

La Grande Evening Observer

(Incorporated)
An Independent Newspaper

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GOVS EMBRACE—As the mountains are round about
Jerusalem, so the Lord is round about his people from hence-
forth even forever. Psalm 125:2.

The influence of President Coolidge must have been ex-
aggerated. Everybody else in public life seems to be "choos-
ing" to run.

The influence of matrimony on masculine success can
now be disputed. Lindbergh and the Prince of Wales owe
half their glory to the fact that they're still single.

H. H. Stallard, author of the \$3 license fee measure, told
the good roads meeting in Portland that he proposed it "just
to stir things up in Oregon." Everyone has known that Stall-
ard could not possess a higher motive than this, but few
people expected him to admit it. And to think that a great
state must waste its time and money considering measures
conceived under such circumstances!

The state highway commission is going slow with ex-
penditures until the \$3 license problem is solved. Their
caution is justified even though there seems to be no chance
of the low fee being approved. If state highways appear
to a disadvantage this summer, with obvious bad spots here
and there, the blame can be placed squarely with the pro-
moter of the \$3 license plan. If it should be approved, by
some fluke, bad spots in our highways would be like the
fever. We can't have good roads or more roads without
proper revenue.

TRAFFIC; A MAJOR PROBLEM

Figures just issued by an insurance company show the
serious nature of the annual increase in automobile traffic
fatalities. Traffic deaths in the 42 states covered by the
report increased 8.46 per cent last year, reaching a total
of 21,716.

This increase, it is worth noting, was a greater propor-
tionate increase than the increase in motor cars or in national
population. In other words, at the present rate the
number of fatal accidents each year would rise even if the
number of automobile drivers did not increase. As drivers,
we are getting worse instead of better.

These figures are rather appalling. In the very near fu-
ture the country will have to take some kind of drastic ac-
tion to reduce the auto's toll.

It will take long study by experts to find the solution. A
number of schemes have been suggested. It has been pro-
posed, for instance, that a law be passed compelling all auto
manufacturers to limit the speed of their cars to 25 miles
an hour. City planning commissions have devised layouts
for towns and wards in which a pedestrian, in the ordinary
course of his business, would not need to cross any through
street. Others have recommended a very strict system of
drivers' licenses, with mandatory jail sentences for all traf-
fic law violations, and revocation of licenses for all drivers
who figure in accidents.

These proposals are probably impractical, to be sure. It
would be rather absurd to make it impossible to drive faster
than 25 miles an hour, particularly so since more speed in
itself is by no means always dangerous. To redesign all of
our cities and towns would be too expensive even to dream
of. The drivers' license system is more promising; and it is
worth noting that Massachusetts, one of the states where a
strict system of licensing occurs, reduced its accident total
last year.
Sooner or later, something radical will have to be done. We
cannot go on forever with our automobiles killing more than
20,000 people a year. Eventually we will have to realize that
this is one of the major problems of our day.

GOOD TELEPHONE SERVICE

is one of our most valued assets. It can be obtained only by
the use of correct directory listings.

Every time a wrong number is called, the company is caused
an unnecessary labor expense and the quality of the service is
impaired.

When using our service, use our official directory, and no other.

Home Independent Telephone Co.

ABE MARTIN



"We wuz afraid somethin' might
have happened 'til, but we called
up in 'em, an' they be wuz safe
an' sound, so our worry wuz all
for nothin'." said Mrs. Joe Kite,
today, whose boy didn't show up for
breakfast. Life Tharp, whose father
left him two farms, has petitioned
't have 'em set aside, declarin'
'his father wuz of unsound
mind.

STORY OF DASH OVER ARCTIC IS THRILLING ONE

(Continued from Page 1)

ferences in his own passage across
the region an dthe route he had
followed where hitherto no aircraft
had been flown.
Captain Wilkins and Lieut. El-
selson were held up more than five
days on Dead Man's island by a
storm of unusual severity for the
time of year. Snow was falling al-
most continuously and the high
wind continuously changed its di-
rection. The thermometer regis-
tered 15 degrees below zero, and
the two airmen could do nothing
while marooned on the island. They
had to spend their time in the
plane for the sake of its warmth.
Their food supply, consisting of
meat, biscuits, malted milk
and chocolate, was sufficient for
six months and they had some cig-
arettes.

For the five days, the airmen
were able to rest after their long
journey in preparation for the ar-
duous task of digging their mach-
ine out of the snow as soon as
they should be able to resume the
flight. The small quantity of gaso-
line remaining also had to be
pumped into the upper tanks.
On Saturday morning at three
o'clock they decided that conditions
were good for getting off again.
On two occasions the motor started
at full speed but the machine did
not move. At the third attempt,
Captain Wilkins got out of the
cockpit and holding onto a rope
attached to the plane, pushed the
machine to give it the necessary
impetus to rise. In this way they
succeeded in starting but the pilot
it seemed a long time before the
hearty Wilkins voice yelling: "On
board again."

It had been arranged that if
Captain Wilkins was unable to
clamber into the machine Elselson
was to proceed and obtain assist-
ance. In case of such eventualities,
the captain had provided himself
with a tent and food. There was
great risk in addition that in fall-
ing back on the snow Captain Wil-
kins might cripple himself had he
failed to catch a secure hold or to
clamber back into the machine.
The plane took off very well and
when a height of 1000 feet was
reached Capt. Barentsburg was
sighted and the mast of the wire-
less station could be seen.

The landing was effected there
at eleven o'clock in the morning.

ANNUAL PRESS LUNCHEON HELD

Associated Press Hears Talks By Noted Clergy- man, Radio Official

NEW YORK, Apr. 22 (AP)—
The members of the Associated
Press, gathered for their annual
luncheon and meeting, were told
today how their organization and
their profession appeared to a
noted clergyman and to the head
of the world's greatest broadcast-
ing chain, and listened to a brief
word of appreciation from their
president.

The speeches were broadcast
through WJZ and the affiliated
network of stations of the National
Broadcasting company.
Milton H. Wylesworth, president
of the National Broadcasting com-
pany told the assembled publish-
ers and editors the ideas of the re-
gulation of radio broadcasting to the
gathering and distribution of news.
Minister Speaks
The Rev. Dr. R. Sparkes Cad-
man, president of the Federal
Council of the Churches of Christ
in America, told the members that
the Associated Press, by a blending
of sound business sense with un-
selfish aims and integrity and effi-
ciency in administration had
achieved "an unprecedented proce-
dure" in the annals of your profes-
sion and one not often equaled by
organizations avowedly altruistic.

Frank R. Noyes, publisher of the
Washington Star and president of
the Associated Press, spoke briefly
in commendation of the purpose
and methods of the organization.

Dr. Cadman said that the record
of the Associated Press "offers no
analogies and requires no de-
fense."

"It is impossible to aver news
of the day from the sovereignty
of the people or from their lawful
freedom," he said. "Hence the con-
viction that rightly understood,
freedom is an essential of every-
thing worth while and not lack-
ing resonant values in the daily press."

Treat All Alike
"So long as news was bought and
sold like any other commodity, it
remained susceptible to abuse and
corruption. The newspaper world
was threatened by an irresponsible
oligarchy entrenched with monetary
gain and the republic was fed on
concocted, stuff seasoned to the
tastes and demands of the caterers
and detrimental to public welfare."
"The wisdom of the plan of the
Associated Press to band together
its nationwide membership is now
openly demonstrated. Its refusal
to traffic with tributary or section-
al organizations has been amply
justified. Newspaper proprietors,
publishers and editors of the north
and south of the Jewish, Roman
Catholic and Protestant faiths,
have made common cause in this
undertaking with a good conse-
quence."

The machine had been seen ap-
proaching and all hands at the sta-
tion turned out and hurried ex-
citedly to the landing place.
Fortunate Landing
It was extremely fortunate for
the airmen that they descended at
King's Bay, as originally planned,
they would have found the wire-
less station there discontinued from
April 15 when the operator died in
an accident.
The first thought was for
the safety of the plane and their
motor was covered with a double
tarpuilin to prevent it cooling too
quickly. This had to be done in a
temperature 27 degrees below zero
and as the airmen were without
coats, they wasted no time accom-
plishing the task.
As soon as the plane was made
safe Captain Wilkins and Lieut.
Elselson were hurried to the wire-
less station where they sat down to
a hearty meal in celebration of one
of the most thrilling flights ever
undertaken.

Four Americans Held Prisoners By Gen. Sandino

NEW YORK, Apr. 23 (AP)—A
message sent to a mining company
here from Nicaragua indicated to-
day that four Americans and one
British subject were prisoners of
the rebel leader, Augustino San-
dino. Word received by the own-
ers of La Luz, an American gold
mine in the department of Prinz-
apola, Nicaragua, told of a raid on
the mine by the rebels and the cap-
ture of employees.
J. Gilmore McFletcher, president
of the La Luz and Los Angeles
Mining company which operates the
mine, received this message:

"On the twelfth, Sandino raided
La Luz taking all the gold, money,
merchandise, animals, also Marshall
and all employees prisoners."
Marshall was identified as George
B. Marshall, of New York, assist-
ant superintendent of the mine.
Other Americans at the mine, the
company's records show were: L.
B. Mithery, of Woodsville, N. H.;
Roy Burley and P. Peterson, ad-
dresses not recorded. Harry J.
Amphlette, the superintendent and a
British subject was also thought
to have been at the mine at the
time of the attack. About 100 in-
dians were employed at La Luz.

Boy, Dragged By Horse, Is Killed

KLAMATH FALLS, Ore., Apr. 22
(AP)—A boy, a half mile by a
runaway horse, Karl Arrgraves, 12-
year-old son of Mr. and Mrs. Jack
Arrgraves was killed last evening on
the Arrgraves ranch near Merrill.

The horse ran away just as the
boy was mounting. His foot caught
in the stirrup and the jerk of the
frantically rearing horse threw him
Unable to free his foot from the
stirrup, the child was dragged
along the ground before the horri-
fied gaze of his mother.
When the horse was stopped the
child was unconscious. His head
was injured in the fall. He died on
the way to the hospital.

Indian Gets Huge Trout in Klamath

KLAMATH FALLS, Ore., April 22
(AP)—With his better equipped
white brothers looking on open-
mouthed, a "100 per cent Ameri-
can"—namely, a Klamath Indian—
landed the largest rainbow trout
from Klamath waters Sunday since
the opening of the fishing season
April 15.

The Indian, Harry Wright, with
primitive tackle and a lure which
high minded level anglers would
ten would frown upon, hooked and
landed a fighting 14-pound rainbow
in Sprague river one mile above
the river's confluence with Will-
amson river.

With artificial lures on ever
side, Wright decided he would re-
sist to his old favorite, the fall of
a chub. With a jump and a run
the big trout struck and the tin
began. After a strong fight the
red-headed trout was finally landed.

NO DECISION YET

PORTLAND, Ore., Apr. 22 (AP).
—Chairman Van Duzer said today
no decision had yet been made by
members of the highway commis-
sion on protests from Grants Pass
against removal of James Bromley,
a highway engineer. Nothing
would be done for a few days, he
indicated.

SINCLAIR TO TESTIFY

WASHINGTON, Apr. 22 (AP).
—Harry F. Sinclair arrived today
through his counsel to appear be-
fore the Senate Special Dome com-
mittee one week from tomorrow
for questioning as to his knowledge
of the Continental Trading com-
pany Liberty bond probe.

Another dangerous walk in life
is that from the parking place to
the office.

Stage Afire But Damage Is Small

PENDELTON, April 23 (AP)—
Overheated brakes on an Oregon
Trail stage driven by L. V. Hudson,
started a fire today as the vehicle
was entering Pendleton from La
Grande. One of the elements by the
driver and the arrival of the Pen-
dleton fire department prevented
the blaze from doing serious dam-
age.

PIONEER DIES

PENDELTON, April 23 (AP)—
Mrs. Nellie Hager, 84, a pioneer
resident of Emmet county for 40
years, died Sunday at her home in
Grubson from infirmities and aff-
liction of pneumonia. She was born
in Missouri.

Keep Close Check On Building, Loan

FALEM, Ore., Apr. 23 (AP)—
For a closer check on the business
and methods of savings and loan
and building and loan associations
in Oregon State Corporation Com-
missioner McCallister has de-
vised a system whereby a record
of every loan made will be re-
ceived by him every month. These
will come from 82 companies that
are incorporated in the state, hav-
ing a total capital of about \$25,-
000,000.

Heretofore a check has been
made on each company only once
a year, at the time of preparing the
annual report.

Pet Cougar Stolen At Grants Pass

GRANTS PASS, Ore., Apr. 23
(AP)—Josephine county has de-
veloped a new kind of thief. Last
night a pet cougar, a year old, was
stolen from the service station own-
ed by Henry Webb on the Redwood
highway. The cat, which weigh-
ed more than 50 pounds, was tied
to a chain in an enclosure. Thieves
broke the lock and led the animal
away, one pulling and the other
obediently shoving. The cougar did
not want to leave as the tracks
showed that he had dug his claws
in the ground and had to be
dragged along. The cougar was a
real pet which, according to his
owners, purred like a huge cat
when petted.

WILKINS TO FLY ON TO ENGLAND

(Continued from Page 1)

of the Antarctic.
J. K. Northrop, engineer, who
designed Wilkins plane, and a few
associates in disclosing the plans,
said they were far enough ad-
vanced to make it certain that the
hero would be back in Los Angeles
in four or five weeks. This has
been the possibility of a race be-
tween two exploring expeditions
to south polar regions that of Wil-
kins with a plane and that of

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of Marquisette
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Commander Richard E. Byrd with
three planes.
Wilkins is eager to learn if there
is any unbroken continental chain
at the pole, from the Australian
side the region has been seen. Cap-
tain Wilkins plans to go aboard a
whaler into Ross Sea and past
South Victoria land. There he and
his pilot plan to launch their sea-
plane and taking to the air swing
toward King Edward VII land.

MISSED THE POLE
COPENHAGEN, Denmark, April
23 (AP)—Captain George H. Wil-
kins is quoted by the Svenska Dag-
bladet as saying at Green Harbor,
Spitzbergen, that he did not pass
over the north pole on his flight
across the polar regions, but flew
over Grant's land, west of Green-
land.

NO LAND FOUND
NEW YORK, Apr. 23 (AP)—
The greatest contribution of the
Wilkins polar flight in the opinion
of Dr. Isidore Bowman, director of
the American geographical society
of New York, was the fact that he
found no land in the arctic "blind
spot."

It was not Captain Wilkins' plan
to fly over the north pole and he
apparently did not, Mr. Bowman
said in a statement issued here. The
society was scientific sponsor for
the flight.

Captain Wilkins achieved his
object, which was to fly over the
"blind spot" taking a 2300 mile
swing over that region regarded as

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ed to you instantly when you ask for it by name.

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what and where to buy

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