

# LaGrande Evening Observer

(Incorporated)  
An Independent Newspaper

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## ABE MARTIN



Why not make Dame Fashion secretary of the navy so a new cruiser would start to become obsolete and get off the skirts? Miss Tawney Apple started off to visit her gran'maw yesterday, but she'd only gone twenty-one miles when her cigarette lighter ran out of 'ergine an' she had to turn back.

## MUSIC EDUCATION ADVANCES RAPIDLY

(Continued from Page 1)

The little first graders are taught partly by imitation methods. They imitate sounds such as those of the La Grande Observer newboys who call out in characteristic street talk, "La Grande Evening Observer," or train conductors, or cats and other animals.

"Tuning up" the ears of the first grade children is a task in itself, because at least three fourths of the boys and girls who enter school for the first time in La Grande are unable to so much as carry a tune. By the end of the year between 75 and 90 per cent of them can.

### Music a "Game"

To them music is somewhat of a game. When the little folks have trouble getting started Mr. Nusbaum is likely to inquire, "Where is this Mr. Doe anyway?" "A rest is a stop," he explains to them. "When you're mowing the lawn and get tired, you want to rest, so you stop."

It is interesting to look in on a music lesson. The children are all very serious about it. It is solemn business, this learning how to sing. The little boys look even more grave than the little girls. As they sing they frown and wrinkle their brows in an effort to do their best.

A visit to the eighth grade rooms will find the 12 and 13 year old youngsters singing two and three part songs as well and better than many groups of grown-ups. It is not a usual thing to hear eighth grade pupils singing three part songs at night—but they do it and they do it well in La Grande.

Often grownup people can't get started on the right key without the aid of a piano, but not so these children. The only starter they have is the pitch pipe. It teaches them independence. They won't have to carry a piano around with them all their lives to give them the take off when they want to sing a tune.

Learning to sing is fine training. It requires alertness and accuracy. Any normal child can learn to sing. It is largely a matter of training and that means habit, Mr. Nusbaum says.

The singing and music lessons are periods of business. Students who disrupt the routine of the practice periods by disinterest are reminded by their instructor that he and they will have to separate and that he is always the one who stays!

### Lessons Enjoyed

Needless to say, however, such currences are infrequent. The attitude of the students is better expressed by the interest they take occurrences are infrequent. The awards to the weekly or semi-weekly periods. "There's one good thing about my work," Mr. Nusbaum says, "the students don't see me often enough to get tired of me."

"Let's sing some more," is usually the enthusiastic demand when a singing lesson is cut short or comes to an end too soon.

In the high school orchestra, Mr. Nusbaum has 29 students. There are 35 in the band. Forty-eight girls take part in the girls glee club and there are 24 in the boys club. Besides there is an orchestra in each of the grade schools. Starting in that early "by the time those children get to high school we should have a real symphony orchestra," a teacher remarked.

## Here and There In Legislature

SALEM, Ore., Jan. 30 (AP)—Intended as a brake upon the voting of special tax levies and bond issues in Oregon, six senators introduced two bills Tuesday requiring that only persons who are taxpayers on real property or personal property valued at not less than \$500 within the tax levying district shall be allowed to vote.

One of the measures applies to the state and its political subdivisions and the other applies to cities and towns. The senators whose names are attached to each of the two bills are Eddy, Schulmerich, Eberhard, Strayer, Butt and Brown.

The present library building at the University of Oregon is insufficient to house the present library of more than 200,000 volumes. Deady Hall, the oldest building on the university campus is antiquated and is being put to more use than is advisable; the extension department, which is largely self-supporting, is being housed in a frame building; hospital and infirmary facilities are not meeting requirements. These statements are made in the report to the ways and means committee by the University of Oregon sub-committee which visited the university last Saturday.

Dr. W. Carlton Smith, of Marion, chairman of the sub-committee, says that the present library is large enough only to house one of the departmental libraries, and not the entire library.

Regarding the infirmary, the report says that to provide the same service that would be necessary for an ordinary population the size of the university enrollment, it would be advisable to have a hospital with one bed for every hundred people. This could be constructed at a cost ranging from \$100 to \$1500 per bed. The report however, makes the suggestion that "first aid" services only be given in the infirmary at the university and that contagious cases were taken care of in university residences.

The report also points out that since 1920 enrollment has increased 85 per cent and that resources of the university under the millage taxes have increased only 13 1/2 per cent.

Senator Joe Dunne of Multnomah and Columbia counties, told the senate roads and highways committee yesterday just what he thinks of the legislature and of a citizen's efforts to accomplish anything by being a member of it.

Dunne, who is a member of the committee, wanted a favorable report on the Metzker and Robison house concurrent resolution directing the state highway commission to widen the lower Columbia River highway.

"I am Columbia county's only representative in the senate," said Dunne, "and I want to get this resolution adopted."

"Never mind, Joe," said Senator Kittle, "you'll be re-elected anyway."

"That's all the good it will do me," Dunne retorted. "A man wastes his time coming here. It's just like a boy spitting against the wind. It all blows back on him and muddies him all up."

Over Dunne's protest the highways committee voted to take all measures that direct the highway commission to do certain things and consider them later at one time.

Senator Klepper will prepare a bill that would make available to the public the information contained on motor vehicle accident reports filed with officers and sheriffs.

### (Oregon Voter Service)

SALEM, (Special)—"Some coun-

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## PISTOL SHOTS ECHO AS KNITTERS RESIST EMPLOYERS DEMANDS



A grand jury investigation is threatened in Kenosha, Wis., as the result of bloody conflicts between the Allen A Knitting company and former employes who have been on strike since last February. Joseph Budenz (inset, left), strike leader, declares the laborers ready to hold out indefinitely. Federal Judge F. A. Geisler (right) enjoined the strikers from picketing and later sent many to jail for contempt of court. Below, plant of the Knitting company.

## Nathan Straus, 81, Has Health Recipe

NEW YORK, Jan. 30 (AP)—Nathan Straus, merchant and philanthropist, who celebrated his 81st birthday today, has a recipe for good health: "do something good for the other fellow each day. Thinking of others takes one's thoughts from oneself. Make this a habit and one will not have time to become ill."

## Odd Character

There is something radically wrong with the woman who can't find an excuse for a good old-fashioned cry once in a while.—Chicago Daily News.

## Disheartening Diet

The disheartening thing about the average diet regime, is it does so much for the will power and so little for the waistline.—Detroit News.

## Often a Football, Too

Imagination is that wonderful quality which enables childhood to see in the junk left on the vacant lot available material for two sets of football posts.—J. D. H. in St. Louis Post-Dispatch.

**Pied-Piper Children's Shoe**  
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**Art Authority**  
During President Taft's administration the commission of fine arts was created—May 17, 1910. One of its first problems was the creation of the Lincoln memorial. A site had been selected by the senate commission in 1901 and this was endorsed by the commission of fine arts, reported to congress and finally agreed upon.

**BASKETBALL PLAYER DIES**  
CHICAGO, Jan. 30 (AP)—Robert Liccardi, 19, basketball player on an amateur team, died between halves of a game last night at the Olivet Institute gymnasium. Liccardi had retired to the locker room with his teammates. He drank a glass of ice water and fell dead.

## STAR THURSDAY TODAY



## MURDER

He was accused of crime, yet he was innocent—How could he prove it?

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## The Evening Observer

Main 37

Looking at it one way, Noah was in tough luck. There was no one to describe the trip to when he got back.

Just a year ago a gentleman by the name of Thomas Edison said that the American people could be classed as a "bunch of saps" if they failed to elect Herbert Hoover president of the United States. We are not, it would seem, a bunch of saps.

We hear lots of people "crab" about January's record snow, but most of us hardly know what it's all about. Consider the mail carrier, the fellow who bucks these drifts trying to cover a rural route, the farmer who plows waist-deep to care for his stock—the Observer carrier boy who trudges his three or four miles to deliver your paper. And if you be mean the effort spent cleaning off a few yards of walk, talk to a railroad man about this snow!

The idea expressed by some legislators at Salem that the state highway fund is just a "pork barrel" into which each delegation should be able to dip his fists for the benefit of his home community is a sorry attitude. If the state highway system of Oregon doesn't mean more than that to a legislator, he has no business representing the people at this or any other session. One of the greatest benefits to the state in the past has been the remarkable freedom from politics characteristic of highway work. To let future highway expenditures degenerate to a pork barrel level would be both tragic and fatal.

### WISE HIGHWAY POLICY

The plan suggested in yesterday's news dispatches for the state highway commission to issue a million dollars' worth of bonds each year for the next few years while the retirement and interest requirements on present bonds are at the peak has much to recommend it to the state as a whole. Even with this additional revenue for construction, the highway bonds would be decreasing at the rate of more than a million a year—and Oregon's road program would move more rapidly toward completion.

It is the present policy of the commission to refuse the addition of any new roads to the existing system until that is finished. Although we have some roads we would like to see added, from a selfish standpoint, of particular benefit to Eastern Oregon, we think the policy is sound. Complete the present system, then add to it as conditions warrant in the future.

Under the present schedule of construction, and anticipating continued revenue on a similar basis, the state highway system will be completed in approximately four or five years. The cost will be about seventeen and a half million dollars. But of that sum the state will actually have to pay only about eight million and will receive the balance from federal aid and from road funds of the forestry department available for Oregon.

From the standpoint of the community located on a state highway not yet built, the selling of a big block of bonds and the completion of the remaining portion of the system seems to be an economic and far-sighted move. But the amount of money available for Oregon highways from the federal government will not be increased by our spending more money and hurrying up the construction program. Furthermore, if we do all our building at once, we will not be able to match federal aid funds later on and will therefore lose them.

Right at this time the money required for interest and retirement of the existing bonds is greater than at any other period. The debt is being reduced at the approximate rate of two million dollars a year, with interest payments being rapidly reduced in the next few years.

To keep debt reduction at proper speed and yet to keep sufficient revenue to permit advancement of the construction program is apparently the wise policy of the highway commissioners. Issuing a million in bonds each year during this period will accomplish both ends. The highway system will go forward rapidly, we will safeguard anticipated federal aid in the future, and the state will be in a position to add new roads and enlarge its system in a comparatively short time.

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