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My help cometh from the Lord, which made heaven and earth.—Psalm 121:2.

THE PATRIOT'S GRAVE

This is the season when God's Acre, to use a term favored by the Pilgrim Fathers, is at its loveliest, Nature is kind even to the most neglected burying place, carpeting the sunken grave with softest green and glorifying the crumbling headstone with clinging vine or fragrant blossoms. The well-kept cemeteries of our land are now bowers of beauty, visited by musing multitudes who do not forget.

Our country is dotted with patriot's graves. The heroes of five wars rest in the soil of the nation for which they died. Inseparably linked together are the youngest who died in the World war and the oldest who gave his all in the War of the Revolution. Roses and lilies; fuchsias and lilacs; flags and insignia; songs of thrush and cardinal; bugles sounding taps; thin, wavering lines of veterans of '65; strong and sturdy veterans of the last great conflict—what memories Memorial day brings! And how costly are a nation's achievements in brain, brawn and blood!

It is a good and wise thing to muse amid the monuments and principles where sleep those who loved their nation well enough to defend its principles and die for the preservation of its integrity. A journey to Mt. Vernon just to stand for a few minutes before the tomb of Washington, is worth all that costs in time and money. A pilgrimage to Springfield; to dream by yonder hillside where the dust of Lincoln rests, and in the town where his children used to play, is an education for the heart. What lessons at the patriot's grave for us who live—lessons of loyalty, sacrifice and high service!

FOREIGN TRADE

Few persons realize how much their daily lives depend upon the flow of commerce across the seas. The relations of foreign trade to the individual are known only to the economist and a few others who have observed them in actual practice. Trade is such an ordinary thing that the layman pays little attention to it—but stop it and see what happens.

Some American communities sell in foreign countries half of all the goods they produce. Suppose some catastrophe blocked all exports from American piers. Were the United States to discontinue exporting her raw materials and manufactured products, millions of people would be thrown out of work here, and thousands of foreign factories would have to suspend their operations.

Nine-tenths of the shoes worn in the United States are of domestic manufacture; but twelve different countries contribute to their production. The soles come from Argentina; the eyelets and the lace tips from Canada; the inner sole is treated with a camphor compound from Japan; Java and Sumatra supply the shellac; some threads are of silk from China; the rubber for the heels is produced in the Straits settlements; the dye for black shoes is derived from a wood grown in Haiti.

Political isolation may be possible, but in this day and age economic isolation is impossible for civilized countries.

Who says the soul of art is dead in this industrial age? Just look at our gas stations and grocery stores with their distinctive color schemes.

There will be gold at the end of the rainbow—if you save it while on your way there.

It is easy to work on the level; watch a man when he hits a hill.

Decoration Day Specials

Model A Sport Coupe with Rumble Seat	\$275.00
Model A Standard Sedan	\$350.00
Model A Standard Coupe Rumble Seat	\$300.00
1930 A Roadster	\$385.00
Chrysler 70 Coach, leather upholstery and trunk	\$360.00

We have a fine assortment of cars ranging from \$15.00 to \$485.00

WE TRADE

PERKINS MOTOR CO.

Cor. 4th & Adams Phone Main 500

OLDTIMERS HOPE TO PROVE WORTH

Still a Few Rattles in the Old Car Yet, Speedsters Believe.

INDIANAPOLIS, May 29.—Favorites of yesterday will try to come back in the 500-mile automobile race to be staged here May 30.

Ralph DePalma, winner in 1915; Ralph Hepburn, Leon Duray, Phil (Red) Shafer and Peter DePaolo, victor in 1925, head the old timers who will pit their skill against them caught with the greater experience and skill against the irrespressible daring of the youngsters who have showed them aside.

Youthful Billy Arnold, winner here a year ago; Louis Meyer, American driving champion in 1928 and 1929; Lou Moore, the heavy footed William (Shorty) Canton and Wild Bill Cummings, are among the youths of the roaring road who stand in the way of the veterans.

The stars of past days will have them in their comeback. No expense has been spared in developing the class two-seaters they will send to the starting line after a portion of the \$100,000 purse offered by the Indianapolis motor speedway.

Duray, back in the hazardous sport after a year's retirement, will put his hope in a 16-cylinder car. It is claimed to have too much speed for even the most daring driver. Duray, holder of the Indianapolis track record for one lap—an average speed of 124.018 miles per hour, made in 1928—still has a heavy accelerator foot.

Young Arnold again will be in the seat of the eight-cylinder, front drive beauty that he guided to victory here last year at an average speed of 100.448 miles per hour. It was the first front-drive car ever to win the race.

Shorty Canton, who finished second in 1928, will drive what is claimed to be the fastest car on the track—one capable of going better than 200 miles per hour. It is powered by a 16-cylinder motor developing 300 horsepower at 6000 revolutions per minute. Canton is one of the most daring drivers on the track.

Louis Meyer, who introduced the 16-cylinder type racer to the speed loving public here last May, will tool the same model this month.

Taking advantage of the new rules, permitting four valves to the cylinder and one carburetor for each two cylinders, he has put many more miles per hour in it and improved its general stability.

There are five 16-cylinder machines among the 72 entries. Fifty-six others are straight eights or twin-fours, one other has six cylinders and ten are of the conventional four cylinder type.

Ralph DePalma's entry—a rotary valve—and Classic Cummings' oil-burning phenom, are causing no little interest. Rotary valve motors have been tried here before, but excessive heating or other difficulties have held them back.

Forty cars will be permitted to start the race, providing they meet the qualification tests. The gasoline motored jobs must run ten miles at a minimum speed of 90 miles an hour. The minimum was decreased for the oil burner.

Front-drives are plentiful at the track, but a majority of the starters likely will be the conventional rear drives. The racing mechanism brought back into the sport last year, again will be beside each driver. Several near-stock cars also will participate.

Five former winners are among the probable starters—DePalma, victor in 1915; L. L. Corun, co-driver of the winning car in 1924; DePaolo, victor in 1925; Meyer, winner in 1928, and Arnold, who led the field last May.

The daughter of a German brewer is said to be planning a flight to the United States. Well, who should know more about hops?

IN INDIANAPOLIS CLASSIC



Above are two of the oldtimers who hope to pull irrepressible Billy Arnold from his auto speed throne. In the 500-mile grind May 30 at Indianapolis, skill and experience are the weapons they'll carry in their battle with Arnold, who last year won the race with an average of 100.448 miles per hour.

Urge Motorists To Co-operate To Stop Fires

PORTLAND, Ore., May 29.—Forests of Oregon can be protected from disastrous fires this year only through the full co-operation of motorists and others who frequent the outdoor areas of the state, declared the Oregon State Motor association in a statement yesterday pointing out the increased dangers of the approaching fire season.

Desultory rainfall and the consequent tinderbox condition of field and forest sections as the season advances presents motorists with a rare opportunity for displaying good citizenship.

State and federal officials have sounded a warning that one of the most serious forest fire situations in many years is in prospect unless the authorities are given the assistance of motorists and campers in reducing the hazard. Fires will be quick to start, had to control.

Forests can be kept green and the fish and game resources of the state conserved if motorists will observe a few simple rules. It is unwise, of course, to throw lighted matches or burning tobacco from an automobile. Leaving an unattended campfire is a careless folly of which no good citizen should be guilty. Those who venture into regions where the fire post exists have a greater motive for care than simply fear of the law. They can, if they will, safeguard the beauty and natural resources of their state.

ABOUT TAXES
Last year special motor tax levies in the amount of \$780,000,000 were nearly double the figure for maintenance of all roads and were equal to the total expenditures on the main or state roads, according to the Oregon State Motor association.

HEAVY INCREASE
Motor vehicle taxes increased 500 per cent from 1921 to 1929, while car registrations increased only 133 per cent, according to the Oregon State Motor association.

Motor Overheating Causes Are Cited

Overheating of the motor is a common difficulty encountered at this season of the year, according to the Oregon State Motor association, which cites important causes:

Failure to remove anti-freeze used during colder weather.
Clogging of the cooling system, due to rust.

To secure greatest efficiency in engine operation, the cooling system must function correctly.

Motorists should drain the radiator and flush it carefully to remove anti-freeze and before refilling, should replace worn hoses and tighten all connections. The packing about the water pump also should be checked.

If the engine is clogged by rust it should be flushed thoroughly, particularly in the reverse direction to the normal water flow. This can be accomplished by disconnecting the lower hose and forcing a stream of water up through the radiator.

Overheating also may be due to a number of other causes, including: worn spark, inaccurate timing, sticking brake bands and inadequate lubrication.

LOWEST MOTOR TAX
The north central and mid-western sections of the country have the lowest average per motor vehicle tax, with a rate of \$27.50; Oregon's average is \$48.84, according to the Oregon State Motor association.

SPEND MUCH FOR GAS
Oregon motorists pay gasoline taxes at the rate of \$19.00 each day. The gasoline taxes of the United States amount to \$1,400,000 per day, according to figures supplied by the Oregon State Motor association.

HOLLAND MOVES TO HALT ANTI-RELIGIOUS CAMPAIGN
THE HAGUE, (AP)—An anti-religious campaign in Holland has reached such proportions that the government is taking action.

A bill has been introduced in the second chamber of the states general providing punishment for anyone found guilty of uttering contemptuous blasphemy in a public place, or of exhibiting blasphemous writings or emblems.

THE OPEN COURT

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

La Grande, Ore., May 29, 1931.
The Union Pacific railroad has been one of the principal factors in the upbuilding of this community and will so continue to be in proportion to the patronage it receives from our citizens. The railroad maintains its own highway, its shops and division headquarters here and thereby pays a large amount of local taxes for the support of community institutions.

The railroad thrives on traffic and its payrolls rise and fall with the amount of revenue received; every article of merchandise sold and which is replaced by rail shipment means corresponding prosperity for the railroad, its employes and for La Grande and vicinity.

Our town is less affected by the nation-wide depression than many other places and only one policy can keep it so and that is loyalty to those who benefit us. Shipper and receivers of freight should keep this fact in mind and realize the value of patronizing a fixed and dependable transportation system such as we have in the Union Pacific system.

In view of the above facts, therefore be it:

RESOLVED, by Grande Ronde Division No. 362, Brotherhood of Locomotive Engineers that we consider it our duty to patronize those who ship by rail.

By Herbert Plummer

WASHINGTON—Diplomatic liquor again moves into the limelight as the result of an attempt to "hi-jack" the supplies of the legation of El Salvador.

Dr. Don Carlos Leiva, charge d'affaires, was sent to the hospital with a broken head, and 17 cases of choice liquors fell into the hands of hi-jackers.

And thus diplomats face another difficulty in providing their establishments with thirst-quenching supplies. The task of getting liquor from ports of entry safely into the embassy or legation is hard enough, but to be forced to stand guard over one's cellar is something else.

Embassy liquor—a term commonly used around Washington—long has been a delicate problem. It is one subject assured of front page space.

NOT SO EASY—
Almost everybody knows that diplomats may import as much liquor as they care to, regardless of prohibition. That is one of the privileges of diplomatic status. But there is more to it than merely having the right to bring it in.

They must transport it from the port of entry, usually Baltimore, in trucks, for movement by freight train is prohibited. There they run the risk of being hijacked en route.

In most instances the diplomats take out "holdup insurance" to guard against financial loss. The rates are high, and although the shipments come in duty free, by the time the insurance and cost of trucking is paid, the amount of money expended is considerable.

When, too, an accredited attaché of the embassy or legation must ride in with the cargo to make it completely immune in the eyes of the law. On occasions the attaché has been known actually to take over the wheel of the truck used in transporting the liquor.

TARGET
There has been criticism of this liquor privilege accorded representatives of foreign governments in Washington. The most outspoken, perhaps, was former Senator Cole

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MEMORIAL DAY

TO WE WHO REMAIN TO ENJOY THE FRUITS OF THEIR SUPREME SACRIFICE—LET US PAUSE TO DO THEM HONOR

Old Kate is Dead; England Mourns

LONDON, May 28 (AP)—Old Kate is dead.
The passing of this picturesque woman who sold race cards on every British course for half a century was chronicled prominently Thursday in London papers. Patronized by kings, peers, race horse owners, jockeys and thousands of fans, she became a national character of her time.
Although known to her neighbors as Mrs. McNeil, her real name was a mystery even to herself but she said she was born in a workhouse 85 years ago. She was obliged to quit work two years ago on account of failing health, but a public subscription, to which King George contributed, enabled her to pass her last days comfortably.
The general public first became acquainted with her when she exhibited anxiety for the king during his illness of 1928. He sent a message of thanks to her after he recovered.

Something New — VERICHROME FILM

Try this new film — manufactured by an exclusive Eastman process. It means better pictures. We have it — Get a supply.

RED CROSS DRUG STORE

NASH

Aviation demands Twin-Ignition!

NASH OWNERS CALL IT INDISPENSABLE!

Air Commerce Regulations, issued by the United States Department of Commerce, require two spark plugs per cylinder in commercial aircraft motors of over 40 horse power.

Of course, you can get along without Twin Ignition. But here, in hard, cold engineering figures, is what you are missing:

The same motor, with Twin Ignition instead of single ignition, produces 22% more power, 5 miles an hour more top speed, and 2 extra miles of travel from every gallon of gasoline.

And, the prices of these Twin-Ignitioned-motored Nash Straight Eights are no higher than the prices of other cars without this extremely important improvement!

For the same reasons, Nash provides Twin Ignition in Nash Eight-90 and Eight-80 motors.

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806 ADAMS AVENUE
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	Price Each	Price Per Pair
30x3 1/2	\$4.39	\$8.54
4.40-21 (29x4.40)	4.98	9.60
4.50-20 (29x4.50)	5.60	10.90
4.50-21 (30x4.50)	5.69	11.10
4.75-19 (28x4.75)	6.65	12.90
5.00-19 (29x5.00)	6.98	13.60

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