

LaGrande Evening Observer

(Incorporated)
An Independent Newspaper

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Every time La Grande has a hard, 20-minute rain there is new evidence of the need for storm sewers. Present sanitary sewers are inadequate. They cannot carry the load—and flooded basements and streets are the natural result. If the city continues to grow, the storm sewer requirement must receive serious attention.

LA GRANDE HEARS THE VITAPHONE

Twenty-five years ago the small boy marveled at the crude one-reel moving pictures that lured the infrequent dimes from his overall pocket. Pictures that moved—an experience for adults as well as children that was not soon forgotten. Today the small boy takes them as a matter of course and assumes they always existed—and marvels anew at pictures that talk and sing as they move. Ten years from now they will be regarded as ordinary and the sophisticated youngster of the next decade will accept them in the matter of fact manner he accepts three meals a day, turning to the third-dimension picture, perhaps, for the new thrill that science and invention constantly provides. That there will always be something new and better in entertainment is shown quite conclusively in the sound and talking equipment just installed by the Arcade theater here. With the newest and most complete Vitaphone mechanism in operation, La Grande people have the same opportunities of metropolitan centers—and the crowds that clamor for admittance is adequate proof of their appreciation. The first talking feature produced with the new equipment made an excellent impression. And it is the forerunner of many for the future. The industry has been revolutionized and talking pictures are the thing. We are fortunate to have the most efficient equipment here for their production and the La Grande Theaters are to be congratulated. The transition from silence to sound in pictures is one means by which this community keeps abreast of the times.

SERVICE INSTEAD OF SPEED

In a recently-published book telling of his impressions of America, an English traveler complains that he was greatly disillusioned when he came to ride on American railroads.

For years, he says, he had heard of the great speed of the American trains, rushing across the mighty spaces of the continent at a lightning clip to bind together the widely-separated cities and towns of the nation. Yet when he came to ride on them, he says, he found they did not go as fast as the trains of his native England.

The visiting Englishman, naturally, was disappointed; and probably it is a surprise to most of the rest of us to learn that he quoted from timetables to prove that English trains average greater speeds than our own. The whole matter is explained in an article in the April issue of the World's Work by A. W. Somerville, who analyzes recent changes in railroad operation.

As long ago as 1893, he points out, American trains were physically capable of traveling at more than 100 miles an hour. In 1901 an engine went five miles at a rate of 120 miles an hour—two miles a minute! Yet today the fastest scheduled train in the country makes only 66 miles an hour, and a 45-mile average is considered very good for a main line train over a long run.

To begin with, this 45-mile-an-hour schedule includes the time lost in all stops—which means that the train is actually doing about 60 between stations. In addition, it has been found that the wear and tear on equipment at the extreme high speeds makes fast schedules too expensive. And on top of that, the demand for safety and comfort has caused the introduction of much heavier cars, with a consequent reduction in speed.

Punctuality, and not high speed, is the great goal of the railroads today—a goal that they are attaining with ever-greater regularity. And, really, they are quite fast enough as it is. The man who craves anything much faster has the airplane to serve him.



APRIL 15th TO 20th

DURING this National Spring Sewing Week is the time when all those who enjoy "turning a good seam" turn in here to refill the sewing box -- get new ideas for Spring clothes -- and choose patterns and fabrics to turn their ideas into a reality. Pictorial Review Patterns you will find are a great aid in accomplishing this. All the new materials are here, in cottons, silk and woolens -- and the prices are right. Our staff will be more than helpful -- if you require it.



Figured Suitings

IDEAL for sport clothes and warm weather in general, for they are absolutely fast colors. This material comes in stripes, floral, and geometric designs.

50c to 75c YD.



Gabradine, Jungle Prints

AND basket weaves in cottons are popular for sports ensembles and where service is required. These are 36 inches wide and are sun and tub-fast colors.

60c YD.



Renby Lawns

DAINTY sheer lawns for really warm weather wear, small floral designs lend themselves attractively. They are 36 inches wide and guaranteed fast colors.

60c YD.



LUSTEROUS PRINTED SILKS

NEVER have printed silks been more popular than this season promises. Large floral designs, dots, geometric, stripes and "modern art" patterns are among the newest of the new. Full 40 inches wide, always cutting to an advantage. \$2.00 TO \$3.50 YD.



Sewing Needs

NOTIONS of all kinds are now on hand to help you in every way to create more attractive garments—buttons, braid, thread, needles, tape, thimbles, scissors, pins, etc.

In Our Notion Dept.



Figured Batistes

SO popular for dainty frocks, in lovely floral and geometric designs in colors and combinations that are truly spring favorites; the colors are sun and tub-fast.

50c



Peter Pan Gingham

THAT serviceable material, ideal for warm weather clothes that stands the laundering so nicely and the colors are all guaranteed sun and tub-fast.

50c YD.



Pinehurst Voiles

COO and airy are these lovely quality voiles, full 36 inches wide in a varied assortment of colors and combinations; guaranteed color fast.

45c and 50c

LA GRANDE'S LEADING STORE

N. K. West & Co., Inc.

FOR OVER THIRTY YEARS



TRY W. K. GILBERT CO. FIRST

Pacific And Ryan Fruit Firms Merge

SALEM, Ore., April 15 (AP)—Merger of the Pacific Fruit & Pro-

duce company and the Ryan Fruit company, the two largest fruit companies operating in the Pacific Northwest, into the General Fruit corporation was announced here today in letters received by the local branches from the headquarters offices in Seattle.

The new corporation is capitalized at \$10,000,000 and will control the 65 branches of the merged companies in Washington, Oregon, California, Idaho, Montana, Utah, and British Columbia, which do an annual business of over \$20,000,000.

High Court Will Decide Question

WASHINGTON, Apr. 15 (AP)—The supreme court today consented to pass on the authority of the

interstate commerce commission to require railroads to construct under-

Portland, Ore., Apr. 15 (AP)—Kenneth D. Dawson, president of the newly formed Pacific Atlantic

Steamship company, announced today that Portland will be headquarters for the line and that the company will operate 18 ships, aggregating 162,567 deadweight tonnage, under the well known trade name, "Quaker Line."