

# LaGrande Evening Observer

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They that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles; they shall run and not be weary; and they shall walk and not be faint.—Isaiah 40:31.

### A DAY FOR THE FLAG

Tomorrow the nation observes Flag Day. La Grande citizens will not permit the day to pass unnoticed. It is fitting that an emblem which means so much and plays such an important part in the observance of every national holiday should have a day set apart for itself.

For 150 years the Star Spangled Banner has been the national flag of the United States. Of course it was not always the same in appearance as it is today. The stars have multiplied one at a time, and there are not as many stripes now as there once were. But it has had a glorious history, and to many more than American citizens its flutter in the breeze brings patriotic ecstasy more easily mentioned than defined.

It has been the object of many tributes from great men and women. Those familiar with it will long remember one such tribute paid by Woodrow Wilson in New York City on May 17, 1915. In addressing the mayor's committee while the American fleet was staging a naval parade in the Hudson, he said:

"When I think of the flag that those ships carry, the only touch of color about them, the only thing that moves as if it had a settled spirit in it, in their solid structure, it seems to me I see alternate strips of parchment upon which are written the rights of liberty and justice, and strips of blood to vindicate these rights, and then, in a corner, a prediction of blue serene in which every nation may swim which stands for these great things."

It is merely trite to emphasize the fact that the flag would be only a patch of pleasing color except for things it typifies. The American flag is beautiful and appealing because of its color scheme and design, but so are many other flags. The Star Spangled Banner is what it is because of what it represents, because it stands for liberty and justice, and for blood sacrificed "to vindicate those rights," and for the serenity of mind and soul assured to all who adhere to such principles.

### ADMITTING DEFEAT

Do we have the courage, or the sense, to face our own shortcomings, and to admit to ourselves and to all concerned our various mistakes? If not, there is little hope that we shall ever be much better equipped to fight our battles than we are today.

Only obstinacy refuses to confess error, and only vanity declines to admit defeat. Obstinacy and vanity are drags upon the chariot of progress. Unless we cut them loose we do not get very far.

The same truth holds for the individual, the group, the community, the nation. History is replete with instances of fine heads battered against the impenetrable wall of unalterable fact, of fine causes lost by enthusiasts who clung tenaciously to original error, of cities stunted because they were too proud to change their habits, of nations wrecked upon the shoals of their selfish desire.

There is no shame in admitting failure or mistake, either to ourselves or to onlookers; we cannot long delude those who watch, and they will respect us the more highly if we frankly confess, when we miff the ball, that it was our fault. As long as we are not too vain to face the facts there is hope for us. But we will never be useful to our team-mates in life as long as we hypnotize ourselves into believing that we have made a home run with the bases full after we have just struck out.

**Clark Wood Says**

Wonder how Mayor Porter would feel if a French guest at his table walked out because water was served?

The total cost of all kinds of government in this country is found to be four times as much as before the war. That it is worth half as much will hardly be admitted by disgruntled taxpayers.

Strolling couples once studied astronomy in the open on cloudless nights. Now they go to western talkies to see the shooting stars.

We've no doubt that in the opinion of Texas Guinan's blondes, gentlemen are lacking in French official circles.

Congressmen apparently fear that doing away with political army posts will wreck their political fences.

We wish Europe would quit pecking around for the war that the league is keeping her out of.

### DISCOVER OFFICER'S BODY

HELSINGFORS, Finland, June 13 (AP)—Fishermen today discovered the body of a Russian naval officer floating in the Sea of Eknae. It was believed to be that of a man who escaped from the Russian submarine which sank off Finland last month. The Soviet authorities have been reluctant to discuss the loss of the boat but it was believed to have sunk in collision with another vessel, which also was sent to the bottom.

Dorothy thinks that an architect should be a much traveled man because he takes in all the sites.

In trying times there is no class distinction; there are the idle poor as well as the idle rich.

### COMING SOON

**TRADER HORN**

## NEW MOTOR CODE HAS REAL "TEETH"

Attorney Rubin Tells of Penalties For Violating Present Statutes.

By Meyer C. Rubin  
Attorney, Oregon State Motor Association

PORTLAND, Ore., June 13 (Special)—Most violations of the motor vehicle code are of such nature that the Oregon legislature considered that local magistrates are best suited to determine the minimum punishment to be inflicted. Three violations, however, were considered to be so intolerable on the public highway that the minimum punishment was not left to the discretion of the court, but was specifically provided by legislative enactment. They are: reckless driving, driving while intoxicated and falling to stop after an accident, resulting in the injury or death of any person. This follows closely the recommendations of the national conference on street and highway safety, of which the Oregon State Motor Association is a member.

Reckless driving, as defined by the Oregon legislature of 1931, consists of driving any vehicle upon a highway in a manner which endangers the rights or safety of others, or driving without due caution and circumspection, and at a speed or in a manner so as to endanger, or be likely to endanger any person or property. The penalty provided for reckless driving is a jail sentence of not less than 5 days or more than 90 days, or a fine of not less than \$25 nor more than \$500, or by both fine or imprisonment, and on second or subsequent conviction, the minimum is raised to 10 days or \$50 and the maximum to 6 months and \$1,000, or both a fine and imprisonment.

It is unlawful for any person who is an habitual user of narcotic drugs or any person who is under the influence of intoxicating liquors or narcotic drugs to drive any vehicle upon the highways of the state of Oregon. Anyone who is convicted of going so is liable on the first offense to imprisonment for not less than 30 days nor more than one year, and by a fine of not less than \$100 nor more than \$1,000. It will be noted that there must be both a fine and imprisonment for the second offense, the minimum is 90 days with maximum the same as on the first offense, with a fine, at the discretion of the court, of not more than \$1,000.

May Revoke License  
In addition the operator of a chauffeur's license of any person convicted must be revoked by the secretary of state and, if death results from an accident, the operator will be deemed guilty of manslaughter and subject to the punishment prescribed for that crime.

In addition to the above penalties, the motor vehicle being driven by a person under the influence of narcotic drugs or liquor, if owned by the driver, must be held in custody by the sheriff for not less than thirty days nor more than six months, subject to the right of the court in its discretion to permit a member of the family of the convicted person to use such vehicle. On a second conviction the car will be impounded not less than six months or more than one year and not to be used for any purpose whatever.

A person charged with this offense may be taken by the person arresting him before a duly licensed physician for examination as to his condition and evidence of such physician may be admitted as evidence.

Must Stop Promptly  
The driver of any vehicle involved in an accident resulting in injury or death to any person shall immediately stop such vehicle at the scene of such accident, and any person failing to do so is subject to be sentenced to not less than 30 days or more than

one year in jail or not less than one year or more than five years in the state prison or by a fine of from one hundred dollars to five thousand dollars, or by both fine and imprisonment. In addition the operator and chauffeur's license of the party violating will be revoked.

If the accident only results in damage to property, the "hit-and-run" driver will only be guilty of a misdemeanor and punished as follows: On the first conviction by a fine of not more than two hundred dollars or by imprisonment of not more than 10 days; for a second conviction within one year the ante is raised to not more than two hundred dollars or 20 days or both, and on a third conviction within a year to not more than five hundred dollars or six months or both.

Anyone who violates any provision of the motor vehicle code for which no specific punishment is provided, and that covers most of the possible infractions, and as such the same as a "hit-and-run" driver who merely damages property.

For the first offense the judge can not both fine and send to jail, but on subsequent offenses within the year, he may "throw the book" at the offender and take his money and let him languish in jail.

It is anticipated that the harsh punishment provided for serious offenses will be a deterrent to recklessness, to driving while intoxicated and to "hit-and-run" driving, while the leniency with which "first offenders" must be treated will have a salutary effect in producing a respect for the law which harsh and unreasonable punishments for first and minor infractions of the law never could.

### In Washington

By Herbert Plummer  
WASHINGTON—Among the host of retired army and navy officers—that element which contributes glamour to Washington—there is perhaps none more picturesque than that grizzled old seagull, Admiral Charles Hughes. Admiral Hughes quit the navy last year, a month before age would have forced him out. Because a navy build-up program to fit the terms of the recent London treaty had to be prepared, Hughes resigned voluntarily ahead of time.

He hailed down his flag as chief of naval operations—the highest office in the navy—and with the praise of both the president and secretary of the navy ringing in his ears, retired to the peace and quiet of his home in Chevy Chase.

His address is still "Care of Naval Operations," but it merely means that his mail goes there.

TRUE SEADOG  
It has been a long time since the navy had a four star admiral bosing its affairs who looked and acted the old seadog more consistently than did Admiral Hughes.

Deck life in Washington failed to bend his quarterdeck complex. Political expediency somehow seemed never quite able to brush away common sense.

And even now those steely eyes of deep sea blue, his cheeks long ago crumpled to a permanent ruddy hue, the mustache of Kiking-like proportion, all mark him for what he is—a sea going sailor.

As chief of naval operations, orders were orders to Hughes, and when he issued them they were meant to be obeyed.

The story of how on one occasion his orders were disregarded is familiar in congressional and naval circles.

A member of congress from the west, who held a seat on the naval affairs committee of the house, got a hurry call from home. He used his committee membership as a lever to procure a navy plane for transportation.

QUARTERDECK AUTOCRAT  
The naval secretary for aeronautics and the air station commander gave their approval. But Admiral Hughes

## Unimproved Road Mileage At Only 339 Over Oregon

A chart, prepared by the Oregon State Motor association, shows graphically the progress in state highway improvement since Nov. 30, 1924. At that time there were over 1300 miles of unimproved road on the state highway system. As that time also Oregon was just entering into its program of road building.

In the six years following, Oregon had reduced the unimproved mileage to 339 miles and up until Dec. 31 of last year the state had added approximately 40 per cent of the entire highway mileage—a total of 1694 miles.

This year (1931) is Oregon's biggest year in highway improvement and through the medium of increased federal appropriations the state will make more progress in highway construction than in any previous year.

There have been approximately 300 miles of roads improved each biennium since 1924—a total of 979 miles in the six year period.

The highway commission has kept surfacing projects in line with new construction, as during the same six year period the graded but unsurfaced roads have only increased from 318 miles in 1924 to 408 miles at the end of 1930, a net increase of only 90 miles, while during the same period 979 miles were graded.

At the end of last year only 8 per cent of the state highway mileage remained unimproved and this figure will be materially reduced at the end of 1931.

Reconstruction and betterments have been carried on continuously during this period as is evidenced by the fact that in oiled roads alone 40 per cent of the state highway system has been bettered. During this time Oregon's bonded indebtedness for state highways has been reduced approximately ten million dollars.

vetted the flight, saying it was against regulations.

The admiral's disapproval and the congressman reached the airport about the same time. And the congressman was piloted to his home city by the admiral's commander.

But when the congressman returned, he found a court of inquiry order awaiting him. An order from the boss of the navy couldn't be ignored that way, congressman or no congressman—not when the boss was Hughes.

The secretary of the navy finally stepped in and squelched the whole business, and the affair wound up with no hard feelings. But the incident illustrates the character of this "autocrat of the quarterdeck."

## Gasoline Heater Explodes; 3 Hurt

WESTON, Conn., June 13 (AP)—Eva Le Gallienne, founder of the Civic Repertory theatre in New York; Josephine Hutchinson, actress and friend of Miss Le Gallienne, and Marie Cotti, a maid, were in a hospital today suffering from burns caused by the explosion of a gasoline water heater in Miss Le Gallienne's summer home.

Miss Le Gallienne and Miss Hutchinson went into the basement to help the maid adjust the heater, which was not functioning properly. Miss Le Gallienne struck a match which ignited gasoline fumes.

The women were knocked down. Their clothing and hair caught fire. Anthony Gerace, a gardener, ran to the basement, beat out the fire, and drove the victims to the Norwalk hospital ten miles away.

Dr. William W. Tracey said Miss Le Gallienne was the most seriously burned. She suffered severe burns on the arms, face and body. Most of her hair was burned off. She is expected to recover.

More than \$10,000,000 worth of livestock was handled through the markets at Montgomery, Ala., during 1930.

## 9000 To Be Slain In Car Accidents In Next 3 Months

WASHINGTON, June 13 (AP)—By the law of averages 3500 persons are to drown and some 9000 will be killed in auto accidents in the next three months.

These are the figures announced by the American Motorists association in warning motorists of vacation day perils. The computations are based on 10-year census bureau data for June, July and August.

The association said there were 30,000 automobile fatalities last year, of which about 9600 occurred in the summer months. Of these 3500 persons who drown during the summer months, the association said the majority were unaccustomed to the perils of swimming and bathing in unfamiliar waters.

## Speed Laws Are Being Observed, Hoss Reports

SALEM, June 13 (AP)—Speed regulations under the new rules of the road are being fairly well heeded, declared Hal E. Hoss, secretary of state, following a personal inspection of highway traffic during the past few days. Hoss also stated he had seen no cases of extreme recklessness during several hours of patrol.

"While many cars were traveling at a fair rate of speed, all the drivers appeared to be conscious of their responsibilities," Hoss said. "I am sending a bulletin to all state officers asking them to pay particular attention to cases of excessive speed, and directing that in flagrant cases arrests be made under the new law for reckless driving."

"The new law should not be taken advantage of by any increase in speed as in reality it only legalizes the speed which most of us have been traveling."

The new law lifts the 35-mile an hour speed limit and places an indicative speed of 45 miles an hour on open road driving. The indicated speed does not place a limit, but increases responsibility beyond that point.

## Oil Contracts Are Signed By Board

SALEM, June 13 (AP)—Contracts for lubricating and crankcase oils for automobiles have been signed by the state board of control, at which 50,000 gallons will be purchased from four companies at prices of 26½ cents for Western and 32½ for Eastern. The contract price was declared to be \$2500 less than that recommended by the state highway engineer.

William Emzig, state purchasing agent, reported to the board that the recommendations of the highway department urged the purchase at the rate of 30½ cents and 43½ cents. A meeting of oil company representatives was called at which the lower price was agreed upon, and the amount divided between the four companies. The contracts were signed with Shell, Standard, General Petroleum and Associated Oil companies.

The average production of 2,143 dairy cows on test in Tennessee improvement associations in April was 544 pounds of milk.

New York—Detective files to prosecutor's home with new diary of Starr Faithful.

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