

# LaGrande Evening Observer

(Incorporated)  
An Independent Newspaper

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THE PERFECT WAY—"As for God, His way is perfect; the word of the Lord is tried; He is a buckler to all them that trust in Him."—2 Sam. 22:31.

## NOTHING BUT THE BLUE SKY



## G. O. P. PRAISED BY M. B. MADDEN

### Achievements of Republican Party Voiced in Aurora, Ill. Speech

AURORA, Ill., Oct. 22 (AP) The pace set by the United States in tax reduction and war debt retirement since 1920 is without parallel in the history of finance, Representative Martin B. Madden, chairman of the house finance committee, declared in an address prepared for delivery to a republican audience here today.

Urging continuance of a republican house and senate majority, Madden enumerated as republican achievements since 1920 payment of more than six billion dollars on the public debt; reduction of the tax burden by \$1,650,000,000 annually and the reduction of \$250,000,000 in interest on the public debt.

"While this process of stabilization has been going on," said Madden, "more than three billion dollars has been expended on care of the men who fought in the world war and their families; for compensation, hospitalization, insurance, allotments and allowances, and there is still being expended on their account \$500,000,000, including \$120,000,000 a year set apart to meet the obligations under the adjusted compensation act."

### Girls, Don't Cross 'em—It Isn't Healthy

WASHINGTON, Oct. 22 (AP) — Another reason why girls shouldn't cross their knees has been found by Dr. Beatrice N. Phillips, of Kalamazoo, Mich.

The habit, if practiced continually, invites curvature of the spine, she told the closing session of the Middle Atlantic States Osteopathy association convention here.

Another girlish practice she characterized as "pernicious" is that of "sitting upon one foot," because this also tends to throw the spine out of balance.

King George at 61 can outshoot any of his sons. In one drive the king accounted for 112 birds.

The most efficient method

CHIROPRACTIC

THE SPINAL COLUMN

is the chief nerve center of the whole human system. From it radiate the nerves regulating every organ, every limb, and every vital point in the entire frame. If the spine is functioning right the nerves are right, but if any of the latter are wrong, then chiropractic adjustment of headquarters—the spine—becomes necessary.

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Hours: 9 A. M. to 5 P. M.

## N. K. WEST & CO.

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The Store of Personal Service.

Scotland's national costume is worn by King George, his sons, and most society people when in the kingdom north of the Tweed.

October first marked the disappearance of the German language from the schools throughout the South Tyrol, which has come into the hands of Italy.

John Galsworthy recommends wholesale emigration of English children to the Dominions to ensure the future of the British Empire.

Kissing costs the Japanese government \$125,000 a year, even though it is officially barred as immoral and unsanitary. The sum is expended in cutting kissing scenes from motion pictures.

### BOYS' JERSEY SUITS

Age 2 to 8  
\$3.19 to \$4.95

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La Grande, Ore.

Has been appointed exclusive agents for The Owl Drug Co. Products and Red Feather and Darnee Toiletries.

They are sold under the same liberal guarantee as in the stores of The Owl Drug Co.

### FOOTBALL SCORES

(Continued from Page One)

out, Oregon consultation, Oregon has 11 yards to go for touchdown. Jones through right tackle 2 yards. Oregon's ball on Stanford's 2 yard line. Jones made 3 yards in stead of seven.

End first period.  
Score Oregon 0; Stanford 0.

First of Second  
Oregon scores touchdown.  
Stanford scores touchdown and kicks goal.

First period: Harvard 7; Dartmouth 0.  
At North Powder: Powder high 19, Haines 6.  
First Period: Brown 7; Yale 0.  
First period: Al Ann Arbor—Michigan 0; Illinois 0.

### Architect and Olga Milanoff at Liberty Today Under \$15,000 Bond

MINNEAPOLIS, Minn., Oct. 22 (AP)—Frank Lloyd Wright, architect, and Mme. Olga Milanoff, were at liberty on bond and in seclusion today pending hearing of charges against them, but attorneys for Wright's estranged wife and the architect's counsel continued a barrage of charges and counter charges.

Harold Jackson, of Chicago, attorney for Miriam Noel Wright, said he would request an investigation into deaths in Wright's home in Spring Green, Wis., charged to crazed negro who ran amok and burned the architect's \$50,000 bungalow in 1914. He said he would go before authorities at Dodgeville, Wis., in the next few days to press his demands.

W. M. Nash, Wright's counsel, countered with a declaration that Jackson's statements were only a part of a plan to persecute Mr. Wright.

Mrs. Wright, the wife of the architect, who abandoned him long ago, is only attempting, say her attorneys, are attempting to obtain by threats and duress that which they cannot obtain by legal action," Mr. Nash asserted.

Included in the seven deaths mentioned by the Chicago attorneys were those of Mrs. Mamah Borthwick Cheney, who whom Wright eloped in 1909 and her two children. They were slain by the negro, who set fire to Wright's home. Records show that four men were slain at the same time, one the son of the manager of the estate and another an assistant to Wright in his architectural work. The negro, Julian Carlton, was held for the slaying but died in jail.

Wright and Mme Milanoff were released yesterday on \$15,000 bond pending hearing on charges of being fugitives from justice, set for Oct. 29, and Mann act charges, Oct. 30.

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" " Pendleton	11:00 A. M. - 2:30 P. M. - 6:15 P. M.

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### STILL SMILING



Mr. "Billy" Mitchell, former assistant chief of the army air service, visited for his childhood of high altitude, 10,000 feet, worrying so much about his duties that he never arrived in Philadelphia for the National American Legion convention.

—ask yourself  
—and yourself  
—will tell you

—a bank account is . . . . .  
"JUST WHAT YOU WANT TO BE"  
in the making . . . . .

—it helps you to  
"GROW TOWARD IT"  
open one today . . . now . . . at the

## La Grande National Bank

—and grow with it  
—toward your hopes  
—your ideals  
—your ambitions

"WE'LL CO-OPERATE"

When you consider that at least one hundred million of the one hundred twenty million people of this country were given king-queen-prince-princess stories to read in their childhood, you can readily account for the fact that Queen Marie's visit to America is an all-absorbing subject. We are fortunate that the Rumanian sovereign comes so near the story-book characterization.

### STAGE AND TRUCK BUSINESS.

The Observer presented editorial expression several months ago on the proposal to tax motor bus and truck operations over Oregon highways. Now we are confronted with two bills to tax that type of business, one of them passed by the last legislature (on official ballot Nos. 324 and 325) and referred to the people by public petition, the other initiated by the stage and truck people (on official ballot Nos. 330 and 331) designed either as a substitute for the referred bill or as a political measure to confuse the issue and cause the failure of both measures.

There is no question in the minds of practically all fair-minded, disinterested citizens about the need for a motor stage and truck law that will require business operations of that character to pay more equitably for the use of state highways. Those highways are built by public money, are maintained by license fees of motor vehicle owners. Yet they are used in much greater proportion by the bus and stage operatives than by private motorists. Because of the weight and size of stages and trucks they are a more important factor in highway destruction than private vehicles. It was the desire of the state legislature—our elected representatives—that the motor stage and truck operations should pay a more just share of the cost and maintenance of highways which they use otherwise free of charge. The referred bill is, therefore, offered as a remedy.

It was opposed in the legislature by the bus and truck people, naturally, who are perfectly willing to continue operation without paying more for the privilege. They fought it from start to finish and after the bill passed the legislature they caused petitions to be circulated so that it would be referred to the people and remain inoperative until after the coming general election. They were successful in this and have avoided any additional tax during the last year and a half.

Now that the bill has been brought before the people and the issue is actually raised, the bus and truck interests have admitted that they should pay more for the use of state highways than they now do by initiating a measure to tax themselves which, they contend, will provide more revenue than the referred bill. The initiated bill, however, is considered unconstitutional in two or three sections by several experts in the state and would become entirely ineffective as a revenue producer in that event because it lacks a saving clause. It also provides that the bus or truck company operating in two states shall pay one-third less than a company operating entirely within Oregon boundaries, and one-half less for operation in three states. Thus the larger companies are favored and a company operating from Walla Walla to Boise would pay only half that required of a company operating from Pendleton to Ontario, for example.

The referred bill was given a great deal of study and attention by the members of the legislature before they approved it. It is, in their opinion, fair and reasonable and will not work a hardship on any operation. Its tax is based on mileage of state highways actually used and will take some of the burden of maintenance from the present private motorists from the property owner—such as the railroads—who helped build our roads by tax contributions.

The people of Oregon do not wish to work an unfairship on any type of business. Voters would certainly any measure that would jeopardize private enterprise. It will be as quick to correct any unfairness should such become apparent. On the other hand, they believe a tax should be paid by motor stages and trucks for rent and damaging use of highways owned and built by the people. That is the purpose of the referred Motor Truck Bill. It does not question the right or desirability of stage operations. No one could. They perform a service increasingly valuable and important in the life of the state. People want that service and are willing to pay for it, but they want it on a fair competitive basis of special privilege.