would cut down the distance by rail from North Idaho to South Idaho by virtually 170 miles.

Such a link, it is contended, would lop a lot of mileage off the distance, via Union Pacific, from Northern Idaho and Eastern Washington to eastern markets.

It would develop, it is contended, the undeveloped regions of Idaho and Oregon lying along the lower Snake river.

The final argument in behalf of the proposed line seems to be that the Union Pacific originally intended to build this line instead of crossing the Blue mountains, and that it should now be compelled to complete the project which it began when it built to Homestead, 58 miles north of Huntington.

The railway company, while apparently willing to concede that the day may come when traffic conditions will justify the building of a

water grade line, insists that the idea at this time is preposterous.

The 112 miles of construction in question, the railway company says, would cost \$20,000,000. It has spent hundreds of money, it says, building across the Blue mountains one of the finest lines to be found anywhere in the west. It says that this expensive construction would have to be relegated to branch line use, if it is compelled to build the water grade line. It declared that by no stretch of the imagination does the traffic fit the handling, and it wants to know that the ore is there in sufficient quantities, and that the time is at hand

The proposition appears to resolve itself into an effort on the part of certain Idaho and Washington cities to gratify ambitious, perfectly commendable ambitions, too—to become main line cities.

On the other hand, it is as plain as day that if certain Idaho and Washington cities become main line towns certain Eastern Oregon cities are going to become branch line towns.

The Union Pacific, with Pendleton, La Grande and Baker, are fighting to keep the main line in Oregon.

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## Closes Wednesday, July 20th. ONE MORE DAY ONLY

### COME! SAVE! ON MERCHANDISE OF QUALITY EVERY ARTICLE REDUCED

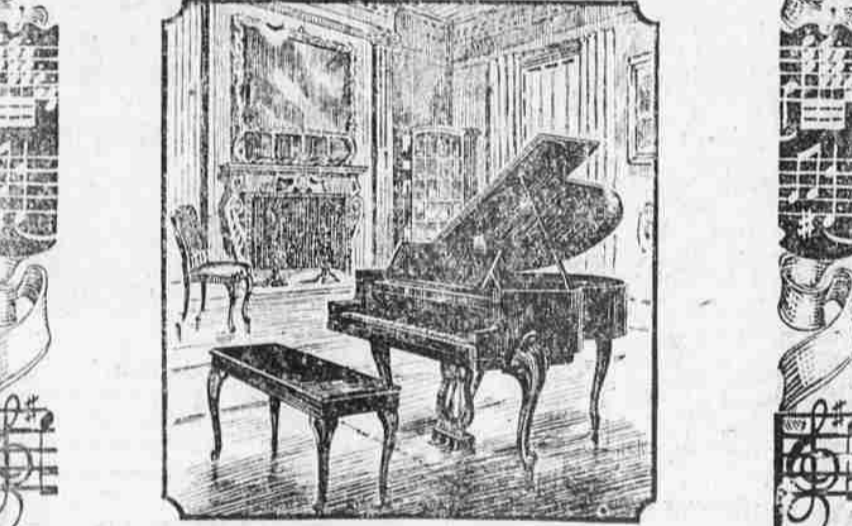
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# PIANO SALE

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Sale on BABY GRANDS and UPRIGHT PIANOS at astonishing low prices. We will take your old pianos and give you a balance of two years to pay. If you are not ready to buy now it will pay you to make a deposit and protect these prices.

KIMBALL BABY GRANDS		
Chicago Prices	Sale Price	You Save
\$1,400.00	\$1,000.00	\$400.00
1,250.00	950.00	320.00
1,150.00	890.00	260.00
975.00	785.00	190.00
695.00	595.00	100.00

KIMBALL UPRIGHT PIANOS		
Chicago Prices	Sale Price	You Save
\$325.00	\$287.00	\$38.00
425.00	360.00	65.00
440.00	367.00	73.00
525.00	425.00	100.00

Used Pianos, \$50.00 to \$250.00  
\$600.00 Player Piano for \$395.00  
MAKE A DEPOSIT NOW—START PAYING THIS FALL  
EASTERN OREGON MUSIC STORE  
"From Factory To Fireside"



On winter eve, around the hearth, we gathered these to listen. As father told of Civil War, our eyes would fairly glisten. We could almost hear the cannon roar, the Stars and Stripes were waving; We could also see the darkies run, from where they had been slaving. My father is no more on earth, he has gone to his reward. We only see a very few of old boys that packed the sword. It certainly is thrilling to see the many patriotic decorations on the street and see the boys who are just common men among us that when the drum and drum start going, they, in a second of time, become real soldiers. It ticks the old man from head to foot to see the drum corps leader as he marches down the street with every fiber of his body as much alive as the loop end of a high-powered electric wire. It makes me forget all about my rheumatism and first thing I know, I am taking long strides down the street with my tongue hanging out, puffing like an old Malley engine. No, I cease slinging and lined off.

Claude C. Pratt  
Lumber Co.  
We Sell Our Cash "The Poor Man's Friend" Near Foundry. Phone Main 218 No Sunday Business

### PORTLAND WRITER SUMS UP SITUATION

(Continued from Page 1)  
Down the Snake river and out of the state into Washington, the Oregon public service commission and the Portland chamber of commerce would have voiced protests of large volume. The chief argument offered in behalf of the Homestead-Lewisville