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FOUR THOUSAND FEET OF HIGH CLASS PHOTOPLAYS.

"A BLOT ON THE ESCUTCHEON" Biograph
An excellent two reel picture of Browning's interesting poem. The story is very famous and the situations are intense. Two reels.

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A very tragic picture of Kentucky mountain folk. Miss Julia Swayne Gordon has the lead. The plot, how her son became arrested for murder, how the old mother killed him with a rifle bullet to keep him from being hung. The incident has happened more than once and is typical of the mountain folk. A SURE FEATURE.

MISS LANGDON WILL SING A PICTURED BALLAD.

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A pleasant and romantic comedy well acted and very lively.

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THE OBSERVER

BRUCE DENNIS
Editor and Owner.

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SCIENCE IS MAKING PROGRESS AGAINST THE CANCER.

Ten years ago the theory that cancer is a germ disease was announced in an address before the academy of medicine in Paris. This was contrary to the belief that cancer was an organic affection, and the theory was strongly combatted. Science has been investigating and much has been learned to support the germ theory and to encourage effort to find a cure for a malady generally regarded as incurable. The latest outliving is the result of experiments at the Rockefeller Institute for medical research in New York, which has already made important contributions to knowledge that promotes the healing of the afflicted.

The laboratories of the Rockefeller Institute have been working busily in cancer research. At the outset the scientists were inclined to cling to the belief that the disease is organic. There are interesting results from experiments. Healthy fowls inoculated with a filtrate from well developed cancer growth have caught the disease, which has been carried by parasites transferred from one tissue to another. Dr. Ross, who supervises the experiments, does not go so far as to assert positively that cancer is not

an organic disease. He is after facts, not indulging in speculation. And he and his associates have established that parasites exist in cancer. It remains to be seen whether this parasite is the cause of cancer and whether the ravages that mark the presence of the organism can be stopped and cancer cured. If success can be attained in that direction another great stride in medical science will have been taken.

MR. KIDDLE'S CANDIDACY.

About the worst thing that can be said about the candidacy of Ed Kiddle for joint senatorship, of Union and Wallawa counties, is that he is not a chronic office seeker, comments the Union Scout editorially. It is much more than probable that Ed Kiddle was urged to commit the offense with which he is charged. It is much more than probable that a bunch of clear headed business men insisted on Mr. Kiddle making the race. It is certain that none of the bunch believed they could use him except for right things at right times. The fact that the men wished for Mr. Kiddle to be joint senator from the two counties, commends him to the Scout and shows that they are in favor of having the lawmaking looked after by a good, square level-headed man. There are three graces, or disgraces, connected with Mr. Kiddle's candidacy. First, he is one of the best qualified men for the office in the state. Second, he has been in the state a good long while and is thoroughly conversant with its needs, in every section, but more especially in the two counties he will represent. Third, he is not a chronic office seeker. These things are worthy of investigation. They are positive as well as negative. We want a man of the qualities set forth above, or just the opposite. He is either as good as we can get or as poor as we can get. We want a man who thoroughly understands what he is to do, one that knows the district he is to represent, also one who is not always out of some office; or we want one of diametrical opposition. That Mr. Kiddle had a right to run no one will deny. That his fellow citizens had a right to urge him to run no one should deny. That office seeking is out of his line no one will deny. There is to use in mud slinging in this campaign. The other aspirants have just as good a right to make that race as Mr. Kiddle but no better. There is no politics in the office since Statement No. 1 has eliminated the ingredient. The advocates of Oregon democracy say to cut out all politics and be non-partisan. They can't do that little trick a bit faster than the Scout can. The Scout has become non-partisan and wholly independent, owing to the non-partisan spirit prevailing in all democratic office holders. Probably the best thing to do is to elect the right man for a job even though he has been in the district long enough to get acquainted. Mr. Kiddle is good enough for the Scout and will be elected by a vote of all the people. He is a candidate before the primaries just as the other aspirants are. That he would not urged himself on the people is certain, but having once decided to make the race he will do all that he can to secure the election.

"THIS IS MY 59TH BIRTHDAY."

Archbishop of Armagh.
Most Rev. John Baptist Crozier, D. D., archbishop of Armagh and primate of all Ireland (church of Ireland), was born April 8, 1853. He was educated at Trinity college, Dublin, and ordained to the church in 1876. He began his career as vicar of Hollywood county Down, where he remained from 1880 to 1897. In 1895 he became chaplain to the bishop of Down, and a year later he was appointed chaplain to the archbishop of Armagh. In 1893 he became chaplain to the lord-lieutenant of Ireland. The other honors and offices bestowed upon him prior to his elevation to the archbishopric were those of canon of St. Patrick's national cathedral, Honorary Secretary of the General Synod of the

church of Ireland, bishop of Ossory, Ferns and Leighlin, and bishop of Down, Connor and Dromore. The last named bishopric he held until his promotion a year ago to his present high position of archbishop of Armagh and primate of all Ireland.

Congratulations to:
King Albert of Belgium, 37 years old today.
Dr. Harry B. Hutchins, president of the University of Michigan, 65 years old today.
Dr. William Henry Welch, professor of pathology at Johns Hopkins university and one of the most eminent exponents of medicine in America, 62 years old today.

THIS DATE IN HISTORY.

- April 8.
1663—Drury Lane theatre, London, first opened.
- 1681—Gabriel Drouillettes, one of the early missionaries among the Canadian Indians, died in Quebec. Born in France in 1593.
- 1784—Gordon Hall, the first American missionary to India, born in Tolland, Mass. Died of cholera in Bombay, March 20, 1826.
- 1795—Marriage of George IV of England and Caroline of Brunswick.
- 1826—Duel between Henry Clay and John Randolph.
- 1830—Omnibus first used as a public conveyance in New York.
- 1855—The system of registered letters first introduced in the United States postal service.
- 1861—Beginning of the last great insurrection in Poland.
- 1885—The Grenadiers reached Winnipeg to suppress the Northwest rebellion.
- 1911—Minnesota 2-cent rate law held void by the federal court at St. Paul.

GOOD ROADS AGAIN.

Athena, April 1st, 1912.—(Editor La Grande, Observer, La Grande, Ore.)—Dear Sir:—The Governor, having evidently abandoned the state-wide Road Bills as formulated by the State-wide Committee, now comes with his Harmony Committee Bill as published in the Portland Oregonian. On reading the published bills we note many changes from the first bills offered. In the Compromise bills the committees concede the justice of county supervisions over the location of roads, and the supervision of the expenditures of the money within the county. This Compromise Committee have reduced the bond issue from \$20,000,000 to \$10,000,000 with some minor changes as to the apportionments to the counties, with the plan now to reserve 1-3 of all the moneys received from the proposed bond issue in a state fund to be used by the State Highway Commission, one-half of this fund to be expended in the First Congressional District and one-half in the Second Congressional District, when where and how they see fit. This I take to mean a state highway across the state. Eastern Oregon can expect but little if any benefit from this. The same objections in modified form will apply to these Compromise Committee Bills that did to the State-wide Committee Bills, in as much as the State Highway Commission and State Highway Commissioner is created and the expense incidental to said commission \$10,000, is to be set aside each year for the expense of the State Highway Commissioner and assistants. This means that in the 10 years in which the road building period is contemplated that the taxpayers will have contributed \$100,000 to defray the expense of a useless and unnecessary Highway Commissioner. The people will get no better roads through the state aid than they would through the county unit plan and based on same amount of money expended will in the end get less than half as many miles of road for this money. Under the state aid plan more than one-half of the counties of the state will not be able to take advantage of this law and therefore forfeit the money apportioned. These counties will be paying taxes to the state to be distributed to the few more wealthy counties to build roads with and the reconstruction of a state highway across the state to gratify a few pleasure seekers, create state bonds to please the money lenders, and create a market for road machinery. Let us see what we are to get out of it and what the cost will be. Umatilla county will pay into the fund approximately \$500,000, and will receive from the fund about \$200,000; in addition the county will have to raise an equal amount of \$200,000 to entitle the county to draw out the state apportionment on which there would be an interest charge during the period of \$66,000, making the total amount appropriated \$766,000. Thus we must do to get back \$200,000, the state will apportion to Umatilla county. Union county will contribute to this fund approximately \$300,000, and will get about \$200,000 out of the fund. This would necessitate Union county raising an equal amount of \$200,000, to enable the county to get the state apportionment. On this amount the interest charges for the period at six percent would be \$66,000, making in all \$377,000 this county will have taxed itself in order to get back the state's apportionment of \$200,000. The county will have to do in order to save anything out of money paid into the state fund. This amount received back from the state fund and an equal amount contributed by the county locally will, under the most conservative state highway commission's plans of \$5,000 per mile, build the eight miles of macadam road, at the rate of \$500,000, which will have paid \$500,000, which

makes the net cost per mile over \$7,000.

Now let us consider what this same amount of \$400,000 will do under the county unit plan without state aid. Let us assume that Union county authorizes a bond issue of \$400,000 at 5 percent interest, not to exceed \$400,000 in any one year to be sold. If all are sold and used during the 10 year period this interest would be \$110,000, expended by the county under county supervision. With a competent superintendent we can build 115 miles of macadamized roads as the county should build these roads at a cost of not to exceed \$3,500 per mile.

This \$400,000 bond issue judiciously expended would cover the principal roads of the valley and connect up Elgin, Cove, Union and Hot Lake with La Grande with macadamized roads and have money to expend on roads in the more remote parts of the county. Surely the county unit plan is far preferable to the state aid plan. This places the county in position to go on with the road work if they wish, and to discontinue the expense if the majority of the people so wish. My idea is at this time we are not ready to engage in the extensive road building contemplated by these State Aid Road Bills; they should be voted down and a comprehensive county unit road law enacted without the necessary expense of state highway commissions or state highway commissioner. Eastern Oregon is to sparsely settled and there are so many miles of roads to cover, that the elaborate plan contemplated by the State Aid Road Bills will work a great hardship to many counties. We are not ready for this and cannot afford it. None of these bills offered by the "Governor's" committees are as good good bills as those passed at the last session of the legislature and vetoed by the "Governor."

C. A. Barrett.

EATON TELLS ABOUT TAXES

EXPLAINS TAXES IN UNION COUNTY OF LATE.

Member of State Tax Commission Portrays Taxes as He Sees Them.

Salem, April 8.—(Eo Editor Observer)—A tax has been defined as "an involuntary contribution by the citizens of a country for the support of Government." A better definition is: "That aid which the citizen contributes to the management, support and defense of his government."

Taxation, if rightly applied, is not an evil, it is rather a blessing. All good citizens recognize its necessity and its merit, and if not pressed beyond the limits of a reasonable tribute in relation to all citizens, comparatively few will balk at its payment. Through it the management, support and defense of the Government is maintained, and the safety and enjoyment of life, liberty and the pursuit of happiness is secured. By its use, untold advantages and enjoyments have been conferred upon all the people; by better schools, county buildings, city buildings, streets, roads, bridges, light water, etc. It is a wholesome method of requiring the selfish individual to contribute to the relief and support of the unfortunate, the poor, the deaf, the blind, the sick, etc. In the scheme of distribution, taxation is the most effectual agency yet devised; but it must be remembered that, while most people are willing to pay their fair share for these benefits, and the unwilling are rightly compelled to do so, yet there is a point beyond which it is neither safe nor just to go, because the people will become restless, unpatriotic and rebellious. Excessive taxation may reduce a large number of self-supporters to actual want and beggary. It appears that the people of Union county, Oregon, chaffing under the heavy tax for the year 1912, believe that the tax levy is greater than it ought to be. Among other efforts to reach a solution of the question a Taxpayers League has been organized. It is altogether proper that the people keep informed on these matters, and they ought to be alert and active to the end that people's money is not needlessly squandered. Perhaps through the efforts of the league, valuable suggestions will be offered or a plan proposed which will give the taxpayers some relief. The remedy, if found, will either be at the source, that is, with the authority is given, to lay the tax, or in the levy, that it shall not be greater than enough to raise the tax; or economy shall be observed in the working of the system.

All the people are interested in the matter of taxation, because all the people are affected by it. No question is of greater importance and no question is so generally discussed. Taxation is as old as Government, and

is as necessary to the life of a Government as is food to the life of a people. No Utopian dream can picture a Government without taxation. It does not, it cannot exist this side of Heaven and when we get there some sort of a tribute will likely be required. Since it is necessary for governments to exact tribute from her citizens to meet the varying requirements for the public good; the question to be considered is: How in what manner shall the tax be raised? What means can be adopted that each taxpayer may be called upon to contribute his equitable portion, and no more, and that the burden shall fall upon him as lightly as possible? Many schemes have been tried, for the most part, in the long run, not altogether acceptable and states have from time to time changed their system in an endeavor to get a more satisfactory plan. The burden of taxation rests heavily upon the shoulders of the honest taxpayer and of them whose property is easily discoverable. The most potent reason for this is, that under our present system the tax does not bear with equal weight upon those most able to pay it. The assessor is by law required to assess all property at its true cash value. Notwithstanding this provision of law, no assessor of Union county has ever come very near getting cash values. It is true that in some instances he may have come nearer doing so than in others (such inequalities always occur) yet taken as a whole, cash values have not yet been obtained. There are always a large number of applications for state loans on file in the office of the state treasurer, where the assessed valuation of the lands offered the state as security for the loans, will not amount to even 33 percent of the appraised valuation, and to which appraised valuation the applicant has made oath. It is doubtful if any real property can be found in the county that the owner would sell for 50 percent above the assessed value. Public corporation property is assessed by the state Board. Reports are required of the companies, which comprise every detail of the operating business, together with a list of all property owned, leased, or operated by them. Many conditions have to be considered, property is reported which does not come under the authority of the Board to assess, and which must be eliminated, and turned over to the local assessors for appraisal. The average net income of the companies for a period of five years is considered, and upon the capitalization of such income is based the valuation of the property of the company. This method has resulted in a valuation of more than 100 percent greater than any assessment of any railroad property ever obtained by the Assessor of Union County before the creation of the Tax Commission in 1909. The State Board made its first assessment roll in 1910, but advised with the local assessors in 1908. The values appearing upon the assessment roll made by the Board and certified to the different counties are exclusive of a large amount of railroad property, which the local assessors value and place upon their roll independent of the Board. The greatest value per mile of road ever reached by the Assessor of Union County for the main line of the O-W, R. & N. Company was \$40,000, including rolling stock, but this value was somewhat reduced by the County Board. The value placed upon this same line of road by the State Board is \$82,000 per mile. Each county through which the road runs is entitled to so much of this valuation, as the ratio of the assessed valuation of the property in each county is to the full valuation. By this apportionment Union county gets a much greater valuation than ever before. The assessors of the several counties in placing the valuation upon Railroad property did the best they could, all values were arbitrary and more or less guess work. The valuation of the same line of Railroad property in the different counties ranged from \$12,000 per mile to \$44,000 per mile, including rolling stock. The Commission's findings are based upon full reports, an advantage which the assessors did not have. The valuation of corporation property certified to Union County for the year 1911 was not \$200,000 less than for the year 1910, but the valuation of corporation property including railroad property the year 1911 was reduced \$171,410. There was a reduction in the valuation of railroad property for the same period of \$225,585 for the reason that the ratio of the assessed valuation of the property of Union County to the full valuation warranted such a reduction. Last year the amount

certified to Union county was a little too high. The valuations of corporation property in Union County for the following years were:

For the year 1907—	
Railroads.....	\$ 707,700
Rolling Stock.....	76,069
Telegraph & Telephone.....	7,300
Total.....	\$ 791,069
For the year 1908—	
Railroads.....	\$ 771,535
Rolling Stock.....	84,540
Telegraph & Telephone.....	36,010
Total.....	\$ 892,085
For the year 1909—	
Railroads.....	\$2,880,750
Rolling Stock.....	260,550
Telegraph & Telephone.....	34,678
Total.....	\$3,185,978
For the year 1910—	
Railroads.....	\$3,415,146
Sleeping Cars.....	20,890
Express Companies.....	14,613
Telegraph Company.....	9,611
Telephone Company.....	42,496
Refrigerator Cars.....	1,271
Oil Car Companies.....	159
Heat, Light & Power Co.'s.....	51,000
Total.....	\$3,558,586
For the year 1911—	
Railroad Companies.....	\$3,189,561
Sleeping Car Companies.....	20,600
Heat, Light & Power Co.'s.....	73,184
Express Companies.....	21,205
Telegraph Companies.....	12,212
Telephone Companies.....	64,903
Refrigerator Car Companies.....	8,241
Oil Line Companies.....	471
Total.....	\$3,384,478

The state levy last year was 1.6 mills, this year it is 3.4 mills exclusive of the Normal school, which is one twenty-fifth of a mill. The state tax, which is \$3,028,190, is three dollars and forty cents on each \$1000 worth of property assessed. Union County's proportion of the state tax for 1911 was .024106 per cent; for the year 1912 it is .023361 per cent. Next year the state levy will be less than for this year.

J. B. EATON
Member of State Tax Commission.

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