

THE AURORA OBSERVER

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EDITOR AND PUBLISHER

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I pledge allegiance to my flag and the republic for which it stands, one Nation, indivisible, with liberty and justice to all.

MEMORIAL DAY

Many people fail to grasp the significance of Memorial Day. Many consider it a holiday for opening the season for sports, though it is past understanding why the ball-players, the fist-fighters, the golf-fiends, and the tennis-champions all pick Memorial Day as a "Sport Day".

Memorial Day was established May 30, 1868, by the Grand Army of the Republic, for the purpose of commemorating the ideals of those who died that the American Union might live. It is a day held in such tender respect that 40 states have solemnly incorporated it into their laws, not for "sport", but as a day when we may pause and think of our heroic dead. But for the men who fought four awful years, when the nation's life was in the balance, there would be no nation today. But for the grand army's sturdy contention for right and justice long after the union battle-flags were furled, we would be but a third-rate nation today, like waspish little nations controlled by banditti.

The armies of the Union came home in 1865 "ragged regimentals", an army of tramps in appearance, to farms grown up to weeds, to fires that were dead in the forge, to businesses ruined by the war. Yet out of this riot of ruin, the men who saved the Union rose supreme, and for 50 years after the war were the guiding element of the nation. These men opened the Great West, and penetrated the forests of the North and the gold fields of Alaska. They builded great factories in the East, and made the Middle West the granary of the world.

There were two and a half million men in the Union Army, and only a little over half of these came back. The rest of them

"Rest where they wearied
And lie where they fell"

under Southern skies, thousands of them in unknown, unmarked graves. Their comrades have followed them till a scant 300,000 are left. These walk wearily and alone toward the West. Soon they, too, must go to rest "In the little green tents."

For these men, dead and living, Memorial Day was established. Isn't it the very least that any of us can do to let the world slip out of sight for a little while—just a day—and remember for that one day all the honors, all the material wealth, if you will, that these two million and a half have brought to us and ours?

Neither is this all!

The Spanish-American War added to these millions of the mighty dead. They, too, served and died in the service of their country. And the dead of this war! Fully 100,000 of them slumber in Flanders Field because America bade them do or die.

Thus two and a half million Union veterans, many thousands of Spanish War veterans, a hundred thousand American soldiers and a million men of all countries, hardly cold in their grave, "Lie dead for me and you" this Memorial Day.

Yet the ball-players, the fist-fighters, the golf-fiends, the tennis-champions—short-sighted, unpatriotic, sport-drunk men and women want to "open the sport season" on Memorial Day. In New York City some sporty gnat-brained society women are promoting a "work-horse parade" for Memorial Day.

Let us not, in this community at least, fasten this sport idea of Memorial Day in our minds. Let us rather think of it and observe it as a time to reflect upon what the heroism and the sacrifice of our soldiers, both the dead and the living, mean to us today. Isn't there real honest to goodness patriotism enough in this country to call off the dogs of sport, for this one solemn holiday sacred to the memory of our heroic dead?

Oregon City merchants are advising their customers to buy flour and bake their bread at home, rather than pay the advance of one cent per loaf for bread, which went into effect last week. It is claimed that for every dollar's increase in wages and in the price of flour which the bakers pay they are collecting \$5 in the increased price of bread, all of which looks something like profiteering on the part of the bakers.

Orders were issued May 2 by the Canadian government, forbidding the admission of Menzionites, Hutterites, Dukhobars into Canada. The new Canadian immigration law shuts out all those classes which refused to take up arms against the Huns in defense of human liberty,

ROADS AND AUTOMOBILES

There are over 2,000,000 miles of public roads in the United States. If all the automobiles in this country were evenly distributed on these roads there would be three cars for each mile of road. If all these cars were filled with people half the population of the United States could be hauled at one load—and there are 110,000,000 people in the country. There are more than 6,500,000 automobiles in the U. S. These pay in license and other fees nearly \$60,000,000 per year.

Each of these automobiles when run on unimproved roads (like most of our Oregon roads) pay about twice as much for gas and tires as when run on surfaced roads—and there are eight times as many unimproved roads in the United States as there are improved roads.

Under these conditions, it is both the plain duty and the most sensible selfishness for automobile owners to vote for road improvements. Good roads will cut both his tire and "fuel" bill one half. Not only this, but good roads always means something in the reduction of the cost of living. Hard surfaced roads and motor trucks are two of the means by which food costs should be reduced—without reducing the price to the producer, for at present transportation costs and many handlings are important elements of food costs.

There is no longer any doubt that the motor truck has come to stay and any obstacles placed in the way of development is unwise, short-sighted, and contrary to the economic interests of both town and country.

In view of these facts, all opposition to road improvements, hard surfacing, and the financing of the enterprises is a blow at the best interests of local communities, the county, state and nation.

THE TOURIST CROP

The natural beauties of the Oregon Coast compel the silent admiration that defies the power of words to express. But comparatively few are now able to make the coast trip because of the actual hardships attending such a journey. The construction of the Roosevelt Highway (jointly by the Federal and the state governments) will draw to Oregon hundreds of thousands yearly to view in silent wonder these grand works of nature. These visitors will leave millions of dollars yearly in Oregon, for they must be fed and entertained while within our gates. While here they will require the services of our merchants, bankers, doctors, hotels, restaurants, garages, mechanics, and many others. This "tourist crop" alone will justify the Roosevelt Highway along the Oregon Coast of the Great Pacific of which an all-wise Creator has given to the world but one. There is no reason (except lack of brains) why we should despise the tourist crop, which can be made more profitable than our combined present crop of all fruits, all our hops, all our root crops, with our whole "dairy crop" thrown in for good measure.

PRETTY COLOR COMBINATIONS.

Ground Coat	Stipple Coat	Stencil Color
White	Light Rose	Medium, Light Gray
White	Light Gray	Dull Blue, Gray-Green
White	Light Warm Yellow	Light Cobalt Blue, Neutral Blue
Light Gray	Same Gray, a little darker	Light Drab Gray, Gray-Green, or Light Cobalt Blue
Light Gray	Light Blue	Gray, Blue or Light Orange Yellow
Light Gray	Green	Light Gray, Neutral Drab
Ivory	Olive Green	Ivory or Grayish Light Green
Light Colonial Yellow	Light Blue	Neutral Gray, Ivory
Gold Bronze	Dark Green	Light Warm Drab, Medium Olive, Warm Gray, Cream
Aluminum Bronze	Blue	Delft Blue, Light Ivory, Light Neutral Gray
Ivory	Tan	Brown, Burnt Umber, Cream
Ivory	Dark Brown	Light Tan, Cream, Light Gray Drab

RAILROAD TIME CARD SOUTHERN PACIFIC

NORTH BOUND	
No. 16 (on flag)	7:54 a.m.
No. 28 (on flag)	10:18 a.m.
No. 18 (stop)	2:59 p.m.
No. 24 (stop)	7:47 p.m.
SOUTH BOUND	
No. 23 (stop)	8:59 a.m.
No. 17 (stop)	2:46 p.m.
No. 27 (on flag)	4:56 p.m.

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LOCAL AD RATE.

Local notices and classified column advertisements of every description are 5 cents per line, but no "ad" will be inserted for less than 25c. This rate of 5 cents per line applies to for sale, for rent, lost, found, want ad, card of thanks and all similar notices, as well as to all notices of entertainments, fairs, socials, shows, etc., which charge an admission fee or are given to raise money for any purpose. Copy for local reading notices must be in not later than Wednesday noon.

FOR SALE—Yellow Dent Seed Corn. 7 cents lb.—Elias Keil. 8

FOR SALE—New Surrey. F. M. Keil, Route 5, Aurora, Oregon. 8-4tp

The Observer is agent for the Saturday Evening Post \$2.00 per year. Ladies Home Journal \$1.75 per year. Country Gentleman \$1.00 per year. Telephone us your order now.

Oxy-Acetylene welding at the Gilmore & Hardisty blacksmith shop at Canby, in the most satisfactory manner.

For your spring seed oats and rape seed see L. L. Hershberger, Hubbard, Oregon. 5-6tp.

MARRY At Once—Thousands of lonely, congenial people, all ages, worth \$5,000 to \$350,000 seeking early marriage. Big list of descriptions FREE. Ralph Hyde, 253a Minna St., San Francisco, Cal. (8-10)

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Review of Reviews has now advanced to \$4.00 per year, and worth it! But you can get this great magazine and the Observer, both one year for \$4.50.

The Christian Herald and McCall's, both one year for \$3.00. The Herald alone \$2.50 per year. Phone the Observer your order today.

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For Sale at Fargo Store—One 8x10 fluff rug, one kitchen range, two galvanized tubs, one kitchen table, two iron beds and one spring.

Pasture For Rent—Enough for ten or twelve head of cattle. See S. F. Southard, Aurora, Oregon. (8.)

THE PORTLAND NEWS

The Portland News by mail one year for \$3.25; for six months \$1.70; and for three months 85 cents. Send your subscription to Thomas M. Wescott, Aurora, Oregon.

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