

LaGrande Evening Observer

(Incorporated)
An Independent Newspaper

FRANK B. APPELBY 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 Matter under act of March 2, 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. MOGENSEN & CO., Inc.,
San Francisco, Los Angeles, Seattle, Portland, Chicago, Detroit, New York

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	50c
Daily, per six months in advance	\$2.50
Daily, per year in advance	\$5.00
Weekly Observer-Star, per year	\$2.00

ADVERTISING RATES	
Display, foreign, per column inch	45c
Display, local, per column inch	40c
Time contract prices on application.	

The King Eternal—And sitting down they watched him there; and set up over his head his accusation written, THIS IS JESUS THE KING OF THE JEWS.—Matthew 27:36, 37.

If a man is otherwise unapproachable and flattery cannot reach him, you can always ask him for advice.

The Baker chamber of commerce has created a bureau of athletics, or some such agency, to help promote sport activities in the community such as baseball, football, etc. Sounds like the beginning of a high school players "subsidy" like those found in some colleges.

It's interesting to read of the mechanical "human brain" that a mathematician has created that will solve a problem in higher mathematics in eight minutes that it would take an expert a year to figure out on paper. What bothers us is how long it takes an expert to think of such a problem.

Although yesterday's football game was ragged in many ways the Normal eleven earned abundant congratulations for making such a fine showing against the heavy rooks from Corvallis. They were not defeated in score until the final gun and they were never defeated in spirit. It is safe to predict a bright athletic future for the Eastern Oregon institution.

A CITY WORTH LIVING IN

In the Open Court column today is published a letter asking various questions concerning the municipal debt of La Grande, sewage disposal facilities, etc., in connection with the proposed extension of city boundaries. Following it, at our request, City Manager Crews presents answers to the questions, both communications serving to clear up any misunderstanding with reference to the proposed new districts. It is the type of discussion that should be welcomed. Extension of the city limits is a project that should be accomplished only if it will work a general advantage for both those now living outside and those living in. If it can do that by making it no more expensive to be within the city limits (and it would mean an actual saving to many people) and at the same time add to La Grande's prestige, attract new industries, new distributing offices, new opportunities for employment, etc., by being recognized as the outstanding city of Eastern Oregon—if it will do that for La Grande with the taking of the 1930 census, as it has done for other communities, community spirit and neighborliness alone dictates approval of the plan. La Grande certainly offers all the municipal advantages to be had in a city of this size and at a cost that compares most favorably with other communities. Since the people voted bonds for the improved water system and a modern sewage disposal plant the municipal debt has been steadily decreased—\$131,000 since 1925. At the same time the community now has a water system and disposal facilities that will care for twice its present population. Growth begets growth; payrolls attract payrolls. There is no resident of the community, inside or outside the present limited boundary lines, that cannot be directly benefited by an increase in population, by the prestige of being in a city of the 10,000 class, by the many advantages that will come from a greater La Grande. Individual conditions are never perfect anywhere. They aren't here and never will be. But they can constantly be improved by a unity of effort, by direct manifestations of a real community spirit in which everyone lends constructive co-operation. If the present extension project fails, the opportunity will be lost for another ten years. We have the population and The Observer believes we have the right community spirit in the proposed new districts. We will welcome any discussion through these columns one way or the other. Only by knowing and studying all angles can we be confident of acting fairly and rightly.

TRY
W. K. GILBERT CO.
FIRST

MORE TOURISTS HERE THIS YEAR

State Figures Show Oregon Is Visited by Many Non-Resident Cars

SALEM, Ore., Oct. 19—With every month of the year except February exceeding the corresponding month in any year since registration of non-resident automobiles was started by the state, the report of tourist bureaus shows a much heavier influx of visitors into Oregon this year. From statistics compiled thus far by H. E. Hoos, secretary of state, it is expected that the tourist registration will reach a total of more than 100,000 cars for the year. Visitors' cars registered for the nine months ending September 30, 1929, brought a total of \$9,971, which compares almost to the total of \$9,248 for the entire year of 1928. The peak year since registration started was 1926 with a total of 22,069 cars coming into the state. In accordance with the way registration has gone during the final three months of previous years, it is anticipated that at least 12,000 more cars will be registered to bring the total to 100,000 for 1929.

"Although enforcement of the law providing for tourist registration is as strict as possible with the number of traffic men patrolling the roads," says Mr. Hoos, "my own opinion is that we register but about 60 per cent of the foreign cars which enter the state. With this percentage used as a basis for computation, it would be safe to estimate the actual number of out of the state cars at 165,000 for this year. This would mean, with an average of three persons to the car, that some 500,000 tourists would be in the state during 1929. What this means in terms of money to the state can only be conjectured, as the length of stay of each car is difficult to determine."

Figures for the nine months give California 62 per cent of the visitors' registration, Washington 17 per cent and Idaho 5 per cent, with every state in the Union registered in the list.

THE OPEN COURT

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

La Grande, Ore., Oct. 17th, 1929.
An open letter to the Union county chamber of commerce, chairman and members of the city commission, city manager, voters and tax payers concerned. Subject: Proposed extension of city boundary lines.

As a result after talking with a great number of the property owners in the proposed districts to be taken into the corporate limits, we find that the following subjects and questions deeply concern us, and feel that a full explanation be given to us by the above mentioned sponsors of the proposed new boundary lines.

Question No. 1: A. What was the amount of this year's city budget?

B. Will you republish the budget in an itemized form?

Question No. 2: A. What is the total debt (if any) of the municipal water system?

B. Has this debt been increasing? or lessened annually?

Question No. 3: A. What is the total debt of the city in dollars for or at the present year?

B. Has the city debt as a whole been lessened, or increased annually in late years?

Question No. 4: A. Can the city accommodate all of the residences proposed in the proposed new districts or boundary line with sewer service, with the present sewer and disposal plant as now constructed?

Question No. 5: Isn't it a fact that the present disposal plant together with the main sewer pipes from present east boundary line to disposal plant constructed at such a high level that it will be impossible for a great number of the property owners in the proposed new extended districts to obtain service?

Question No. 6: What is the present tax rate (in mills) within city?

Question No. 7: Do the above mentioned parties feel that they have enjoyed even reasonable power and lighting rates in late years and even at present?

Question No. 8: Has the city ever made an effort to learn of the advantages of a municipal owned light and power plant, of its own?

Question No. 9: Does the city at large believe the cost of improvements such as street paving, sidewalks, etc., have been let to contractors at reasonable prices?

And what is the average price paid per square foot for four inch thickness of street paving?

Question No. 10: Is the city trying to sell us the city as it is?

A. I say what was the amount of this year's city budget?

A. \$119,432.54.

B. Will you publish the budget in an itemized form?

A. Yes, the 1929 itemized budget will be published with the 1930 proposed budget.

Q. 2. (a) What is the total debt of the municipal water system?
A. \$117,000.00.
b) Has this debt been increasing or lessened annually?
A. Lessened annually—\$78,000.

since 1925.

Q. 3 (a) What is the total debt of the city in dollars for or at the present year?

A. General obligation bonds \$298,000.00, which includes the water system debt of \$217,000 listed above.

(b) Has the city debt as a whole been lessened, or increased annually in late years?

A. In 1925 the city voted \$360,000.00 obligation bonds. 1927 the city voted \$45,000.00 obligation bonds. Since this date no bonds have been issued and bonds have been retired annually, the debt having been decreased \$131,000 since 1925.

Q. 4. Can the city accommodate all of the residences involved in the proposed new districts or boundary line with sewer service with the present sewer and disposal plant as now constructed?

A. Yes, if any part of this district is lower than the sewerage disposal plant it is only necessary to lay sanitary sewers and pump the sewerage into the present plant.

Q. 5. Isn't it a fact that the present plant together with the main sewer pipes from present east boundary line to disposal plant constructed at such a high level that it will be impossible for a great number of the property owners in the proposed new extended districts to obtain service?

A. This question is answered by answer No. 4. Every resident in the proposed new districts can have adequate sewer service.

Q. 6. What is the present tax rate (in mills) within city?

A. Mills 27.7.

Q. 7. Do the above mentioned parties feel that they have enjoyed even reasonable power and lighting rates in late years and even at present?

And has any city official entered a protest in any official way against such high rates, or tried to obtain reasonable and lower rates in an official way during the last fifteen years?

A. The city officials of La Grande are always anxious to have their light and power rates lower when ever it is possible to do so. This question has been discussed at commission meetings frequently and the only way they can be reduced is to have a hearing before the public service commission and show good cause why they should be reduced. This hearing could probably be secured most effectively by a consumer petition but no consumers have yet under taken it.

Q. 8. Has the city ever made an effort to learn of the advantages of a municipal owned light and power plant of its own?

A. Yes, only at such time that cheap water power can be developed, will it be a saving and at present the only power available would be steam, which in the opinion of the city commission would not be economical.

Q. 9. Does the city at large believe the cost of improvements such as street paving, sidewalks, etc., have been let to contractors at reasonable prices?

And what is the average price paid per square foot for four inch thickness of street paving?

Q. 10. Is the city trying to sell us the city as it is?

A. The city of La Grande has all the modern conveniences and it is yours for paying your share of its cost.

THE GARDEN

Preparing Soil for Bulbs

One of the fundamentals of successful bulb culture is that animal manure must not be used in the preparation of the soil unless it is applied long enough before the bulbs are planted to allow it to become thoroughly decayed. Old, well rotted manure may be employed if it is dug into the ground deeply, but to be on the safe side use no animal manure at all in preparing the beds at the time of planting. Dig the soil deeply and potterize well. If it is in need of humus, peat moss may be dug in.

The standard and safe fertilizer for bulbs is bone meal. To be effective this should be dug into the soil under the bulb and a dressing may be raked into the surface of the soil after planting. For daffodils a dressing of muriate of potash is excellent scattered over the bed in much the same manner that nitrate of soda would be applied. Balanced commercial fertilizers may be used safely and with benefit if directions supplied by the manufacturers are followed.

Observe carefully the directions given in catalogues of reliable houses as to the depth of planting and estimate the depth from the shoulder of the bulb, not from its tip. If the soil is heavy and there is any question about its drainage, plant the bulb on a cushion of

straw so that water may not accumulate about its base. Also, in planting observe the distances apart recommended by authorities which are given in the catalogues. These have been figured out by careful experiment as to the root area necessary for the bulb to produce the best results. Tulips should go five inches apart for the single earlies, and six inches apart for the late types. Narcissus are best at eight inches, as they make a much larger root system. The small bulbs may be tucked in an inch apart for mass display. Hyacinths need eight inches apart to be at their best.

It is best to plant the bulbs at the proper depth and refrain from mulching except in case of hyacinths, which are such early risers that a light mulch is advisable to protect them from early rains and frosts. In soils inclined to be heavy it is best to plant the tulips in raised beds so that the bulb when planted will be near the normal level of the soil. The tulip needs a warm summer ripening and deteriorates in cold, heavy soil.

4-H ROSTER CLIMBS
NASHVILLE, Tenn. (AP)—Tennessee's 4-H club enrollment totals 25,010 boys and girls, an increase of 4,156 more than last year.

and so that water may not accumulate about its base. Also, in planting observe the distances apart recommended by authorities which are given in the catalogues. These have been figured out by careful experiment as to the root area necessary for the bulb to produce the best results. Tulips should go five inches apart for the single earlies, and six inches apart for the late types. Narcissus are best at eight inches, as they make a much larger root system. The small bulbs may be tucked in an inch apart for mass display. Hyacinths need eight inches apart to be at their best.

It is best to plant the bulbs at the proper depth and refrain from mulching except in case of hyacinths, which are such early risers that a light mulch is advisable to protect them from early rains and frosts. In soils inclined to be heavy it is best to plant the tulips in raised beds so that the bulb when planted will be near the normal level of the soil. The tulip needs a warm summer ripening and deteriorates in cold, heavy soil.

Observe carefully the directions given in catalogues of reliable houses as to the depth of planting and estimate the depth from the shoulder of the bulb, not from its tip. If the soil is heavy and there is any question about its drainage, plant the bulb on a cushion of

straw so that water may not accumulate about its base. Also, in planting observe the distances apart recommended by authorities which are given in the catalogues. These have been figured out by careful experiment as to the root area necessary for the bulb to produce the best results. Tulips should go five inches apart for the single earlies, and six inches apart for the late types. Narcissus are best at eight inches, as they make a much larger root system. The small bulbs may be tucked in an inch apart for mass display. Hyacinths need eight inches apart to be at their best.

It is best to plant the bulbs at the proper depth and refrain from mulching except in case of hyacinths, which are such early risers that a light mulch is advisable to protect them from early rains and frosts. In soils inclined to be heavy it is best to plant the tulips in raised beds so that the bulb when planted will be near the normal level of the soil. The tulip needs a warm summer ripening and deteriorates in cold, heavy soil.

Observe carefully the directions given in catalogues of reliable houses as to the depth of planting and estimate the depth from the shoulder of the bulb, not from its tip. If the soil is heavy and there is any question about its drainage, plant the bulb on a cushion of

straw so that water may not accumulate about its base. Also, in planting observe the distances apart recommended by authorities which are given in the catalogues. These have been figured out by careful experiment as to the root area necessary for the bulb to produce the best results. Tulips should go five inches apart for the single earlies, and six inches apart for the late types. Narcissus are best at eight inches, as they make a much larger root system. The small bulbs may be tucked in an inch apart for mass display. Hyacinths need eight inches apart to be at their best.

It's the little things that bother for instance, but you can't sit on us. You can sit on a mountain, a tank.

FALK'S LA GRANDE STORE
Successors to N.K. WEST & CO.
Kayser No. 88x
The Service Hose Supreme
\$1.35

East Oregon Fast Freight, Inc.
Over Night Express Service at Freight Rates
Insured Carrier
Auto Freight Terminal
Phone Main 673 1413 Jefferson Ave.

When It's All Said and Done
You Buy
Auto Insurance
For Protection Only

—unless you consider it as an investment to protect your other investments... and that is exactly what Auto Insurance does for you. Consider the number of cars being driven today... the number of accidents resulting in damage and in too many cases injuries and death.

When ever and where ever you drive you are continually running a risk of having an accident due to your own carelessness, the carelessness of someone else or to some unavoidable circumstance.

Let us tell you about our easy payment plan of selling auto insurance—Come in today—tomorrow may be too late.

UNITED STATES INVESTMENT CO.
D. W. Warnock, Mgr. 113 Depot St.

NEED TIRES?

use your credit
As low as 70¢ a week

IF DUNLOPS weren't the finest tires in the world, we couldn't offer such low and liberal terms as 70c a week. But Dunlops are so good they are the one tire bonded and guaranteed for one year, even on the heaviest, most overloaded trucks. Compare the abuse any truck gives its tires with the abuse you give yours, and you can see what Dunlops would deliver for you. We take no risk in selling such tires on credit. We know you will like them and be back for more.

DUNLOP
Built to stand abuse
Bonded against abuse
PLAYLE OIL CO.
ADAMS & GREENWOOD
EASY PAYMENTS GLADLY ARRANGED

SAVING 8,400,000 REVOLUTIONS A YEAR

NEW MULTI-RANGE CHRYSLERS PROLONG ENGINE LIFE AND REDUCE GASOLINE CONSUMPTION WITH GREATLY INCREASED CAR SPEED

While other engines are straining to their utmost in turning up top speeds, the new Chrysler Multi-Range Gear Shift and four-speed transmissions purr along nonchalantly registering some 840 fewer engine revolutions per mile of car travel than other cars. For one of the notable achievements of the Chrysler Multi-Range is its ability to develop highest speeds and greatest power with far less engine speed than was ever before possible.

Think what that means in an average year of driving—

ADDITIONAL FEATURES
DOWN DRAFT CARBURETOR
SYNCHRONIZED POWER SYSTEM
ARCHITONIC BODIES
PARAFLEX SPRING SUSPENSION
METALWARE BY CARTIER
INTERNAL-EXPANDING HYDRAULIC BRAKES

8,400,000 fewer engine revolutions for every 10,000 miles covered; 8,400,000 fewer chances of imparting wear and tear to the moving parts mechanism; 8,400,000 fewer demands on the gasoline and oil supply systems.

And these brand-new cars give you the smoothest, liveliest, most enjoyable and economical performance in modern motoring. A demonstration proves it.

Chrysler Imperial—'27', '70', '66' offered in all popular body styles—Prices range from \$985 to \$3475, o. b. factory. (Special equipment extra.)

MULTI-RANGE CHRYSLER
L. W. WEEKS
Greenwood & Jefferson
COMMERCIAL CARS AND TRUCKS