

LaGrande Evening Observer

(Incorporated)
An Independent Newspaper

FRANK B. APPLEBY Editor and Publisher
HARVEY F. MATTHEWS Business Manager

Published evenings, except Sunday, at 1416 Adams Avenue, La Grande, Oregon. The Observer-Star published every Friday. Entered at the Postoffice at La Grande, Oregon, as second class mail matter under act of March 2, 1879.

OFFICIAL PAPER OF UNION COUNTY AND THE CITY OF LA GRANDE

MEMBER ASSOCIATED PRESS
The Associated Press is exclusively entitled to use for publication of all news dispatches credited to it or not otherwise credited if published herein. All rights of republication of special dispatches in this paper, and also the local news herein also are reserved.

SUBSCRIPTION RATES

By Carrier
Daily, per month in advance 75c
Daily, six months in advance \$4.50
Daily, single copy 5c

By Mail
Daily, per month in advance 60c
Daily, per six months in advance \$3.50
Daily, per year in advance \$5.00
Weekly Observer-Star, per year \$2.00

ADVERTISING RATES

Display, foreign, per column inch 42c
Display, local, per column inch 40c
Time contract prices on application.

A VITAL QUESTION—Who hath betrayed our report? and to whom is the story of the land revealed?—see, 27, 1.

ABE MARTIN



In speaking of churches, don't forget that it was never intended that any of the churches should dominate this government. No buds ever got in a church by carrying water to the camels.

A telephone operator inherited a fortune and had it all Monte Carlo. That's what the limit of wrong numbers will do for a person.

THE OPEN COURT

CORRESPONDENTS MUST SUBMIT THEIR NAMES TO THE EDITOR IF THEY DESIRE LETTERS PRINTED.

Green Trail Silver Fox Farm, La Grande, Ore., Oct. 12, 1928.
H. W. Smith, Prop.

EDITOR:
La Grande Evening Observer:
Dear Sir: May I inquire upon your good nature in seeking for permission to express my own views in your paper regarding the Dunne bill? As I fail to notice where taking the advantage of your statement welcoming your subscribers views on this subject, I feel that so far there is, we have had a one-sided expression in your paper to date, while at the same time I have heard more people talking in favor of the Dunne bill than against it.

Most public speakers, also most editors of this state have gone to great length in trying to impress the public of the necessity of voting on this bill on Nov. 6. Their reasons seem to be two in number: one is that real property will be forced to pay an increased tax in order to pay off the state highway bond or road debt which has now reached the great sum of thirty-four million dollars besides the interest on same, in case the voters approve the measure.

The other reason is that the present road building program will be retarded by lack of funds should the bill carry.

Speaking of this latter reason, we will admit that our roads of today compared with nine years ago when this present program first started, are a great asset to all the people of this state; but, considering the great expense and indebtedness within this short term of nine years, is it worth it?

We must ask ourselves who is reaping the major benefit of good roads, especially in the value of dollars. If we investigate, we find it to be just that class which contributes practically nothing as compared to worth and investments.

While the Dunne bill does not provide a change in financing revenues, yet it is a step in that way, and should be supported by ninety per cent of the voters of the state if their best interest is considered.

Another fact to be considered by voters is that Eastern Oregon, from The Dalles east has never received any consideration whatsoever in a just and honest way, for West Oregon has more than 100 miles of hard surfaced roads to our use. That sounds big, but I simply ask any one in doubt, to inspect the state highway department map of 1928.

Union county alone has spent more money to build in Western Oregon roads than it has on its own. We could be far better off if we had no state highway commissioners, so it is high time we took things in hand by our votes. By supporting the Dunne measure, we can at least cut down the amount to be handled by this extravagant commission, and thereby keep our

Wet Weather Footwear Needs

May Be Filled Here—With 25 Styles From Which to Choose



Pirate Boots
Vagabond Boots
Lo-n-hi Zippers
Miller Shuglugs
Kiddies' Red Boots
Children's Zippers

Pirate and Vagabond Boots
In colors of tan and brown on all rubber construction jersey lined in tweed and triple leather effects. These are made to fit medium and high heels. \$3.50 and \$4.00

Famous "Goodrich Zippers"
13 new styles from which to choose for any style heel from the low walking heel to the high spike heel. The colors of tans, browns, greys, black and leather mixtures. Also all rubber "zippers" jersey lined in black and tan. \$3.50 and \$4.95

Two Styles in "Shuglugs"
The popular extra light weight Miller Shuglugs in both the button and concealed zipper front styles. These are the popular year round rain boot. \$3.50 and \$3.95

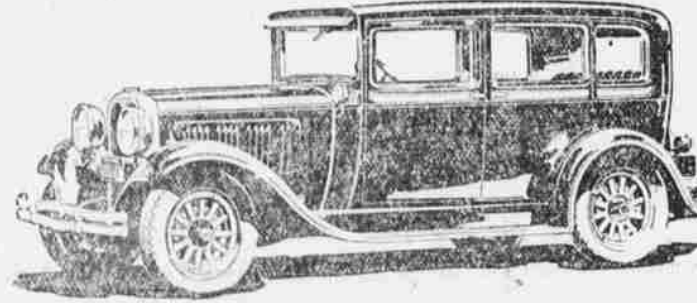
Low and High Back Gaiters
A new high back styled button fastener gaiter in rich browns and tans also several low cut patent fastener numbers in tans and greys from which to choose priced \$2.45 to \$4.50

Kiddies Boots "Zipper" and Gaiters
DRY feet for the kiddies is a problem easily solved here from the various styles of boots, gaiters and famous Goodrich Zipper numbers. The colors of tan, brown and red tip boots will make your selection a pleasure. \$1.95 to \$3.95

N. K. West & Co., Inc.

214 1/2 La Grande's Leading Store for Over 30 Years

DODGE BROTHERS NEW VICTORY SIX



The DeLuxe Sedan

Smarter in Appearance — More Luxurious in Appointments — With Increased Room and Still Finer Performance

Style stands out in all nine new Victory body types. There is an inviting swagger in the sweep of the improved one-piece fenders, an assurance of power in the higher and more massive radiator and hood lines.

Bodies are not only smarter, but larger, providing increased head-room, leg-room and seat-comfort. Deeper, softer cushions and specially selected hardware and upholstery sound a distinctive note of interior luxury, while higher and wider doors facilitate entrance and exit.

The new Victory Six emphasizes the unusual structural advantages first introduced in the original Victory. The chassis frame is so

bolted to the body that it literally becomes a part thereof—a simplified, more rugged, and squeak-proof construction that reduces weight, eliminates rattles and lowers the center of gravity.

This unique Victory design provides roadability and riding ease as remarkable and unusual as Victory pick-up, power and flexibility.

There is just one way to find out how different and better Victory performance really is. Drive the car yourself!

PRICES—Touring Car, \$995; Roadster, \$1095; Coupe, \$1045; 4-Door Sedan, \$1095; DeLuxe Sedan, \$1170; DeLuxe 4-Door Sedan, \$1170; Sport Roadster, \$1245; Sport Touring Car, \$1245; Sport Sedan, \$1295—J. & B. Detroit.

ALSO DODGE BROTHERS STANDARD SIX

Smarter lines, greater comfort, richer appointments. A thoroughly dependable car in every item of construction that makes

\$895



for smoothness, flexibility and long life. PRICES—Coupe, \$895; 4-door Sedan, \$895; Cabriolet, \$945—J. & B. Detroit.

L. C. SMITH

5th and Depot

money at home where we can watch it.

Now regarding the statement that should the Dunne bill be adopted by the voters, that real property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

money at home where we can watch it.

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

Somebody has run me thirty-four million dollars in the last nine years, and exclusive of that amount all property would have been added to pay off this thirty-four million dollar road bond debt. We wonder if there could ever be a better excuse than this to support this bill, for if our state highway commis-

experience that we can not look to our state legislators for a just and fair relief, we will do well to support this Dunne measure by voting yes.

Perhaps some day the people of this state will realize that an insincere Dunne, such as is our Nov-ember Dunne, need plenty of relief lines in working on his bill, and know full well that it was a just and proper one, and simply because certain interests brought pressure upon him to go back on his own bill and retrograde to no good result with the voters should be imputed into thinking unfavorably of the measure.

The ordinary homeowner and the average farmer will not suffer any increased tax should this bill carry. But it will have the effect, should it carry, to reduce the real estate values of business and exclusive property owners to help pay for our highways and market roads, as evidenced in the present condition of a poor man whose home, only one-half acre homestead, and the value of his car perhaps not more than fifty dollars, is paying the bill to reach outside construction and maintenance of our highways and market roads as the average of three hundred thousand dollar property if the owners are of the same wealth as the poor man, and regardless of the difference in value of the two cars.

A claim it is time we demanded a change, and know that from now on.

Arkansas finally brought the matter of evolution to a popular referendum. We're glad somebody decided to vote it.

Well Repaid For The Reeling: Because she was suffering from backache and headache, Mrs. T. J. Bucknell, 1240 1/2 N. 2nd, stopped to read an advertisement of Baby Pills at the drug store. She tried them, then wrote: "I am much improved in health and since taking Baby Pills I have been able to do my work and enjoy my life."

At The Bohnenkamp Mortuary

Families of limited means, as well as those in more fortunate circumstances, will find that reasonable prices go hand in hand with superior service. This is always true when an establishment of known integrity is selected.

LADY ASSISTANT.

Phone Main 42, Day or Night

Hal Bohnenkamp

"Funeral Director"



Try---
The
W. K. GILBERT CO.
---First