

# LaGrande Evening Observer

(Incorporated)  
An Independent Newspaper  
Phone Main 500

**F. R. FINLAY** — Editor and Publisher  
**HAROLD M. FINLAY** — Business Manager

Published evenings, except Sunday, at 1710 Sixth street, La Grande, Oregon.  
Entered at the Postoffice of La Grande, Oregon, as Second Class Mail Matter under act of March 2, 1879.

OFFICIAL PAPER OF UNION COUNTY AND THE CITY OF LA GRANDE

MEMBER OF ASSOCIATED PRESS  
The Associated Press is exclusively entitled to use for publication of all news dispatches credited to it or not otherwise credited in published herein. All rights of republication of special dispatches in this paper and also the local news herein also are reserved.

National Advertising Representatives  
**M. C. MOOREHEAD CO., Inc.**  
San Francisco, Los Angeles, Seattle, Portland, Chicago, Detroit, New York

SUBSCRIPTION RATES

By Carrier	
Daily, one month in advance	75c
Daily, six months in advance	\$4.50
Daily, single copy	5c
By Mail	
Daily, per month in advance	80c
Daily, per six months in advance	\$4.80
Daily, per year in advance	\$8.00

ADVERTISING RATES

Display, foreign, per column inch	45c
Display, local, per column inch	40c

These column prices on application

The righteous cry, and the Lord heareth, and delivereth them out of all their troubles. — Psalm 34: 17.

### LA SALLE'S LOST SHIP?

Several years ago bits of wreckage of an old sailing vessel were found along the shore of Manitoulin Island, in Lake Huron. These were believed to be the remains of La Salle's famous old ship, the Griffon. Now French experts, who have studied bolts taken from these timbers, lend confirmation to this theory by stating that the bolts were typical of French iron work of the seventeenth century.

This information may not be very important to a nation interested primarily in the present and the future. Yet there is something fascinating about the tale of La Salle's lost ship, first vessel of its kind to sail the Great Lakes, and most of us hope that its last resting place, its few surviving fragments, have really been discovered.

For the tale of the Griffon is made up of two of the most potent varieties of romance; it contains the essence of the mystery of the sea, and it represents exploratory adventure at its highest.

La Salle and his men built the Griffon near the present site of Buffalo in 1679. It was a tiny ship measuring some seventy feet in length, and mounting five small guns. Upon completing the ship the men immediately set sail for Green Bay, Wisconsin, where they loaded a cargo of furs and other merchandise. In the fall of that year the ship started out for the Niagara river. Indians saw it pass through the straits of Mackinac. No one ever saw it again.

There is something haunting about the tale of any ship that is lost with all hands. Our minds automatically form pictures of the final tragedy, in a turmoil of wind and waters and over-arching darkness, and the pictures stick in the mind and evoke shudders of horror.

But in the case of the Griffon the circumstances further heighten the effect. For those early French navigators and traders were almost literally at the uttermost ends of the earth. Lake Huron and Green Bay were infinitely farther from Paris in the seventeenth century than the Antarctic continent is from us today. The men braved dangers and hardships for months in order to reach their goal, and the Griffon was the only ship on the Great Lakes, which were then vast seas of mystery and terror.

Now, after counting the threads on rusted bolts, scientists believe they have identified the wreckage. We are stirred with admiration of those brave adventurers. Can any man with the slightest love of romance remain indifferent?

### WOMEN AT WORK

About forty per cent of the total population of the United States, and little more than fifty per cent of individuals over ten years of age were engaged in gainful occupations when the last census was taken. Of the men and boys in the country 78 per cent were at work for wages; of the women and girls 21 per cent.

The proportion of male workers to male population over ten has fluctuated only slightly during the fifty years since 1880, while that of female workers to female population over ten has risen from 14.7 per cent to 21.1 per cent, having been as high as 23.4 in 1920.

Looking at these figures from another angle, we see that there was one woman at gainful work to every five and a half men in 1880; one woman to every four and three quarters men in 1900; one woman to every four and a half men in 1910; one woman to every three and three quarters men in 1920; and one woman to every three and six sevenths in 1930.

Thus we see that the proportion of women gainfully employed has declined slightly during the past decade. The figures also show that the war was not the main factor responsible for the influx of women into business and industry, for their number was growing steadily greater even before the turn of the century.

The turn of the tide in employment of women is interesting now, for it has been pointed out that if women would stay at home we would have no unemployment problem; approximately six million women now working are depriving just about that many men of their right to work, say some critics. But we must remember that a large number of these women are performing tasks which men would not or could not do.

### In Washington

WASHINGTON—Fifteen days of the present congress have shown, among other things, that the Republican minority, under the leadership of Bertrand Snell, is a power. Democrats must reckon with it. It's a new brand of leadership that Snell has introduced in the house and the kind that promises results. The gentleman from New York evidently believes the minority must make itself felt in the congress and he is conducting those in his party wisely, under the leadership of the late.

## OIL: Petroleum Lubrication and the Machine Age

Petroleum lubricants and greases have been indispensable to the mechanical development of the past three-quarters of a century. In the memory of men still living, the only available lubricants were those from various vegetable substances, and machinery was crude, cumbersome, and slow.

Foundation of Modern Lubrication  
It is related that the foundation of modern lubrication was laid by the owner of a small petroleum refinery some little distance from the center of the Pennsylvania oil excitement in the 1860's. Hiram B. Everest endeavored to make from the residue of the petroleum refined in his little plant at Rochester, N. Y., an oil which could be substituted for animal, vegetable, and fish oils used in the currying of leather. He was successful, but found that someone had anticipated his discovery and had already protected the invention by patent.

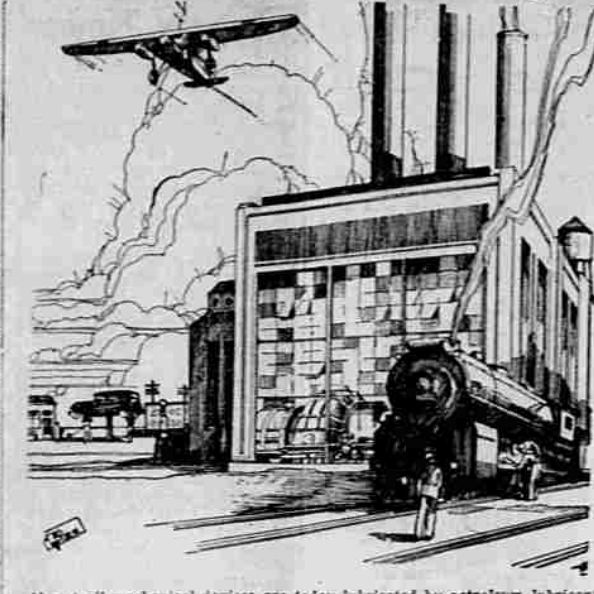
Undaunted, Everest continued to treat the residue in an attempt to develop a suitable substitute for the tallow and animal fats used for cylinder lubrication. His experiments met with success, and he was soon able to offer to the public mineral oil as a steam cylinder lubricant.

Opened Way for Machine Age  
In the beginning, petroleum lubrication was confined merely to meet the needs of machinery then in existence. Inventors and designers of machinery soon discovered that it was not merely more convenient and more economical than lubrication with chunks of animal fat, but that it solved previously unsolvable problems of construction. They were not slow to take advantage of the new lubricant. Thus petroleum lubrication opened the way for a new era of mechanical development.

Machines capable of moving at higher speeds and of turning out greatly increased amounts of work were designed. Devices with smaller bearings and more economical means for utilizing power—taking advantage of the new ability to put lubricants where needed in small quantities—were put into operation.

The machine age had opened.

Different Kinds of Oil Demanded  
To meet modern conditions scores of different kinds of oils are necessary; and, to produce them, specialists



Almost all mechanical devices are today lubricated by petroleum lubricants. In lubrication not only study the crude oils from which they are to be made, but must develop treatments and processes to bring out desired qualities and characteristics.

Oils made from petroleum lubricate the automobile, the airplane, the Diesel engine, the steam turbine, the high speed spindle, and, in fact, practically every moving part of any machinery in operation today.

Most of us realize but little how dependent we are upon lubrication. Our clothes are woven and sewed by machine only because lubricants have made possible development of high speed machinery. We have running water in our homes only because means have been found to lubricate pumping machinery. Electricity is ours at the turn of the switch because lubricants are available for the high speed machinery necessary for its production, and because other petroleum products have made possible transmission of current over long distances.

The sealed refrigerator units gives us an example of highly developed petroleum lubrication. Without lubrication of a specialized nature, our automobiles would not be the smooth-running vehicles they are today. Had not suitable lubricants been devised for fast moving parts, railroads could not operate at anything comparable with their present high speeds. Without lubrication, safety devices for modern railroad travel would be inoperative.

Without modern petroleum lubrication, elevators could not run, electric signs could not flash their advertising messages printing presses could not operate, typewriter machines could no longer make type slugs. Practically the only kind of work that could be accomplished in any industry would be that performed by manual operation of the most simple devices.

(Copyright American Petroleum Institute, N. Y.)

## OREGON'S TOURIST TRAFFIC VALUABLE

Millions of Dollars Poured Into State By Visiting Motorists

PORTLAND Ore., Jan. 9 (Special)—Notwithstanding business conditions of the past year, the annual flow of wealth from Oregon's tourist traffic continued to pour into the state. Figures compiled by the advertising and promotion department of the Portland chamber indicate that auto tourists visiting Oregon in 1931 spent between \$20,000,000 and \$25,000,000 in the state. This is a gain of \$5,000,000 over the year 1930.

For the first 11 months of 1931, total of 90,839 cars were registered as visitors in Oregon, an increase of 619 cars over the corresponding period of 1930. It is estimated that not more than 60 per cent of the visiting cars actually register. This being true, the total visiting for the first 11 months of the year was 139,705 cars. These machines brought in an average of three persons per car, a total of 419,115.

Estimating an expenditure of \$7 a day per person and a stop of seven days, the total money spent by these auto tourist visitors was \$23,711,655 for the 11 months. This does not include the 65,000 persons brought into Portland annually by stage lines, nor the big volume of tourist traffic that comes by rail.

Incidentally, a survey conducted by the advertising and promotion department of the Portland chamber last fall would indicate the average time spent by visitors as considerably more than seven days. Of 2000 persons addressed by questionnaire, 147 responded that they had visited the state since receiving chamber literature sent them as follow-up material to On-to-Oregon's advertising in national publications. These 147 represented 492 persons, as virtually every inquirer visited the state in company with from one to five companions. Their answers also showed an average stay of 10.9 days. The Seattle chamber went further in a similar questionnaire, asking persons to give the amount they spent. Those answering this space showed an average of \$10.75 a day. The time spent in that region was slightly under that passed in Oregon.

The fact that the automobile tourist traffic to Oregon not only held up to but passed last year's (for the first 11 months, December not being available to date), indicates the value of the advertising made possible through subscriptions to On-to-Oregon and to the Portland chamber for carrying on the follow-up work, namely, printing and distributing of literature and operation of a tourists' service.

Those who have worked on the program during this past year feel that the advertising and promotional work has not only brought excellent dividends in 1931 but laid the groundwork for bringing thousands here in 1932 who otherwise might not be prospects.

On-to-Oregon is expanding its advertising program this year and the chamber is making preparations for carrying on a heavier follow-up program than ever before.

### Safety Campaign Is Announced By State Department

SALEM, Jan. 9 (P)—A state-wide traffic safety contest participated in by Oregon cities is one way to decrease fatalities and serious injuries. Hal E. Hoss, secretary of state, said in announcing a campaign of safety. He has been asked by the national safety council to handle the state drive.

Oregon's accident record in comparison with national figures leaves much room for improvement," said Hoss, "and there is an opportunity for some city to secure national recognition for safety work. As an example of the place Oregon holds with other states, we learn that Klamath Falls, with a record of seven fatalities last year, and a population of less than 20,000 has proportionately the highest traffic fatality rate in America, the ratio exceeding 35 per 100,000. Los Angeles has the largest fatality record for any large American city, but Klamath Falls exceeds even their ratio.

## "FALK'S" OSHKOSH OVERALLS

At a New Low Price

### \$1.25

Reliable Overall made of extra strong 8-oz., mill-shrunk, no-fade denim — Longer wear and lower cost in the end, than cheap overalls.

## Women's Club At Union Observes Washington Day

By Mrs. L. Z. Terrall (Observer Correspondent)

UNION (Special)—Following a short business session presided over by Mrs. Roy Cooklin at the regular meeting of the Women's club on Thursday, the program was turned over to Mrs. G. F. Hall. This was the first of a series of patriotic programs in honor of the bi-centennial celebration of Washington's birthday. Mrs. Hall gave an interesting talk on the boyhood of Washington and Mrs. F. A. Goodwood told incidents of his early manhood. Maxine Jorg gave a reading, Felina Van Housen played two piano solos and the assembly sang "America." A social hour followed with Mrs. C. L. Scott and Mrs. Cecil Griggs as hostesses at the lunch.

Miss Katherine Woodruff returned to Seattle and Mrs. Marian Hunsan returned to Portland the first of the week. They were called here by the illness of their mother, whose condition remains about the same.

After spending the holidays in Portland Mrs. Mary Hutchinson returned to Union the first of the week. Mrs. Vera Wright was hostess at a New Year's dinner party at the Union hotel with Mr. and Mrs. F. F. Hutchinson, Ted and Mary, and Mr. and Mrs. Ned Foye and Mrs. John Nodine as her guests.

After a two weeks stay at Hot Lake, Mrs. Bell Wright returned to her home Wednesday.

Clarence Rosewall, Harold Busick, Alec Slater and L. Z. Terrall drove to Cove Wednesday evening to attend the Masonic lodge meeting there.

Charles Hutchinson, of North Powder, was a visitor in Union on Tuesday.

Mrs. Cecil Griggs was hostess to the members of the J. J. club on Wednesday afternoon. Partheni formed the chief diversion of the afternoon, with a guessing contest in which three tied for high score. Mrs. Whit Langford was awarded the first prize and Mrs. Mildred Joy low. The hostess served a dainty lunch.

Mr. and Mrs. Lester Hempe and small daughter, Audrey, of Gerber, Cal., were overnight guests of Mr. and Mrs. Walter Vogel Wednesday. They drove on to Walla Walla Thursday to visit his mother.

Mrs. G. A. Seibird and Mrs. S. E. Miller were joint hostesses to the Home Missionary society at the home of the former on Wednesday afternoon. Mrs. William Kleiblock had charge of the program with "Child Labor" as her topic. Following the business meeting and program the

## Clark Wood Says

"Before you begin to sympathize with the labor dog, make sure he didn't start the fight," cautions the Eugene News.

Dartmouth college scientist has found a five-inch ostracod, some 600 million years old, and he calls it the "true missing link." Nevertheless, he refuses to recognize the little squig as an ancestor.

"Ozoid is an example, we like to think, of the man who made good without a shirt on his back," says the Oregonian. Nevertheless, he fitted his locks.

Small wonder Germany finds reparations trouble. When she started the dance she expected to collect for the pipe.

Chicago school teachers are planning a strike, but her young idea is already trained to shoot.

Architectural Gem  
The St. Chapelle in Paris is considered the most perfect specimen of pure Gothic architecture. It was built by Louis IX in 1245.

hostesses served a delicious lunch. The Pinocchio club was entertained by Mr. and Mrs. Rex Griggs on Wednesday evening with four tables at play. Mr. and Mrs. Lester Hempe were awarded the first prize and Mrs. and Mrs. Neil Morrison, of La Grande, low. The hostess served a real meal at midnight.

M. S. Levy made a business trip to Baker Thursday.

Mrs. Hilda Johnson is expected to arrive from Oakland today for a visit with her parents, Mr. and Mrs. H. J. Weisner.

E. E. Miller returned Tuesday from Portland, having gone down Saturday with a carload of lambs. He reported a slight improvement in the sheep and cattle market.

Mr. and Mrs. Gilbert Courtright were called to Oregon City the first of the week by the death of Mr. Courtright's mother, Mrs. M. A. Allen, who had been in poor health for several months. Mrs. M. L. Watts went out to the ranch to stay with the children during their absence.

PLAN SERVICES FOR TWO  
HARRISBURG, Pa., Jan. 8 (P)—The bodies of the two young society matrons whose attempt to fly the Alleghenies in bad weather cost them their lives, today will be taken from Harrisburg for burial.

That of the pilot, Mrs. Ruth Stewart, 26, of St. Louis, will be taken to St. Louis by her parents.

Fred Stanford, husband of Mrs. Stewart's passenger, Mrs. Debbie Stanford, said her body would be taken to Camden, N. Y.

The women had been missing since Tuesday afternoon. They left Pittsburgh for New York on the first stage of a trip from St. Louis to Buenos Aires.

Remembered Limerick  
A famous old limerick with regard to Henry Ward Beecher is as follows: "A preacher named Henry Ward Beecher said the hen was a beautiful creature. The hen, pleased with that, laid an egg in his hat. And that did the hen reward Beecher?"

## January Clearance

### LUGGAGE

Suit Cases  
Hand Bags  
Fitted Cases  
Wardrobe Trunks

### 20% OFF

Grande Ronde Meat Co.

Trotter's QUALITY CLOTHES SHOP

# New SIX AND EIGHT

## DODGE

with Floating Power  
with AUTOMATIC CLUTCH  
with Silent Gear Selector  
and Free Wheeling . . .

The New Six Sedan 1935

A new achievement in silent, effortless motion and easy, positive control . . .

Hydraulic brakes • Silent second gear • Low center of gravity • Double-drop bridge-type frame • Mono-piece steel bodies

New Dodge Six, \$795 to \$845. New Dodge Eight, \$1115 to \$1145. F. O. B. Detroit. Low delivered prices. Convenient terms. Five wire or demountable wood wheels, no extra cost. Duplate safety plate glass at new low price. Automatic Clutch only \$8 additional on all Sixes. Closed models factory-wired for Philco-Transitone.

## L. C. SMITH

9 Depot St.