

Local News In Brief

Any La Grande subscriber to the Observer who does not receive his paper by 8 o'clock in the evening, please call Western Union, Main 24, and a special messenger will deliver a copy.

In from Joseph—
W. A. Lee of Joseph is at the Savoy today.

Imbler Lady in City—
Lucy Allen is in the city for a short visit. She is stopping at the Savoy hotel.

Mr. Reed in City—
H. F. Reed of Elgin is among the guests from his town today who has business in La Grande.

Portlanders in City—
Z. F. Moody and W. P. Russell, of Portland, are among the guests at the Foley hotel today.

Rancher in City—
Wade W. Brooks, one of the Imbler ranchers, is in La Grande for a few days on business.

On Legal Business—
L. Denham, Elgin attorney, who has been here on legal business, returned home this morning.

Down from North Powder—
Mrs. Charles White and daughter, Miss Florence, arrived this morning for a visit with Mr. and Mrs. Chas. McCarty.

Left on Branch Line—
Mrs. H. Swanson, who had been a guest of the Sommer hotel for several days left this morning for branchline points.

Returns from Enterprise—
H. E. Dixon returned last evening from Enterprise where he was for a week on business connected with the present session of the Walla Walla county circuit court. The court calendar is full in Walla Walla county, according to Dixon, and it will be two weeks before Judge Knowles is expected to return.

N. A. Desilet

FRUIT AND VEGETABLE STORE

Lemons, per doz. 40c
Oranges, per doz. 65c
Sweet Potatoes, per lb. 7c
Yellow Turnips 8c
Grapes, per lb. 25c
Hot House Lettuce, per lb. 25c
Garlic, per lb. 25c
Also Mays Mayonnaise 40c & 50c

DANCE REX HALL

Old Time Dances Thursday

Modern Dances Saturday

Couples selected each Thursday night to compete for prize waltz.

1—Mrs. Maxwell—Mr. Olaf Group

2—Mrs. Rennie—Mr. Leo Hanson

3—Mr. and Mrs. M. H. Prior

4—Bernice Looker—E. B. Smith

5—Mr. and Mrs. W. L. Lane

6—Richard Osborn—Mrs. Beulah Dunbar

7—

8—

9—

10—

FIRST PRIZE \$30.00

SECOND PRIZE \$20.00

N. A. Desilet, Manager

SPECIAL

20 % off

Overcoats

Mackinaws

Leather Vests

Stag Shirts

Wool Shirts

Heavy Wool Pants

Underwear

Sweaters

Beginning Saturday and for One Week

Also

EVERY BOYS' SUIT—with

Knickerbocker Pants—at

HALF PRICE

LET US SAVE YOU MONEY

CLINT'S CLOTHIER

"THE STORE WITH A CONSCIENCE"

SPLIT SESSION IS NECESSARY

Program to be Considered Too Big to do it Justice Before Christmas, Says Eastern Oregon Senator

(From Oregonian of Thur., Dec. 2)
Meet December 19 and then take an adjournment until after the holidays. Such was what Bruce Dennis, state senator for Union and Walla Walla counties, has suggested relative to the special session of the legislature. Senator Dennis said his opinion was that Governor Olson isn't giving the lawmakers enough time to consider such a big program as the governor has outlined in his call.

"The fair tax measure and regulations for motor trucks and jitneys are larger propositions than anything that came up at the regular session," declared Senator Dennis. "It is impossible for the members to intelligently deal with these problems in three or four days and more time should be given. I favor adjournment December 19, as the call provides, and then take an adjournment, say until January 2 or 3."

Special Session Limited.
"As the law limits a special session to 20 days there is no reason why the members should not take as much time as they require after the holiday season. The days are counted from December 19, so the adjournment until after New Year would cut a hole in the time limit but the 20 days only means the members cannot collect pay for more than that length of time. The pay of members doesn't amount to much anyway, so stoppage of the per diem need not interfere with proper consideration of pending measures."

"The fair proposition resolves itself into four points. First, no tax on farm property; second, a general property tax; third, a state income tax; and fourth, a poll tax."

"I do not favor a general property tax. The governor has a special committee working on taxation matter and this committee has gone exhaustively into the subject of an income tax."

"I do not know whether this committee is prepared at this time to submit a report and make recommendations, but perhaps if the session adjourned until after the first of the year the committee could have its report in readiness. Certainly that committee has more information on the matter of a state income tax than members of the legislature could dig up in the few days the governor has allowed by calling the assembly for the pre-Christmas week."

"About the poll tax, one might be worked out to meet the \$5,000,000 asked from the state to build in it, making the fair. It would be that much relief on real estate, anyway. I'm told that many thousands of voters would reach pay no taxes. A poll tax would contribute directly to taxes. Another reason why I think that adjournment on December 19 would be popular outside Multnomah county is that it would give Portland an opportunity to subscribe the \$1,000,000 which has been promised if this money is raised before the session adjourns. It would also be evidence of good faith. It would also help considerably if the state was known, too."

Commission Is Halted.
Senator Dennis has heard that the legislature may insist on appointing a commission to handle the state lands for the fair and to pick a site or to co-operate with the fair board in doing so. This has not proceeded beyond the rumor stage.

Regarding the proposed highway regulation, Senator Dennis states that the whole problem is one of law enforcement.

"After examining the present law," said he, "I find that the trucks are regulated. The state highway commission has power to regulate speed and weight and speed and weight are specifically mentioned by the statute. All that is necessary is vigorous enforcement of the present speed and weight regulations, which police power was placed in the hands of the secretary of the state at the regular session at his own request. As for enforcement to the state farm trucks and jitneys, it should not be so great as to force them out of business. I do not believe anyone wants them wiped off the map."

Representative Kuhl, Multnomah, announced that he has a bill in preparation for the session. The government a few days ago appropriated \$450,000 for child welfare, allowing \$10,000 for each state. Mr. Kuhl says that all Oregon has to do to secure its \$10,000 is for the legislature to pass a bill accepting it and directing the welfare body to which it should be sent. Under the federal law, following this first appropriation there will be \$1,000,000 set aside which will be apportioned among the states on a percentage basis.

CO-OPERATION ASKED OF ALL

(Continued from page one.)

lies, about 70 per cent of this amount being in the making of government adjustments for service men and 25 per cent was in relief to civilian families.

"The coming winter with its indication of a serious unemployment situation makes it necessary for the Red Cross to conserve every possible resource in order to meet the demands which are going to be made upon it for the relief of actual suffering and the Red Cross is going to need every available source of revenue with which to meet these demands."

"For this purpose the La Grande Chapter is establishing a Thrift Shop. The plan presented is to gather in all available materials, new and cast off clothing and articles of every sort and kind in order that the women of the county may salvage these articles when necessary in the use of garments or household necessities or luxuries. The accumulation so gathered and the reconstructed garments will be on sale in the Red Cross Thrift Shop and it is hoped that by this method we may be able to distribute at a minimum cost to self-respecting families in poor circumstances the necessities which they must have and also to get from the articles of luxury a revenue which will provide relief where needed. This plan does not, of course, eliminate the Red Cross to those families who cannot afford to purchase from the shop."

"Groups of women throughout the county are being asked to help in this salvage and reconstruction. This letter is your invitation to participate in this Red Cross activity. There will be a variety of work for every one to choose from, such as making lapettes, bedding, children's clothing, aprons and fancy needlework. So-called may elect to give cooked for sales, candy sales or parties. The shop will welcome gift articles, toys, jewelry, clothing and edibles, which will be used in relief work. A woman of versatile talents will be in charge of the shop. Orders will be taken for hand-painted place cards, tally cards and stamping fancy work."

The Red Cross Shop committee is composed of the following: Mrs. Evelyn Lyman, chairman; Mrs. David I. Hubbard, Mrs. Frank Osner, Mrs. De. Lita Green, Mrs. George Hopkins, Mrs. August P. Nelson, Mrs. Donald M. Page, Mrs. O. E. Owen, Mrs. Ray Murphy.

After bathing in a river to East Africa, a white hunter suffered from temporary blindness, supposed to be due to some peculiar element in the water.

CANDY SALE.
The Young Woman's Educational Auxiliary of the Methodist Church assisted by the Westminster Guild of the Presbyterian Church will hold a Candy Sale, Saturday at Patton's Grocery Store and Andrew's Variety Store for the benefit of the Red Cross Thrift Shop.

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BAZAAR.
The Love Chapel ladies will hold a Bazaar and Cooked Food Sale Saturday, December 3, at the K. K. K. Grocery Store, J. C. Bales, Sec. Treas.

LOST.
Bunch of keys taken from door of Society Fund & Savings Co. Return and receive reward.

Old Tyme Dance
EVERY WEDNESDAY NIGHT at 8:00 P.M. at the Elks' Hall

given to the best old style waltzing couples between La Grande, Baker, Pendleton and Walla Walla. Governed by same rules as in the past.

P. J. Powers

RITNER OPPOSES WALULA CUT-OFF

Umatilla Senator Gives His Reasons for Opposing Proposition.

State Senator Roy Ritner, of Pendleton, has gone into the proposed Walula cut-off road which the Portland Chamber of Commerce is advocating to be constructed in Eastern Oregon and has written the Observer the following letter setting out his views on the matter:

"It has been the policy of the highway commission to allot the funds at its disposal to the different sections of the state in as nearly an equitable manner as possible, always having in sight the interests of the state as a whole."

The Pacific Highway is by common consent considered the most important road in the state, with the Columbia Highway and its extension, the Old Oregon Trail as a close second. These two roads are considered primary roads of the state. Next in importance to these are the John Day Highway, the Dalles-California Highway and the Roosevelt Highway. The two primary roads are the only ones which are anywhere near completed, and they will require many thousands of dollars before they are completed. Work on the secondary road is in many cases just beginning."

The people of Eastern Oregon feel very strongly that before any new roads are designated in this section, the roads now provided for in the road program should be completed or at least placed in such a condition that they can be used all the year around."

Use Funds on Designated Roads.
If funds at this time are diverted to build the Wallula-Umatilla cut-off, just that much money will be deducted from other roads which are of great importance to Eastern Oregon. The Old Oregon Trail, the direct route connecting the Columbia Highway with the Lincoln Highway, is yet far from complete. This road is of equal importance with the Oregon-Washington Highway, which connects the Columbia Highway with the Yellowstone Trail by way of the Inland Empire Highway to Spokane. The latter connection so far as Oregon is concerned, is completed, there being a fine paved road from Pendleton to Walla Walla, which is open all the year around."

The John Day Highway, traversing a country which has no rail connections for many miles and opens a territory with wonderful resources, should be completed as soon as possible so as to give the people of Grant county a means of communicating with the outside world. At present they are bottled up in the winter time and even in the summer it is a difficult trip with an auto on account of the rough condition of the roads."

The Dalles-California Highway, when completed, will serve a portion of the state having no rail connection for miles. The La Grande-Joseph Highway will tap one of the richest valleys in the state and give the tourist a view of one of the most beautiful lakes in America. The Grant county road connecting the Oregon-Washington Highway at Pilot Rock with the John Day Highway will open up a rich stock country in northern Grant county, which is inaccessible at present six months of the year."

The Oregon-Washington Highway has many miles yet uncompleted between Pilot Rock, Hopper and its connection with the Columbia River Highway. The Sherman County Highway, when built, will tap one of the richest wheat districts in the state. The Central Oregon Highway through Malheur and Harney counties will serve a portion of the great stock country which now is very poorly connected with railroads. The road connecting Bend with Lakeview is another which is very much needed to develop a country which is only waiting an outlet."

It is not very strange that the people of Eastern Oregon protest very vigorously when they learn the Chamber of Commerce of Portland is advocating the expenditure of funds which rightfully should be spent on roads directly benefiting this section, especially when the money is to be spent upon a road which will not give service but hurt in a financial way the part of the state against which it is charged."

Not An Asset.
The Wallula-Umatilla cut-off is not an asset to Eastern Oregon. If traffic coming from the Yellowstone Trail and Spokane on the north should be diverted to this proposed road, the tourist would see nothing of the agricultural resources of the region east of the Cascades until reaching The Dalles. There would be a monotonous stretch of sand and sage brush for 135 miles, which, while having considerable scenic beauty in its ruggedness, would become tiresome for such a long stretch. How much better it would be to bring the tourist into Oregon from Walla Walla so that he could see the rich fruit country around Freewater and Milton. Then coming on through the most wonderful wheat lands in the world around Weston, Athol, Adams and Pendleton, he would also get a view of the wonderfully productive lands of the Umatilla Indian reservation. This is a fine paved road all the way from Pendleton to Walla Walla and is an all winter road with no grade over five per cent. The Blue Mountains are in view from the road for miles. After leaving Pendleton on the Columbia Highway, the road winds down the Umatilla river, whose rugged cliffs for ten miles line the north side of the river. After reaching Echo and passing through Starfield and Hariston, they would get a fine view

of the alfalfa fields of the irrigated lands of the furnish and Government reclamation projects. This is a fine traveled road from Pendleton to Umatilla and has no grades over two per cent, and can be traveled every day in the year. The attempt of Mr. Ottenheimer, of the Portland Chamber of Commerce, to label the Pendleton-Walla Walla road as a mountainous road which could not be traveled all the year around, is a fair sample of his information on the subject. The Portland Chamber of Commerce evidently has been imposed upon by those who have a selfish interest in having this road built. If this organization desires to do the right thing on this road question, it will send a delegation of fair-minded representatives, who will make a trip over the two routes and get their information first handed instead of from people who have real estate to sell, or axes to grind."

It is a well known fact that one of the chief boosters of this so-called cut-off has sold land along the Columbia river with the promise of building a road. There are suits now pending to force him to build the road. A firm in Walla Walla owns a gravel pit near Umatilla which would be benefited by the road and they are doing the chief boosting from the Walla Walla end."

The main traveled road from Spokane is not the Central Washington Highway through Ritzville and Pao, but the Inland Empire Highway, through Colfax, Dayton and Walla Walla. The former road leads through the lighter wheat land and sand, while the latter is through a much more thickly settled country which is rich in agricultural resources. Pendleton and Walla Walla afford good hotels and are the logical places in which to stop over night in going from Spokane to Portland."

Portlanders Are Mistaken.
The argument that Portland would draw trade over the proposed cut-off from the Yakima country is absurd."

as Yakima is 117 miles west of Walla Walla and it would necessitate the traveling of 234 extra miles to get to Portland. The logical thing for the Portland business men to do to get the Yakima trade is to boost for the proposed highway running south from Yakima connecting with the North Bank Highway on the Columbia river."

The federal government under the newly enacted Townsend bill will have over \$2,000,000 to spend in Oregon. Why spend any portion of this money, together with state money, on a road which will parallel one now completed for 93 miles and of which 42 miles are paved? Is it not much better to spend the money on roads which will open up the inaccessible portions of Eastern Oregon? It is surprising that the Portland Chamber would advocate the designation of a road as a connecting link of an interstate system which would keep the tourist from seeing one of the best agricultural districts of the state and which would keep him out of the state of Oregon and in the state of Washington until he reaches the point where it is to the selfish interests of Portland to have him enter the state. The motto of those Portland people who advocate the Wallula-Umatilla cut-off seems to be "To Hell with Eastern Oregon." It should be the duty of organizations having the interests of the whole state at large at heart to endeavor to have as much of the interstate connecting system designated in Oregon as possible, instead of a sister state."

Might Change the Magazines.
The waiting patient is not always a patient waiter."

BOSTON FERN SALE.
Thursday, Friday and Saturday, choice of ferns for sale. Value \$2.00, for \$1.00. None charged or delivered. See them in our window. 11-20-21

CHERRY FLORISTS.

A.R.C.A.D.E

TODAY—SATURDAY

"THE CUP OF LIFE"

With a Distinguished Cast Featuring

Hobart Bosworth

An Alluring Romance of Two Worlds
A Panorama of the best things of life

SEE IT

COME EARLY

Shoes and Styles



11-JUN-21

Never before shown in La Grande are now being shown at La Grande's new and exclusive shoe store. It is our aim to give you better service, better shoes and newer styles—and lasting foot comfort. Our Foot Expert and Chiropract, Dr. Williams, will be here until Dec. 15. Phone Main 118 for appointment.

The BOOTERY

LA GRANDE'S EXCLUSIVE SHOE STORE

J. WINER, Mgr.