

LaGrande Evening Observer

(Incorporated)
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ABOUNDING GLADNESS: Make us glad according to the days wherein Thou hast afflicted us, and the years wherein we have seen evil. Psalm 90:15.

The Oregon Voter suggests that La Grande's street improvements not passed for bonding under the Bancroft act be bonded for three years under a special law passed by the last legislature. That has already been considered and will be done with districts not yet completed but doesn't offer a solution for districts where the time limit has expired since completion. The Voter further suggests a charter amendment to provide for automatic increase in assessed valuation to the extent of 40 per cent of a proposed improvement—a suggestion that deserves the attention of city authorities if no better way out of the muddle presents itself.

SPEEDING MOTOR TRAFFIC

The problem of motor traffic and of motor parking is becoming the most serious with which the American people have to deal. Even in cities like La Grande there are times every week—and we are tempted to say every day—when traffic lines become congested and when parking places are difficult things to find. In cities the condition is proportionately worse. What it will be and what measures will have to be taken for relief in another ten years is a question that occupies the minds of municipal planning experts and engineers in every large city.

In New York City the traffic volume reaches its peak in this country. There it presents difficulties that are unusual because much of the city is on an island and because of the necessity for protecting its gigantic port facilities. Water separates Brooklyn and New York on one side and Jersey City and New York on the other. Both bridges and tubes have linked Manhattan and Long Island for some time but because of the importance of the Hudson river for shipping, transportation has been limited to ferries for reaching the Jersey shore.

Next month a new means of communication will be available to the public with the opening of the Holland tubes under the Hudson river between New York and New Jersey—one of the most unusual feats of engineering ever attempted and a new wonder of the world. Through them will travel fifteen million automobiles and trucks every year, making the trip under the river from New York to Jersey City in a few minutes when it now requires an hour or more with ferry service congested.

Each tube carries two streams of one-way traffic, trucks and slower moving vehicles kept to the left. One tube carries the traffic to Jersey City, the other brings it into New York. Special ventilating towers, unique in engineering experience, keep the tubes free of deadly carbon monoxide gas throughout this 9250 feet of tunnel.

The construction of the twin tubes, their safety equipment and facilities for handling traffic reads like a book of fiction. All for the purposes of modern business—to speed modern life. For that New York and New Jersey appropriated forty-eight million dollars to build the new Holland tunnels. For that engineers and workmen have labored seven years under the Hudson river.

This is only an example of the extremes to which our great cities must go to care for the ever-increasing volume of motor traffic, of congested population. In Chicago over seventy-five millions have been spent in acquiring the necessary property and in building one wide thoroughfare, double-decked, for only a few blocks along the Chicago river as one means of relieving motor congestion. Other streets have been double-decked previously, the lower level for trucks, the street level for passenger vehicles. Other cities are undertaking similar improvements. And no one can anticipate the final solution when both motor vehicles and population approach the saturation point, if such a point is possible.

LOST

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CHARLES LEVINE RETURNS TO U. S.

Will Fly from Europe to America Next Summer, He Declares

NEW YORK, Oct. 17. (AP)—Charles A. Levine, the only transatlantic air passenger, came home today.

He announced on his arrival that he would fly the reverse journey from Europe to America next summer and that within two years he would have in operation an ocean air mail service carrying letters to Europe for fifty cents apiece.

Levine was taken from the Leviathan at quarantine by the city of Macao which carries the mayor's reception committee headed by Grover Whalen, and relatives and friends of the flier. Clarence Chamberlin, Levine's pilot on his ocean hop, was not on the Macom and no reason for his absence was given.

Levine accorded reporters a lengthy interview on the Macom as it steamed up the bay but friends stopped all questions dealing with arguments in which the air passenger became embroiled during his four and a half months in Europe.

Refuses to Talk
"How about the fight you had with an American on the street in Paris?" was the question of this type asked. Levine opened his mouth to answer but a friend interrupted.

"There was no truth in that report," he said. "We won't talk about that."

In like manner Levine was asked and prevented from replying to questions about his differences with the French pilot he hired to fly him back to America. He did, however, talk some about the time he "stole" his own plane at Paris and flew it to London.

"It was the first time I had ever been in a plane alone," he said with a smile, "and some of the journey was very amusing. When I got over Crofton airfield I had to laugh to see them run out the ambulance for me."

The Macom had to wait at quarantine almost an hour before Levine was transferred and during this time Mrs. Levine went aboard the Leviathan.

The Macom was preceded to the Battery by two police launches and Levine was cheered by a crowd of several hundred when he stepped ashore. Because of the early hour there was no parade to city hall, Levine preceding with his wife and daughter to a hotel under police escort. The formal reception at city hall was scheduled for noon.

Summons Served
Among the crowd at the Battery was a process server waiting to give Levine papers in a suit brought against him as president of the Columbia Aircraft corporation by the Aeronautical Digest Publishing corporation.

The process server announced for all to hear that he was going to be "first to greet Levine," but he tried to push his way up to the Macom's gangplank he was brushed aside by police and became lost in the crowd.

As Levine climbed into an automobile the process server caught up and tapped him on the shoulder. Levine's attorney accepted the summons in his behalf.

Before he left the Macom Levine was asked by a reporter for a Jewish paper if it was true that he had dated being a Jew in Warsaw. "Why should I do that?" Levine countered. "I was asked if I was a Jew and my reply naturally was that I am an American. I was born in North Adams, Mass., on St. Patrick's day."

SUNDAY CHURCH SERVICES DRAW LARGE AUDIENCES

(Continued from Page 1)

The Salvation Army operates free employment bureaus for unskilled labor, conducts an international "missing friends" bureau, an anti-vice bureau, organized prison work, fresh air camps for mothers and their children, young women's boarding homes, hotels for men, day nurseries where babies are cared for while the mother is working and earning the living and distribute garments among those who need them.

The quota to be raised to carry on the work in La Grande this year is \$1200, and Captain Omar Knudson and other officers of the army hope to be able to raise the entire amount by the end of the campaign, Oct. 27.

PORTLANDERS VISIT BRANCH TOWNS TODAY

(Continued from Page 1)

school at 10:15 o'clock and will drive through the residential section of the city until 10:30 o'clock, when they will visit the city wells, remaining there until 10:25 o'clock, when they will view the city disposal plant until 11:25 o'clock. From 11:30 until 12:15 o'clock when the train will leave for Pendleton—the visitors will visit the Mt. Emily and the Bowman-Hicks Lumber companies' mills.

OREGON P-T. CONVENTION OPENS SOON

(Continued from Page 1)

For America." Dr. J. S. Landers, of the Oregon Normal school, has also been invited to speak at this time on "Spiritual Education." Plans are also being made for other entertainment features of the four-day convention, which will be announced later.

OUT OUR WAY



Ruth Elder Will Let Her Hair Grow; Another Chapter in Flight Related

HORTA, Island of Fayal, Azores, Oct. 17 (AP)—Ruth Elder is through with bobbed hair.

The American aviatrix who started on a flight from New York to Paris with a pastel-tinted bandana over her religious brown hair, was introduced to the bar yesterday by her co-pilot of the lost "American Girl," George Haldeman, who had decided she needed her hair trimmed.

In spite of the barber's willingness to accept the honor of being the first to bob Miss Elder's hair after her thrilling rescue at sea by the crew of the Dutch tanker Barendrecht, the aviatrix refused his services. Haldeman tried to persuade her, but Miss Elder insisted her hair must now grow.

Another Chapter

Another chapter in the story of Miss Elder's heroism was added during a day of receptions and fundations. Before their descent to the sea, 350 miles from land last Thursday, her courage was noted in a breath-taking manner. The fliers had been driving their plane even then slowed down by a defective oil line through a steel storm. The tail of the plane, on which a heavy coating of sheet had formed, became too heavy for the machine to be kept on even keel.

Something had to be done to right this. There was some gasoline stored in the tail of the plane—a reserve supply to be used in an emergency. Haldeman and Miss Elder consulted each other as to what should be done. They decided that the reserve supply of gasoline would have to be jettisoned. They then took turns at the stick, while one or the other crawled along the icy fuselage of the plane, then flying over the tossing Atlantic, and threw overboard some of the reserve supply.

Ruth Took Her Turn

Ruth took her turn at crawling along the fuselage without a tremor, it was related, and this chore accomplished, returned to do her shift at the stick.

Miss Elder and Haldeman had luncheon in the Western Union Cable company's mess room, where P. Sinclair and Albert H. Fall on the American residents kept them.

Gaston B. Means In Line For A Parole from Pen

WASHINGTON, Oct. 17 (AP)—Gaston B. Means, who is serving a sentence in the Atlanta penitentiary on charges of bribery, has been recommended for parole by the parole board.

Means, who formerly was a department of justice agent and figured prominently in the senate investigation of Harry M. Daugherty's administration of the department, is rounding out a second two-year prison term to which he was sentenced in New York.

In the first case Means was convicted of conspiracy to violate the national prohibition law in connection with whiskey withdrawal. Later a jury found him guilty of conspiring to bribe government officials. On completing his first prison term at Atlanta, Means began serving his second.

Means was fined \$10,000 on each of the two counts on which he was convicted. Under the law he would be required to pay the \$20,000 before the expiration of his term in June, 1928, or resort to exemptions under the poor law.

12 Tentative Jury Men Are Selected

WASHINGTON, Oct. 17 (AP)—Twelve tentative jurors were selected today by District of Columbia supreme court to try Harry P. Sinclair and Albert H. Fall on criminal conspiracy charges grow-

By Williams

NOVELTY RODIEO BOOTS
Tan Kid, Grey Patent Top, Cuban Heel
\$11.50

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Robbers Fail in Attempt To Loot Seattle Store

SEATTLE, Oct. 17 (AP)—Would-be thieves who worked with pick axes for more than 12 hours bored through a side wall of a department store here yesterday and used blow torches to cut through the door of the vault of an adjoining jewelry store while thousands strolled by on the busy street outside.

Police said that two robbers apparently entered the department store sky light early in the morning and left a confederate on the street to act as a lookout.

The pair began boring through three feet of masonry with pick axes. They laid bare the rear of the heavy steel safe in the jewelry store and then set up two large tanks of oxygen and acetylene to cut a hole two feet square through

Judge Won't Allow Dempsey Petition

NEWARK, N. J., Oct. 17 (AP)—Federal Judge Runyon today denied the application of Jack Dempsey for dismissal of a suit brought by his former manager, Jack Kearns, for recovery of \$323,333.33. The case was set at the head of the calendar for trial in Trenton next month.

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How do other people handle money of that kind so that it will earn a safe, sure and reasonable income and still be immediately available? Where do they find an investment that is both income-producing and available as a reserve fund as well?

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