

# LaGrande Evening Observer

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HAROLD M. FINLAY Business Manager

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O come, let us worship and bow down: let us kneel before the Lord our maker. For he is our God; and we are the people of his pasture.—Psalm 95:6, 7.

## OUR BAND

The La Grande band presented an outstanding concert of marches, overtures, and descriptive music last evening, with characteristic perfection. That concert was a tribute of appreciation to the citizens of La Grande who, through financial aid, have made it possible for the band to continue.

It was also a recognition of the timely aid of the members of the American Legion, who stimulated and organized the efforts of the other organizations and citizens who came to the support of the band; and the Legion Drum Corps returned the compliment by contributing two skilfully executed numbers to the program last night.

The La Grande band, though not now supported by city funds, is truly a civic enterprise. Both Andrew Loney Jr., the director, and the personnel of the band are thoroughly loyal to La Grande, and through their loyalty to each other and to their organization, they are able to respond on short notice to requests of all kinds, whether the occasion be a basketball game, a parade, or a concert.

Mr. Loney is recognized as one of the leading directors and conductors of the Northwest, and his organization includes many musicians of outstanding ability. Through the efforts of these men the name of our city has become favorably known throughout the state. Faithful practice under the guidance of the director, whose imagination, resourcefulness, and wide knowledge of music supply a seemingly inexhaustible repertoire, has earned them the reputation of being one of the most competent bands of the Pacific Northwest.

It is a distinct advantage to La Grande to be represented by this band, even if one considers only the commercial aspects; but the cultural value is even greater. The band is a powerful influence for good in our community; it encourages the young musicians in our schools; it stimulates all other musical organizations; it promotes a spirit of good will and co-operation; it develops the musical abilities of all who join; and it affords our citizens a valuable education in music.

The band outdid itself last night in expressing its appreciation of our support; and we should appreciate the spirit of loyalty and enthusiasm which held the band together when it seemed almost impossible to continue.

## JAPAN'S COURSE

Granting for sake of argument that Japan is warring on China in defense of her trade, which is menaced by the Chinese boycott, what is she to gain by using force rather than peaceful arbitration in her efforts to right this commercial wrong? The world witnesses Japan's army and navy, her rifles, machine guns, cannon and bombs, resorted to in a tremendous business getting enterprise.

Have the fortunes of war improved since 1918? The nations that entered the World war without being forced in believed in the power of war to endow them with certain trade or territorial advantages. All came out of that terrible mistake sadly disillusioned. Perhaps Japan was too far awa; to learn the bitter lesson.

The Japanese attempt to vindicate the attack on Shanghai by the Chinese boycott and the anti-Japanese propaganda of the Chinese nationalist government. It is true that these movements injured Japan's trade in China and Manchuria last year, but who is responsible for them? What has Japan done to provoke a boycott and racial hatred? These flames may be fanned by demagogues, with which both of the Eastern powers are overcrowded, but the fires must first be started.

Japan's remedy for the situation assumes that she can make China love her and buy her goods by bombarding her cities, slaughtering her citizens and occupying her territory. No country ever got business that way and Japan has about as much chance of doing it now as the Chinese navy would have of sinking the American navy.

Let Japan show an ounce of good will toward China; let her make some overt move that will disarm those who suspect her of imperialistic designs upon her great continental neighbor, and the Chinese boycott will be broken. No politician can misinterpret a real act of international friendship.

Not all the wooden-headed drivers are found in golf bags.

## Other Papers Say:

**TYPICALLY JAPANESE**  
Lieutenant General Kenkechi Ueda, the new Japanese commander at Shanghai has issued an ultimatum to the Chinese to withdraw all military forces from the Shanghai area, stating that "there would be no hostilities if the Chinese withdraw" and "the further the better" is typical of Japanese arrogance.  
Shanghai is Chinese territory and the Japanese assault after all demands had been complied with, was unjustifiable. It is the Japanese who should withdraw, for their invasion is in violation of the League of Nations covenant, of the Briand-Kellogg pact, of the Kellogg-Briand pact, of the power treaty guaranteeing the territorial integrity of China, to all of which Japan was a signatory.  
The Chinese cannot be blamed for resisting the demands of an outlaw nation, whose thinly veiled objective is the domination of China and the exploitation of the Chinese. Had the League of Nations and the United States acted in the past, the first invasion of Manchuria, instead of faltering and procrastinating, and followed it up by severing diplomatic relations, thus strengthening the hands of the friendly ministry, the militarists would not have secured control of the Japanese government. Much of the blame for the existing situation rests on the powers for permitting the violation and scrapping of peace treaties.  
The Chinese have good reasons to resist the invaders. Their experience with Japan was the most desperate defense to prevent the disintegration and seizure by armed might of its territory. Korea had been under Chinese suzerainty since 1627, when Japan launched a tremendous attack in 1894 and annexed Korea. During the world war Japan seized a large section of China and imposed the infamous 21 demands, but was forced by international pressure to return the spoils, but secured concessions in Manchuria she was not entitled to. Last September the Japanese launched an unprovoked attack on Mukden and has since seized all of Manchuria, for annexation as Korea was grabbed. Now the Japanese, without a declaration of war, are attempting the seizure of Shanghai and the entire Yangtze valley.  
Fully equipped as the Chinese are, fired by patriotism, they are capable of such a desperate defense as to make the venture extremely costly to Japan and spell her economic and financial ruin in the long run, for the Chinese though peaceable, are not only good fighters, but in a just cause they are invincible. Their past masters of passive resistance as well—Salem Capital Journal.

**BOTH SENTIMENTAL AND SELFISH**  
Most of the argument concerning trading at home have been worn out with constant repetition. Yet the subject is still a vital and an important one.  
During the past few years there have been important changes in merchandising. The argument by most local merchants is not now so much to trade at home as to trade with the particular type of store that they represent. Mail order business has declined and most of the mail order houses have established their retail outlets.  
The method of distributing merchandise over the counter, a personal transportation between buyer and seller, has become more firmly established today. That is a favorable fact for local merchants.  
The local merchant still has his competition. It is usually in the form of mail order or city stores.  
The appeal, to people to buy at home must be put upon more than mere sentimental grounds, though there is force to the argument of loyalty to friends, neighbors and customers.  
Many people in small communities state that they cannot buy as cheaply at home as in some distant point. Buying facts bear out this contention. But when people live in a small community they must expect to do business on the basis that is essential to success of business in a smaller town. It is selfish to expect your customers to pay the prices that you ask and yet be unwilling to pay fair prices for what you buy of them. Business must be done at a profit. If you get a profit yourself you must expect to pay one to the other fellow.  
We are not discouraged about the small town and city. Some folks say that decline of the smaller centers is inevitable. There is little to prove it. Population is not growing as rapidly in smaller communities as in the cities. But the cities have grown too rapidly — too many of them — and people have no work. Population is no asset unless that population is well employed.  
Every hand there is evidence of improvement in small communities. That improvement consists of better streets, schools, highways, homes and stores. And with all of these things that decline of the smaller centers is inevitable. There is little to prove it. Population is not growing as rapidly in smaller communities as in the cities. But the cities have grown too rapidly — too many of them — and people have no work. Population is no asset unless that population is well employed.

**CHANGING IN AUTO LAWS APPROVED**  
Secretary of State Hoss Relates Results of Adopting New Code in 1931.

By Hal E. Hoss (Secretary of State)  
The state of Oregon took a forward step in motor vehicle legislation in 1931, in the opinion of those conversant with conditions, when it adopted the third and fourth articles of the uniform vehicle code, drafted by the National Conference on Street and Highway Safety, the former of which related to the registration of motor vehicles and the latter to the regulation of traffic on the highways. The first and second acts of the code, adapted to the conditions of the state, provided for motor vehicle registration, and the issuance of title laws, which have been a part of the Oregon motor vehicle system since 1925. By overwhelming majorities, both houses of the 1931 legislature approved the two new measures, which had been endorsed enthusiastically by many prominent individuals, by organization in the state interested in the promotion of safety and of uniformity in regulations, and by the office of the secretary of state, under whom jurisdiction of motor vehicle legislation has been placed for many years.

Observance of traffic conditions in Oregon during the last few years, study of conditions in the various states and in other states, and helpful guidance of the national conference in advancing the development of better motor vehicle legislation were responsible for my interest in the uniform code with its recommendations for perfecting laws governing automobiles and their operators. I attended the 1930 session of the conference in Washington, D. C., and obtained from it a general knowledge of the progress of other states along with the uniform code. The suggested plan, analyzed and advocated by nationally-known traffic experts, for the relief of the rapidly increasing congestion with its attendant dangers.

**OREGON READY FOR CHANGE**  
Oregon, with a steady growth in motor vehicle registration, with wide-spread highway engineering, and a law which definitely enough to cover these variances in conditions and to provide sufficient supervision over the operation of automobiles, and with a citizenry open-minded toward changes, was ready for a revamping of its motor vehicle statutes. After a study of the uniform code, it appeared to me that it was best for Oregon to consider those acts establishing a model highway traffic law, which included the basic rule for speed regulation, and a right-of-way proviso, and authorizing tests for operators of motor vehicles.

For many years, motorists in Oregon had followed the practice of the basic rule for the amount of speed permitted. When the average driver was out in the open country, where crossroads were few and vision was clear, a high speed was maintained. The rate of speed was a good deal above the old limit of 35 miles an hour, and the factor of safety to himself and others was reduced. When he was in the more closely settled districts, his rate was sharply reduced, and in cities, even slower travel was maintained. Enforcement of a 35-mile limit for all conditions of roadway was felt by officers concerned with this duty to be impracticable, and it was felt that a more favorable publicity resulted from the elimination of speed traps, which sprang up in the smaller communities at intervals of several years ago, and officers were not put out on the road for the purpose of "getting" the driver who traveled a few miles faster than the exact speed established by law. The enforcement of the law governing the speed of motor vehicles should be amended to permit the legal operation of a car in conformity with the standard of good sense as outlined in the uniform code. In other words, to keep Mr. Average Driver from being a law breaker every time he took his car out on the open road, and to keep the law on the road, Oregon has hundreds of miles of hard-surfaced, straight stretches where the 35-mile limit was slower than imperative either for the safety of the driver or the safety of the highway. The logic of this new recommendation and the other provisions of the model traffic act was readily accepted by the legislature and the regulations for uniformity in traffic control with other progressive states were adopted.

Since the new traffic regulations became effective on June 6, 1931, public sentiment for the new law has increased. Reduction in motor vehicle accidents in the state during the past six months of the year was 3.7 per cent and in fatalities a 23 per cent reduction was effected.  
Under Oregon's former law, operators were required to obtain a license to drive, but no restrictions other than an age limit and a superficial inquiry as to the driver's possible ability to operate a motor vehicle were made. A simple application form and a dollar bill alone were needed to get a permit to drive in Oregon. The improvement in conditions in other states where operators' examinations had been requisite over a period of years, I was impressed by their definitely better traffic conditions. The accident and fatality rates increasing rapidly in other states, it was clearly evident that the examination requirements were needed, and it was felt that the best way of educating all motor vehicle operators in rules of the road and in safe driving practices, was the value of the tests as educational factors was in itself sufficient endorsement for the new law, which became operative in Oregon, July 1, 1931. While the provisions enacted in this state did not require an immediate calling in of drivers' licenses outstanding and allowed renewals to be mandatory some time within three years following the effective date of the new law, the provisions in the law and its purpose and requirements, and this awakening of interest was at once beneficial. It was pleasing and surprising to note the inquiries and requests for information on the law, as it indicated among other things a healthy interest in the new law, and a greater highway safety. One of the articles in a motorist's magazine brought more than 400 requests in three days following publication for the "Questions and Answers" booklet issued by this office to aid the individual who wishes to study the rules of the road preparatory to taking a driver's examination. A series of radio talks resulted in another influx of requests for similar information, and probably 80 per cent of the new drivers of inquiries were not from new drivers but were from those who had operated cars in Oregon for many years — drivers who wanted to be prepared on traffic questions which their licenses were called in for renewal. This fact was significant in demonstrating the av-

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erage motorist's insufficient knowledge of the motor vehicle law. Many operators who have completed the tests since July 1, have stressed that they had been most helpful to them in showing how little they actually knew about safe driving requirements and they have endorsed whole-heartedly the various features of the test.

**OREGON'S METHOD APPROVED**  
Oregon's method of conducting operators' examinations and the provisions of its law, including the suspension of revocations and suspensions of licenses, have been approved by national authorities in motor vehicle administration. A study of the methods of examining operators in this state was largely responsible for the system that was built up and adapted to Oregon, and our state profited to no small extent by the experiences and experiments in other sections of the United States.

Viewing the accomplishments that have been effected during the short time that these two acts of the uniform code have been in effect, and recognizing the value that similar legislation has had in other states, I look forward not only to a great advancement in safe and sane motor vehicle operation in Oregon, but also to the time when uniform laws will be adopted in all states of the union so that familiarity with the laws of one's own state will mean a knowledge of the requirements of the neighboring commonwealth or the state through which one travels on vacation. This is a practical answer to the nation's traffic problem.

**PETITIONERS ASK U. S. AID LEAGUE**  
(Continued from Page One)  
against Japan.  
Senator Borah, of Idaho, chairman of the foreign relations committee, warned recently against such a step, asserting in his opinion it would lead to war.  
Other signers of the petition included: President Lowell of Harvard; Willis J. Abbott of the Chamber of Commerce; President Hopkins of Dartmouth; President Farrand of Cornell; Guy Stanton Ford of the University of Minnesota; President Ruthven of the University of Michigan.

## CHICAGO LIVESTOCK

CHICAGO, Feb. 20 (AP) — (U. S. D. A.)—Hogs 11,000; 170-210 lbs. \$4.10 @ \$4.20, top \$4.20.  
Cattle 400; compared week ago fed steers 23c higher, fat 34c-stocks 23c 50c higher; strictly choice cattle absent; extreme top yearlings \$8.75; fed steers \$5.25 @ \$7.25.  
Sheep 5,000; for week; killing classes 25c 50c higher; closing bulks: lambs \$6.25 @ \$5.50; fat ewes \$3.00 @ \$3.75; clipped lambs \$5.50 @ \$6.00.

**OMAHA SHEEP** — (U. S. D. A.)—Sheep 1,000; closing bulks: fed wooled lambs \$5.75 @ \$6.35; ewes \$2.00 @ \$3.00; feeding lambs \$4.75 @ \$5.25.

**SILVER FILM**  
NEW YORK, Feb. 20 (AP)—Bar silver firm and 1/4c higher at 30 3/4c.

**O. S. U. TO PLAY OREGON**  
CORVALLIS, Ore., Feb. 20 (AP) — Third place in the northern division conference basketball race will be decided in a series of three games between Oregon and Oregon State college, starting here tonight. The teams are now tied, each with three games to play.

**1932 HONEY VALUES**  
Ladies' rayon 25c and 39c. Ladies' outside hosiery 20c. Pull Ladies' 42 gauge silk 79c and 98c.  
C. J. BREWER, Inc. 290-1st St.

**Sealed bids will be received by the undersigned up to 11 o'clock a. m. Feb. 26, 1932, at the Commissioner's room, City Hall, La Grande, Oregon, upon the following stocks of goods formerly belonging to Conner's Inc. located at La Grande, Enterprise and Union, Oregon, inventoried as follows: La Grande Stock \$13,866.15, Fixtures \$6,769.09; Enterprise Stock \$7,197.23, Fixtures \$1,438; Stock \$9,813.44, Fixtures \$1,553.55. Inventories may be inspected on premises at La Grande and at the offices of the West Coast Textile Association, 738 Morgan Bldg., Portland. Stock may be inspected Feb. 21, 22, 23, 24 and 25th. Certified check or cash for 10% must accompany each bid which will be forfeited if bid accepted and deal not completed. Separate bids may be made upon each store or as a whole. Right is reserved to reject any and all bids and subject to approval of court. C. D. PUTMAN, Receiver in Bankruptcy, Conner's, Inc.**

**ATTENTION LADIES**  
If you have a clever piece of fancy work, or an old sampler, or any other lovely piece of work which you wish to preserve and keep, you will find

**"Colds" And Their Complications**  
The term "colds" usually refers to a condition characterized by a feeling of fullness in the head, obstruction in the nose, sneezing, and a discharge from the nose. This is at first thin, watery, and very irritating. In many cases there is swelling, redness, and soreness of the entrance of the nostrils. In the more severe cases, the mucous membrane of the nostrils, or in the lips, or in the mouth. At times the mucous membrane of the nostrils is so swollen that it is difficult to breathe through the nose. The mucous membrane of the nostrils is so swollen that it is difficult to breathe through the nose. The mucous membrane of the nostrils is so swollen that it is difficult to breathe through the nose.

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