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(Incorporated)
An Independent Newspaper

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THE PERSON OF JEHOVAH—Yes it pleased the Lord to frame him; he hath put him to trial; when thou shalt make his soul an offering for sin, to grief we then shall perceive his days, and the pleasure of the Lord shall prosper in his hand.—Isa. 43:10.

Automobiles have improved so much that often a car is still running all right by the time you've got it paid for.

HOW EASTERN OREGON "SUFFERS" ON ROAD BUILDING

Tuesday of this week on this page The Observer published a letter from H. W. Smith regarding the Dunne bill to reduce auto license fees. Part of Mr. Smith's arguments in favor of this extremely dangerous measure was discussed editorially in the same issue. Today we publish in the automobile section an argument against the bill with an analysis of its effect if approved. It will bear careful reading on the part of every voter. Also today we wish to discuss some additional statements made in Mr. Smith's letter, to present facts that will show how utterly wrong his statements are with reference to the record of road building expenditures.

One of the statements was as follows: "Eastern Oregon, from The Dalles east, has never received any consideration as a hater in a just and honest way, for Western Oregon has more than 100 miles of hard surfaced roads to our one."

What are the facts? Here are a few, sufficiently conclusive in showing how erroneous is such a statement: In the years 1917 to 1927 inclusive, the total expenditures of the state highway commission for construction in the 18 counties west of the Cascades had been \$45,059,060.58; and the total expenditure in those years in those same counties for maintenance has been \$5,584,791.96. Or a total expended in Western Oregon counties in 11 years of \$50,643,852.54.

What has happened in the 18 counties east of the Cascades, which Mr. Smith says have failed to receive any just and honest consideration? In the 11 years, 1917 to 1927, inclusive, a total of \$30,584,588.99 has been spent by the highway commission for construction and \$5,857,354.18 for maintenance, or a total of \$36,441,943.17 during the entire period.

In other words, Western Oregon, with 80 per cent of the state's population, has received only 50 million in highways in the last 11 years, while Eastern Oregon, with only 20 per cent of the state's population, has received 36 million, or two-thirds as much as the rest of the state. Is that division unjust and dishonest as Mr. Smith would imply? Do the facts and figures in the case indicate that Western or Eastern Oregon is ahead of the game in state highway development? The advantage of the 18 Oregon counties east of the Cascades is all too obvious.

Look at the state highway map, as Mr. Smith suggests. Eastern Oregon has a beautiful hard-surfaced highway from the Columbia River at The Dalles south to the California line. It has another such highway from Arlington to Ontario, another from the McKenzie pass east to Dayville, another from The Dalles through La Grande to Ontario, to say nothing of the various short stretches from 50 to 200 miles in length. Does the map indicate Western Oregon has "100 miles of hard-surfaced highway to our one"?

Mr. Smith makes another statement that also deserves attention because it is totally incorrect according to official records, and because it might lead a voter to favor the Dunne bill through ignorance. He says "Union county has spent more money to build up Western Oregon roads than it has on its own." What are the facts?

The facts are that Union county has received in the form of construction and highway maintenance a total of \$1,064,745.10 from the funds of the state highway commission during the period 1917 to 1927 inclusive, and \$105,032.76 from the federal government in addition—of a total of \$1,169,777.86 in 11 years.

And what have Union county citizens paid out? They have paid a total of \$592,488.23 in auto license fees, plus gas taxes. Records of gasoline tax payments by counties are not available but in proportion to the state's present revenue as a whole, the total for the years under computation would not exceed 20 per cent of the total license fee payments, or approximately \$120,000. This makes an approximate and liberal total of \$712,488.23 that Union county has paid out in order to get \$1,169,777.86 worth of highway construction and maintenance. Is Union county ahead of the game on highways or behind it?

There is only one sane and sensible conclusion for a voter to investigate and studies the facts and figures of the highway situation. Which is that Union county, and practically every other county outside of Multnomah, would be committing highway suicide to support the Dunne bill, since it would rob us of our constant and continuing opportunity to get more roads built and old roads maintained at a bargain price—for about half what the roads cost. A condition existing because Multnomah county gets more than its share of the highway revenue and receives in return less than any county in the state.

After all, it comes down to a question of whether or not the advantages, conveniences, economies of the present efficient road system of Oregon is worth what we are paying for them. If they are, the Dunne bill should be overwhelmingly defeated. If they are not, it or a \$3 license plan should be made law so that our highways can depreciate and begin to slip until we are back on the level of nine years ago. Which leads us to conclude with the sincere opinion, based on a mass of facts, that Oregon is getting more and better highways per dollar expended than any state in the union, that the Oregon highway commission is the most efficient, most economical, and most conscientious of any similar commission in the entire United States.

ABE MARTIN



"I knowed he was makin' money, but I didn't know he was rich," said Lute Rod, when he heard Mrs. Elford Moore's nephew was askin' for a divorce. I don't see why many divorces are 'n' I don't see any collars like Hoover wears.

Wheat Heavy And Lower at Close

CHICAGO, Oct. 20.—(AP)—Opening at 7 1/2 for 10 off. Chicago wheat later showed additional declines. Cash, puts and provisions all fell as wheat fell. Underwent downward with open starting at 4 1/2 to 4 3/4, and subsequently continuing to 4 1/4.

BUTTER FAT

SAN FRANCISCO, Oct. 20.—(AP)—Butterfat fell 1/2 cent to 24 1/2.

LA GRANDE WHOLESALE MARKETS

Wheat—1 1/2 to 2 1/2 lb. Heavy—1 1/2 to 2 1/2 lb. Light—1 1/2 to 2 1/2 lb. Middling—1 1/2 to 2 1/2 lb. Sacks—1 1/2 to 2 1/2 lb.

LA GRANDE RETAIL MARKETS

Butter, creamery—1 1/2; 2 lb. 2 1/2. Eggs—40c doz. Cream—25c 48 lb. Honey—25c 56 lb. Vegetables: Potatoes—1 1/2 to 2 1/2; 2 1/2 doz. Apples—1 1/2 to 2 1/2; 2 1/2 doz. Oranges—1 1/2 to 2 1/2; 2 1/2 doz. Lemons—1 1/2 to 2 1/2; 2 1/2 doz. Peaches—1 1/2 to 2 1/2; 2 1/2 doz. Apples—1 1/2 to 2 1/2; 2 1/2 doz. Oranges—1 1/2 to 2 1/2; 2 1/2 doz. Lemons—1 1/2 to 2 1/2; 2 1/2 doz. Peaches—1 1/2 to 2 1/2; 2 1/2 doz.

NEW YORK FRUIT

NEW YORK, Oct. 20.—(AP)—Local fruit and hops steady.

SHARP DECLINES IN EGGS TODAY

Butter Values Steady and Unchanged — Poultry Demand Fairly Active

PORTLAND, Oct. 20.—(AP)—Local commission men in the dairy produce business were at a loss to explain the sharp decline in eggs today. There was no apparent reason why prices should decline, as New York and Chicago values were well maintained at the prevailing season prices and local receipts of fresh eggs were comparatively light. Price quotations following yesterday's Daily Exchange session were 1 1/2c lower on medium extras at 35 1/2; standard extras were 2c lower at 41c; and unadorned were 1c lower at 36c per dozen. Local buyers were not being bothered by the exchange values today, however, shippers offering as high as 36c per dozen for eggs meeting the standard of New York extras.

Butter values were steady and unchanged. The quotations of the market was mixed, better grades being inclined to firmness while talking was easier in prime firsts and firsts.

Country dressed meat and poultry markets were fairly well stepped up on desirable offerings today and prices were generally steady. Lamb was perhaps a shade cheaper, season sales totaling 20c although a few choice lights brought 21c. Heavyweight stuff in all classes was drab.

Demand was fairly active in the poultry division, with some commission men looking for firmer prices next week.

Wholesale fruit and produce markets were rather dull as far as trading was concerned today but several interesting developments in probable price trends next week were noticeable.

Cranberries were inclined to be firmer, quotations by some houses being fully 50c higher than at the opening of the week at \$3.00 to \$3.25 per 1-2 barrel box. McFarlin's were quoted at the top.

Onions were also being quoted sharply higher in some quarters, prices to retailers being around \$1.75 on Oregon Yellow Perwins and about 25c per sack less on Yakima offerings.

Receipts of potatoes during the past few days have been liberal and the market is generally easy. Best Yakima Gems were fetching around \$1.50 today, combination grades were quoted at \$1.25, common grades at \$1.00 and No. 28 as low as 75c per sack. Insettable potatoes were also in larger supply, averaging a little higher in price than the Yakimas.

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MARKET NEWS OF THE DAY

CHICAGO GRAIN				
Wheat	Open	High	Low	Close
Dec.	117 1/2 @ 114 1/2	114 1/2	112 1/2	112 1/2 @ 112
Mar.	119 1/2	117 1/2	115 1/2	115 1/2 @ 115 1/2
May	121 1/2 @ 121 1/2	121 1/2	120 1/2	120 1/2 @ 120 1/2

LIVERPOOL WHEAT
LIVERPOOL, Oct. 20.—(AP)—Close: Wheat, October: unquoted; December, 29 2 1/2; March, 28 2 1/2; May, 28 2 1/2.

PORTLAND WHEAT
PORTLAND, Oct. 20.—(AP)—Wheat—Big Bend, Bluestem, East white, 1.44; Red white, 1.41; Eastern white, 1.36; Hard winter, 1.34; Northern spring, 1.32; Eastern red, 1.29 1/2.

CHICAGO CASH
CHICAGO, Oct. 20.—(AP)—Wheat, No. 2 hard, 1.15 1/2; No. 4 northern spring, 1.08; Corn, No. 2 yellow, 1.06 1/2; No. 2 white, 1.07; Oats, No. 2 white, 44 1/2 @ 44 1/2; No. 2 brown, 43 1/2 @ 43 1/2; Timothy seed, 2.20 @ 2.20; Clover seed, 2.20 @ 2.20; Lard 11.27 1/2; Hides, 1.00; Lard, 11.27 1/2.

PORTLAND LIVESTOCK
PORTLAND, Oct. 20.—(AP)—Receipts—cattle 20, calves 2, all light through. Turkeys for week (approximately) cattle, 1,000; calves, 200; pigs, 1,000; sheep, 500; cows, 100.

NEWTON D. BAKER III
CLEVELAND, Oct. 20.—(AP)—Newton D. Baker, former secretary of war in President Wilson's cabinet, will not be able to address a Democratic rally at Tulsa, Okla., October 28, it was announced last night. Mr. Baker has been bed-ridden and business engagements on the advice of his physician.

HOOVER, PIERCE EXPECTED TO CARRY COUNTY
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Irregular Close In Wall Street; Trading Heavy

NEW YORK, Oct. 20.—(AP)—Heavy selling of New Motor Shares unsettled today's stock market after an early outburst of strength had carried a score of issues to new high ground. Volume gains of 1 to nearly 10 points in a long list of post specialties were offset by a number of 1 to 2 point declines. Trading was in large volume, with the ticker 20 minutes or more behind the market during the greater part of the session.

Most of the session continued in a boom forecast in expectation of an early advance in railroad prices. American Smelting, Anaconda and Kennecott all set at the year's best prices. National Tea scored 9 points to 28, Electric Auto 1 1/2 to 17 1/2, A. M. Hays 2 to 14 1/2, Johns-Manville 3 1/2 to 24 1/2, and American Express 4 to 24 1/2, all new high records. Montgomery Ward touched another new top of 37.

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Approved by the National Board of Style-Censorship

THE SHIRT-OF-THE-MONTH for September

THE latest release from the Eclipse-Needles Studios, this new Fruit-of-the-Loom Shirt. The narrow stripes spaced an inch apart add an appearance of height to the wearer... A he-man's shirt... Buy singly or in sets of the three correct shades for Fall... Helio, Campus Green and Midship Blue.

America's Foremost \$2.00 Shirt

N. K. West & Co. Inc. La Grande's Leading Store for Over 25 Years.

Some minor contests exist for a few of these candidates but political observers do not consider them serious enough in any way to jeopardize their chances for election.

With the largest registration in the history of the county on the books in the county clerk's office, a record-breaking vote is anticipated this week from Tuesday. Some local people predict a total of 5,000 votes for Union county this year and it is possible the total will run beyond this figure.

At Brooklyn: Brooklyn college, N. Y. U. At Worcester, Mass.: Lowell Textile Co., Connecticut Angles, N. Y.

40%... 50%... 60% GASOLINE

in your oil!

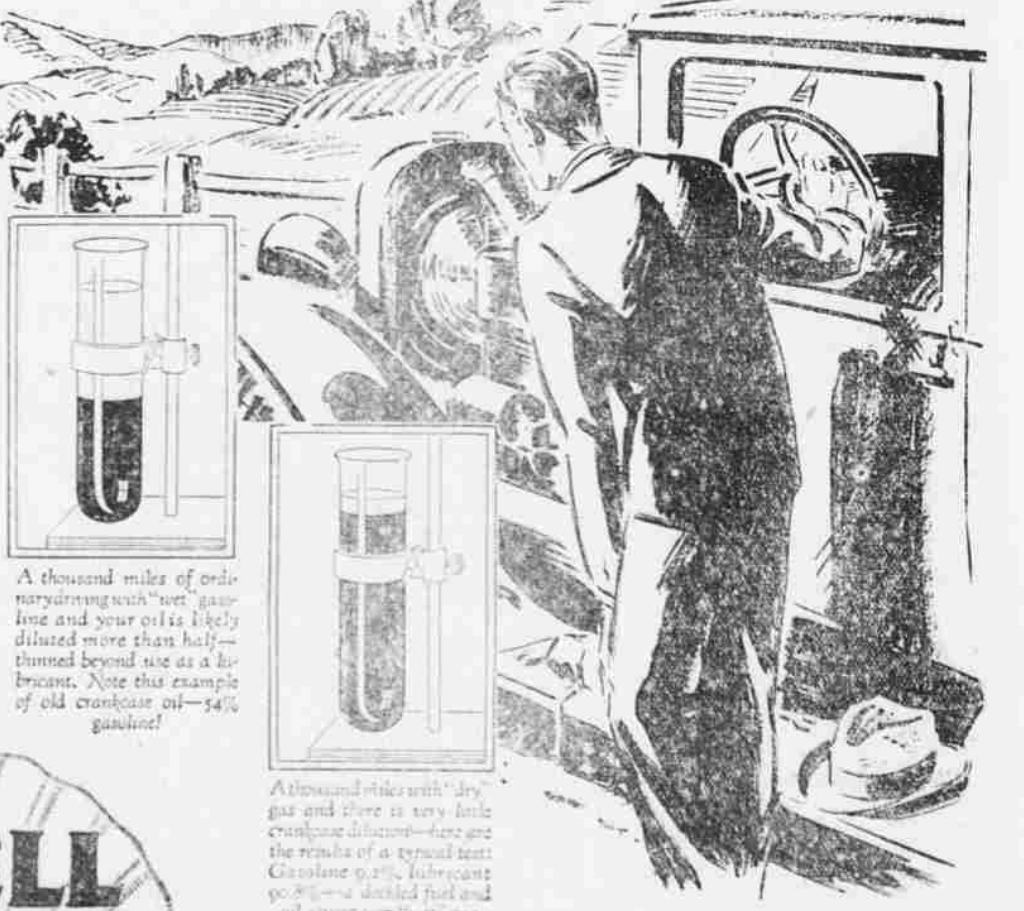
Not when you buy the oil—there's no gasoline in it then. But if you use "wet" gasoline it soon dilutes your lubricant.

"Wet" gasoline doesn't vaporize completely—it can't burn cleanly—and much of it runs down the cylinder walls into the crankcase. Naturally your oil is soon ruined—its "body" is gone—it is too thin to lubricate your motor properly. Besides, you've wasted fuel—cheated yourself of the extra miles your gasoline should have given you.

Would you avoid this condition? It is easily done. Simply be careful to buy "dry" gas. There is a "dry" gas now—Shell 400.

Careful refining eliminates heavy "wet" fractions, and all of your Shell 400 goes into power, into mileage—the things you buy gasoline for.

Yellow and red Shell pumps are everywhere convenient. Make them your stop signals whenever your tank needs filling.



A thousand miles of ordinary running with "wet" gasoline and your oil is likely diluted more than half—thinned beyond use as a lubricant. Note this example of old crankcase oil—54% gasoline!

A thousand miles with "dry" gas and there is very little crankcase dilution—here are the results of a typical test: Gasoline 9.2%, lubricant 90.8%—a decided fuel and oil saving over "wet" gas.

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The "DRY" GAS

And about oil: There's an oil now that forms no hard, flinty carbon. If you would avoid the endless troubles caused by carbon, and "add thousands of miles to the life of your car," insist on SHELL MOTOR OIL whenever you buy



Kodak Films

Red Cross Drug Store