

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 3, 1879.

OFFICIAL PAPER OF UNION COUNTY AND THE CITY OF LA GRANDE

MEMBER OF 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.

National Advertising Representative
M. C. MOGENSHEN & CO., Inc.,
San Francisco, Los Angeles, Seattle, Portland, Chicago, Detroit, New York

SUBSCRIPTION RATES

By Carrier

Daily, per month in advance \$4.50
Daily, six months in advance \$25.00
Daily, single copy 5c

By Mail

Daily, per month in advance \$5.00
Daily, per six months in advance \$25.00
Daily, per year in advance \$50.00
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.



The efficiency with which a school system is operated is determined by the cost per child rather than by any other factor. Recent compilation of tax figures place La Grande's cost per child lower than any other Oregon city except Baker and McMinnville. That's a record to be proud of, particularly in view of the high standing of local schools.

The Enterprise Record-Chieftain objects to any policy that would result in selling more highway bonds, saying that such highways as the Trail over the Blue mountains should be improved out of maintenance funds, not with a capital outlay. Correct, but the demand in other sections of the state for new construction where state highways have been lacking is so great that completion of the system leaves the maintenance fund too slim to care properly for roads already built. When these final links in the state highway system have been constructed there will be plenty of money from present revenues to maintain all of it and pay off the bonds. A small block of new bonds would hasten that condition and would be a state economy in the long run.

HOW SAFE IN AN AIRPLANE?

How safe is it to travel by air, by motor car, by rail over established transportation lines? What chances do you take in traveling from Portland to San Francisco, for example, by airplane as compared with driving your own car or riding on a railway train?

These are questions of increasing importance as new air transport and passenger lines are being established rapidly, as interest in flying on commercial routes is growing. Air line officials and pilots have been quoted frequently as saying that travel by air is no more dangerous than by other methods if the travel is over established routes with licensed planes and pilots.

An authoritative survey of the fatality hazard is published in the last Oregon Voter and gives some extremely interesting information for those who are watching air line developments. Although the figures show that travel by air is more dangerous than any other method at the present time, they also show that travel by air is not a seriously hazardous method of transportation—that it is not much more dangerous compared with auto travel than auto travel is when compared with travel by rail.

Airplane travel, the Voter figures show, is 35 times more hazardous than motor car travel and 1000 times more dangerous than rail travel. Travel by motor vehicle, however, is 30 times more dangerous to life than travel by rail. In other words, fatality records show that one passenger in an airplane (established air lines only) is killed for every 1,400,000 miles traveled, that one passenger or occupant in a motor car is killed for every 50,000,000 miles traveled, that one passenger in a railroad train is killed for every 1,400,000,000 miles traveled.

To choose to travel by airplane, therefore, instead of by automobile is no more hazardous than to choose an automobile instead of a train. And one can expect to travel an average of nearly a million and a half miles by air before being killed—which ought to be far enough.

Although these figures are interesting because they compare air travel with the more accepted means of transportation, the most significant information in the Voter article is that there was one fatality for every 100,000 miles of air travel in a three-year period ten years ago, while in the last three years there has been only one fatality for every 1,400,000 miles of air travel. Also, that in spite of "the tremendous increase in all uses of airplanes the total number of fatalities has remained almost level for the last ten years, or between 160 and 200 per year.

That indicates a great deal for the future. If the safety factor in airplane travel has multiplied fourteen times in the last ten years, we can reasonably expect it will be fourteen times as safe to travel by air ten years from now, or not more than twice as dangerous as motor car travel. And it is probable that the increase in safety will be much greater in the future than in the past because so much attention is being given the safety factor and so many developments are taking place that will greatly reduce and travel hazards.

Regardless of any comparison in favor of rail transportation for safety's sake, it is obvious that airplanes offer a means of travel sufficiently safe to make them increasingly popular. The air industry and passenger lines are just getting started. It's only a matter of a few years until air travel will be as common and as universally accepted as automobile travel of ten years ago.

NATIONAL LEAGUE LEADERS GROUPED

Pittsburg, St. Louis and Chicago Take Turns in Holding First Place.

By Herbert W. Barker (Associated Press Sports Writer)

While the Philadelphia Athletics eschew along seven games in advance of the American League field, three western clubs are providing National League fans with one of the closest races in its history.

Pittsburg, St. Louis and Chicago, which have taken turns in leading the race in John Heydler's circuit today were bunched so closely that a handkerchief could cover them all. The Pirates of Pittsburgh held the lead by a two point margin over the St. Louis Cardinals with Chicago's Cubs only a half game to the rear of the pace setters.

Pirates Beaten

This condition of affairs can be accounted for by the fact that the Pirates picked yesterday to lose their second game in a row to the Brooklyn Robins, 7 to 6, while St. Louis and Chicago both are recording victories. The Robins shelled Steve Swenson off the mound in the fifth inning in a six-run rally, featured by Harvey Hendrick's home run with two on, relieving Austin Moore, Mason recruit in the seventh inning, Johnny Morrison held the Pirates hitless and runless thereafter.

Chick Hafey's double, triple and the 15th homer of the season helped the Cardinals subdue the ferocious Phillies, 10 to 9. Chuck Klein, Phil outfielder, tied Hafey for the National league home run leadership by belting out a home run on his own hook.

Another free-hitting game at Chicago went to the Cubs by 10 to 8 over the Boston Braves. Seven pitchers saw service in the hectic fray in which 28 hits were made, including six doubles, three triples and two home runs.

Giants Lose Ground

John McGraw's New York Giants lost some more valuable ground at Cincinnati where they bowed to the Reds, 7 to 3. Jake May outpitched Larry Benton, Carl Mays and Joe Genewich by a wide margin allowing only eight scattered hits while the Reds were pounding out 13.

Behind the usual good pitching of Lefty Grove, the Philadelphia Athletics maintained their lead in the American league scramble by downing Chicago 3 to 1. The Mackies did all their scoring off Grady Adkins in one inning, the second, when Babe Adkins pitched with two on and then came home himself on an infield out.

Wally Piker slightly outpitched Alvin Crowder at New York, and the Yankees nosed out St. Louis, 3 to 2. Hoyt held the Browns to one hit in the first inning but three

singles gave the invaders one run in the eighth and Helme Mannush's homer accounted for the other in the ninth. Hoyt fanned eight men. Detroit managed to beat the Boston Red Sox, 1 to 0, but it took Charley Ruffing's wildness to give the Tigers their score. Hellmann singled in the seventh and then Ruffing walked the next three men to force the only run of the game. A bad first inning cost the Washington Senators their game with Cleveland, 1 to 3. The Indians scored three runs in the opening frame off Irving Hadley, one of them being Bib Falk's home run. He settled down thereafter but his teammates could not quite overcome this lead.

Coast Pennant Race Develops; Frisco Gaining

By the Associated Press

While Pacific Coast league teams were traveling to new ballgrounds today, club managers ruminated on the events of the last week, drawing the conclusion that those events had changed the status of things so far as the 1929 championship chances were concerned.

Most outstanding of the last week's developments were the setbacks suffered by the league leaders—reverses that may mean the difference between winning the pennant and losing it, while on the other hand, the so-called "back numbers" bagged old man opportunity and forged ahead a few miles.

The San Francisco Seals today were hard pressing the Mission Reds for first place in the standings. Only on April 5 last, the Seals were holding down the cellar of the league. By dint of hard struggling, the Seals today were only five games behind the leaders, and apparently only started.

While the Missions play Seattle here and the Seals battle the Solons in the capital city, Los Angeles will oppose the Oaks across the bay, and the badly battered Portland Quack-Quacks will battle the Hollywood stars at Los Angeles.

Ruth Turning To Fishing and Golf

NEW YORK, June 11 (AP)—Babe Ruth is going fishing. The big Yankee slugger has asked, and received, permission of his manager, Miller Huggins, to spend a week at a lake and golf course near Washington where he will rest until just before the Yankees' series with the Philadelphia Athletics, starting June 21.

"I'm going to fish and play golf," said Ruth. "Huggins said I might violate the club rule against golf in the playing season. I feel strong enough to go back into our lineup now but the doctor says I can't take any chances and Huggins agrees with the doctor."

Ruth is nearly recovered from the severe cold that has kept him out of the lineup for the past ten days.

GOLFING FIELD IS CUT TO 150

Play to Begin at Winged Foot Club, Mamoroneck, N. Y., On June 27.

NEW YORK, June 11 (AP)—On the principle of the survival of the fittest, the field of one thousand and one seeking the national open golf championship has been cut to 150.

With 35 of the leading professionals and amateurs already assured of their places when actual champion play begins at the Winged Foot club, Mamoroneck, N. Y., on June 27, more than 900 other golfers sought the remaining 115 places in the qualifying round yesterday.

The 36-hole qualifying test, conducted on courses in 19 widely scattered cities, brought disaster to a number of stars who have figured in previous years, either at the national open, the national amateur championships, or both.

Three Fail to Qualify

Three former national amateur kings failed to qualify—Jess Gullford, Jess Sweetser and Chick Evans. Evans once held the national open title as well. Evans failed in the Chicago's district qualifying round; Sweetser at New York and Gullford at Boston. Watts Gunn, runner-up for the national amateur title in 1925, found the Oakmont course at Pittsburgh too much for him, and Mike Brady, veteran Winged Foot pro, who twice was runner up for the open championship, failed at New York.

Evans' companions in misfortune at Chicago included Abe Espinosa, Willie Hunter and Gus Novotny. The honor of returning the lowest 36-hole score went to the youth, Ed Omaha, amateur, John Goodman, former trans-Mississippi titleholder, who scored 140 over the Omaha field club course. A stroke back of him was Johnny Rogers of Denver, while Jack Hendry shot a neat 142 at Minneapolis.

Cooper Outstanding

It remained for "Lighthouse Harry" Cooper of Buffalo, runner up to Tommy Armour for the open crown in 1927 to record what was probably the finest performance of the day.

Playing over the Oakmont course at Pittsburgh, one of the stiffest layouts in the country, Cooper shot a 75-68 for 143. His 68 in his second eighteen established a new course record. Willie Klein, of New York, went Cooper two better in the metropolitan district test at the Saltbury club. He scored a sensational 66 on his first eighteen and then added an 80 for 146 to lead the field.

WASHINGTON, June 11 (AP)—Frank E. Honner, district engineer of the United States forest service for California, has been decided upon as secretary of the federal power commission, succeeding O. C. Merrill, resigned.

VON PORAT IS WINNER OVER EMMETT ROCCO

CHICAGO, June 11 (AP)—Otto Von Porat, Norwegian heavyweight, again demonstrated last night that his left hook carries pugilistic paralysis. He knocked out the rubbery Emmett Rocco, of Edwood City, Pa., conqueror of Johnny Risko in the eighth round of their scheduled ten round battle in the Chicago stadium with a stinging left to the chin after he failed to keep Rocco on the floor with his right.

Von Porat knocked Rocco down in the first round with a hard right to the head. The squatty Pennsylvanian jumped to his feet at the count of two and ran to his own corner. He appeared dazed and frightened, but after shaking off the stage fright he made things decidedly miserable for Von Porat until he was knocked sprawling with a left hook to the chin at the end of the seventh round, and was unable to come back for the eighth.

Luis Vicentini, veteran Chilean lightweight, won on a foul from Tommy Grogan of Omaha in the sixth round of their ten round bout after a nip and tuck fight in which Grogan was floored in the first and knocked half way across the ring in the second round.

Earl Mastro, Chicago featherweight, pounded out a ten round victory over Midget Mike O'Dowd from Columbus, Ohio, at 124 pounds.

OAKLAND, Cal., June 11 (AP)—Customs inspectors seized narcotics valued at \$50,000 found aboard the freighter Modjokerto.

NEW LINEN KNICKERS
Plaid and Plain Colors

N. K. West & Co., Inc.
"The Man's Store"

NIGHT FIGHTS

By the Associated Press

FLINT, Mich.—Del Fontaine, Canada, stopped Roy Williams, Chicago, (4).

SPRINGFIELD, Mass.—Floyd Hybert, Cleveland, knocked out "Spider" Kelly, California (2).

NEWARK, N. J.—Vince Dundee, Baltimore, outpointed Izzy Groves, New York, (10).

ATLANTIC CITY, N. J.—Joe Proctor, Washington, D. C., knocked out Frankie Brown, New York, (1).

WANTED!

A steam boiler of 150 h. p., 125 lbs. pressure butt seams that will stand Hartford Inspection.

American Laundry & Linen Supply
BOISE, IDAHO

Underhand Tactics

and unfair practices, set in motion by envious interests, crumble to pieces before our records which show that 20,679* physicians say Luckies are less irritating than other cigarettes. They know that toasting eliminates acids and other impurities. So physicians not only smoke Luckies to relieve the strain of professional duties—they recommend them to their patients.

*The figures quoted have been checked and certified to by LYBRAND, ROSS BROS. AND MONTGOMERY, Accountants and Auditors.

(SIGNED) *George W. Hill*
President, The American Tobacco Company, Incorporated

© 1927 The American Tobacco Co. Manufacturers

"It's toasted"
No Throat Irritation—
No Cough.

To maintain a slender figure, no one can deny the truth of the advice: "REACH FOR A LUCKY INSTEAD OF A SWEET."

The Lucky Strike Dance Orchestra will continue every Saturday night in a coast to coast radio hookup over the N. B. C. network.

Lucky Strike Cigarettes
"IT'S TOASTED"

James Bottomley
St. Louis Cardinals



When You Go On That Big Fishing Trip

How many big ones will you get? Well, sir, it depends on your tackle and how you go after them. You know the fishing bug is going to get you soon, so drop in at the earliest opportunity and stock up on the kind of fishing equipment that will help you keep your reputation. Rods, reels, flies.

Nets, bait boxes, fish baskets and all the other paraphernalia of the "dyed in the wool" fisherman you'll find in profusion here. You'll enjoy making a selection, so come in soon.

JACK ALLEN SUPPLY. CO

Sporting Goods Auto Parts