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The steps of a good man are ordered by the Lord: and he delighteth in his way. Though he fall, he shall not be utterly cast down: for the Lord upholdeth him with his hand. —Psalm 37: 23-24.

WHAT ABOUT OUR BOYS?

A short time ago three La Grande boys appeared before Judge C. H. McColloch in the circuit court at Enterprise and confessed three robberies. Each of the boys was sentenced to a prison term and then paroled.

In the lecture which preceded the sentencing the judge placed the responsibility for the waywardness of the boys squarely upon the shoulders of the parents. He asserted that fathers and mothers who fail to provide attractive home life, and who do not know where their boys are at every hour of the day and night, are responsible if they go wrong.

Many people are inclined to believe that such boys are entirely responsible and should be punished more severely, while others claim that criminal tendencies are the result of mental deficiency. But the highest authorities agree with Judge McColloch in placing the blame on the home.

Dr. Amos T. Baker, psychiatrist at Sing Sing prison, said that the mentality of most criminals compares favorably with that of law-abiding citizens, and that most criminals have gone wrong because of unfavorable home conditions.

But what can be done about it? There will always be homes that are failures. Can society do what these homes fail to do? Can the community help boys to go straight when the parents are seemingly indifferent?

It is evident that something should be done to direct the older boys of the city into wholesome recreation. Few of the churches have the facilities, and La Grande has no Y. M. C. A. There is a void that should be filled.

The lad of 16 very often finds himself a misfit, and the following period of two or three years is a dangerous one. At 16 he is no longer a boy — in his own eyes, at least; he is entering manhood and he is almost desperately anxious to do the things that men do.

But the adults yet look upon him as an unlicked cub and refuse to treat him as a grown-up. He feels out of place—lost between two worlds. He starts drifting, and the first group that takes a real interest in him, and treats him as a more or less mature individual capable of making his own choices, is likely to win his permanent allegiance.

That group may be the church, the Sunday school, a Christian young people's organization, the boys own family, a club, a neighborhood gang, or a pool hall crowd—or even a few young loafers who are ready to try any method of getting something for nothing.

The community is not measuring up to its opportunity in this respect. We must realize more vividly the crying need of providing wholesome recreation and guidance for our boys through the period of young manhood. There is the secret of good citizenship.

LIVING COSTS DECLINE

Living costs 17 per cent less today than it did two years ago but 34 per cent more than immediately before the war. Wages are slightly lower than they were two years ago but considerably higher than in the pre-war period. That leaves the current situation favorable to the employed.

Food prices have slipped most since 1930, the average drop for 43 food commodities being 16.7 per cent since 1930 and 27.7 per cent since 1929. Clothing prices are 25.7 per cent below what they were in 1929. Rents for the country as a whole have been reduced by 14.4 per cent since 1929. The reduction for coal, gas and electricity is only 4.3 per cent and for drugs, furniture, reading matter and tobacco four per cent.

There is little consolation in these figures for the family entirely dependent upon charity but they are symbolical of a godsend to the millions who have been forced to accept wage and salary cuts, shrunken profits or to depend entirely upon savings. For those living in sections where living costs have been cut all along the lines they represent a saving of several hundreds of dollars a year for a family of five.

Were the millions now unemployed to return to work at prevailing wages and living costs the national living standard would be high and the buying power of the country adequate to assure a fair state of prosperity for all.

SUICIDE'S BODY FOUND

LEWISTON, Ida., April 18 (AP)—The body of Mrs. Bertha Schwartz, 68, of Kooskia, who disappeared a month ago after saying she was "tired of living" was found Sunday floating in swollen Clearwater river.

Relatives said Mrs. Schwartz was despondent and last year tried to commit suicide by drowning, being prevented after she had waded into the river.

Mrs. Cora Jensen, sister of Mrs. Schwartz, died at Kooskia yesterday.

Other Papers Say:

BELIEVE IN SIGNS?

In the old days when there were depots and people visited them once or twice a day whether they were traveling or not, just out of curiosity, the thrifty railroad company used to sell sign space on the walls of the interior. A fair-sized area would be blocked off in rectangles and the space sold to merchants who regularly refused to spend a dollar for an ad in the home town paper but would bite off a ten dollar space in these depot signs. Often there was a space which didn't get sold, and the sign painter would paint in the words "Do you believe in signs? You must; you are reading them now."

Those signs have long since gone the way of the "four o'clock local" but John Beakey, traffic engineer of the highway department talks "Sign Language" to Oregon motorists in the April issue of "The Oregon Motorist" in a way even the pre-test auto driver ought to understand.

There is a real system to the signs on Oregon highways. Did you know that? Probably not, but there is; and the standard code is in use in most of the states. In brief it is this: the direction and restriction signs are white with black letters. The warning signs are yellow with black letters. This means, don't jump on the brakes when you see a white sign; be vigilant when you see a yellow sign.

Now these yellow warning signs are further classified by their shape, as follows:

The square signs mean caution. They are: "Men Working," "School Zone," etc. Keep your eyes on the road ahead when you see a square, yellow sign.

The diamond shaped, yellow signs mean SLOW. The wording may be: "Slow," "Curve," "Loose Gravel," "Narrow Bridge." Whenever you see a diamond yellow sign,slow down unless you are a devil-may-care person.

The octagon yellow signs mean STOP. They say "Stop" and they mean "Stop." If you do not believe it—"tell it to the judge."

The round yellow signs with "RR" on them mean railroad crossing.

So get this simple sign code in your mind; and pay attention to the inscription. The highway department has cleared the roads of unreliable signs; it puts no warnings up unless the hazard is real. Even though you are going at miles per keep your right eye on the signs at the edge of the road, and when you see yellow, let there be an instantaneous mental register of caution.—Salem, Oregon, Statesman.

AUTOMOBILES AND INDUSTRY

The machine age—Installment buying — Over spending — all have been blamed for the depression. Doubtless some of the present evils could be traced to one or more of the above named practices common to our daily life.

In contrast to these statements there are other equally important factors that must be considered. Modern transportation hinges directly on the enormous production of automobiles in the last decade. It is stated authentically that every new car of the more popular priced group gives seventy-one days of labor in its manufacture.

There's nothing which the American citizen can buy which directly supplies work and wages for so many people in so many places as a new automobile!

This might sound like an exaggerated statement. But it's borne out by statistics which have been released by the National Automobile Chamber of Commerce. The business of building and selling automobiles is America's biggest industry. It is so big that few people even dream of the extent to which it affects every other big industry in America. It consumes 53 per cent of all malleable iron produced—over 68 per cent of all the plate glass—over 15 per cent of all the steel—over 18 per cent of all the hardwood lumber—over 14 per cent of all the cotton—over 26 per cent of all the lead—over 30 per cent of all the nickel—and a large per cent of all the lumber—to say nothing of paying the railroads hundreds of millions of dollars a year for carrying hundreds of thousands of carloads of freight.

Economists have said that if the world is to be lifted out of the present depression, America must lead the way—and that the automobile industry must lead America, because it is the biggest commodity consuming industry and touches the lives of more people than any other.

In Washington

By Herbert Plummer

WASHINGTON—In 1913 when Simeon Fess of Ohio began his career in congress as a member of the house of representatives a tariff bill—a Democratic one—was being written.

Fess, fresh from an academic atmosphere and at the time president of a college in Ohio, became intensely interested in the subject. He began a systematic study of tariff legislation.

Before the bill finally was enacted into law as the Underwood tariff act he made four speeches on the floor of the house opposing it.

They attracted wide attention. One of Fess' proudest possessions now is a letter he received at the time from Senator Foraker of Ohio praising his speeches and pronouncing them as a strong presentation "of a sound American policy."

In every tariff measure before congress since — as a matter of fact, at about every mention of the tariff since — Fess has been in the forefront.

KNOWS HIS TARIFF

He has come to be regarded by his colleagues as one of the best versed men in public life on the subject. He ranks with Senator Smoot of Utah, Republican high chieftain of tariff.

An effort to amend the Hawley-Smoot tariff act of 1930 is now being made in the senate by the Democrats, and, as usual, Senator Fess is on the firing line.

He spoke the better part of a whole session the other day in characteristic Fess fashion—preaching the same gospel that he preached back in 1913—for a policy that would make possible profitable investment of American capital in the employment of American labor at such a scale of wages as to insure an American standard of living.

A tariff plea to Senator Fess is pretty much of a rite. He goes about it in a serious and profound fashion.

LECTURER

He was a professor of history before he entered politics, and his attitude toward the senate when he attempts such discussions is much as if he regarded it as a classroom.

There is little oratory. He simply lectures.

HOUSE ECONOMY COMMITTEE WILL SUBMIT MEASURE

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the senate by Senator Logan, Democrat, Kentucky.

Logan introduced a bill to establish a "commission or court" consisting of the president, speaker of the house, minority leader of the senate, comptroller general and director of the budget.

NO ACTUAL WORD FROM KIDNAPERS OF LINDY'S BABY

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firmed, that Col. Lindbergh again was trying to contact the kidnapers. Nobody could be found at Gayhead who saw the plane, boats or flares.

The person who took Col. Lindbergh's $50,000 directed him to that vicinity where his baby was said to be aboard a yacht. He flew there soon after paying the ransom, but failed to get the baby.

KIDNAPED GIRL RETURNED

WILMINGTON, Del., April 18 (AP)—With Hilda Brodsky, eight years old, returned to her home unharmed, one man was reported under arrest today in connection with the kidnaping of the girl, and an underworld character was being hunted in Philadelphia. Police however, denied there had been any arrest.

The girl, daughter of Mr. and Mrs. Harry Brodsky, who was lured into an automobile while on her way to school Friday, was handed over to Philadelphia police yesterday.

The abductors took the child to Rev. Joseph M. Pugliese. Brodsky said no ransom had been paid and no immunity promised.

Hilda was taken to Philadelphia by a man and a woman. She was kept there until the abductors apparently decided the trail was getting too warm and turned her over to Father Pugliese.

Brodsky said his daughter had recognized the woman as one she had seen in her father's hosiery factory a week ago.

FIRE AT KLAMATH

KLAMATH FALLS, Apr. 18 (AP) — Fire caused damage estimated at about $10,000 in the Star drug store and rooming house here Sunday. The blaze is believed to have started in the drug store near the prescription room, and swept through the large stock of drugs. It was the first fire of major consequence this year.

TO INVESTIGATE

TOPEKA, Kan., Apr. 18 (AP)—Roland Boynton, state's attorney general, departed this morning for Atwood to make a personal investigation of the lynching of Richard Rand, confessed attacker and slayer of eight-year-old Dorothy Hunter.

REGULATION OF BUSES IS I. C. C. URGE

(Continued From Page One)

of the present unsatisfactory financial condition of the railroads is the existence of unrestrained competition by rival transportation agencies:

"That there is today and probably would be under normal conditions an excess of carrying capacity of existing transportation facilities;

"That unrestrained competition is an impossible solution of the present transportation problem and is incompatible with the aims of co-ordination under regulations;

"That federal legislation relating to the regulation of motor vehicles operating upon the public highways and engaged in interstate commerce is desirable in the public interest."

Closes Long Investigation

The commission's decision brings to a close an investigation which has been under way for the last five years.

Leo J. Flynn, an examiner, who with Commissioner Brainerd conducted the investigation, several months ago submitted a proposed report recommending regulation of trucks and buses.

The commission's decision carries out his recommendations to a large extent.

Asserting that "the federal government is wholly inexperienced in this field of regulation" the commission said it deemed "it wise to make haste slowly."

"Our recommendation is, therefore," said the report, "that congress provide at once to put federal regulation to the test so far as transportation of passengers by motor buses is concerned. This would provide an organization which would serve as a nucleus for such further steps in motor vehicle regulation as experience and added information may show to be desirable and practicable."

"We also recommend that immediate authority be exercised over motor trucks of both the common carrier and contract type to the extent necessary to locate those which are operating in interstate commerce and obtain from them such information in regard to their operations as the commission may reasonably require.

"In this way data will be secured which, as the legal situation clarifies, will be of great aid in pointing the way to further regulation in the public interest.

"Our recommendations, therefore, must be regarded in the light of a progress report. They do not cover the utmost which we believe will ultimately prove necessary and desirable in the way of federal regulation of motor vehicles. They represent merely the first step which we believe is wise and practicable to take under existing conditions."

Chairman Rayburn of the house interstate commerce committee said his group had been waiting for the commission report before giving further consideration to regulation of buses and trucks.

"Bus and truck regulation will be our next order of business," he said.

COVE PERSONALS

By Mrs. A. G. Conklin
(Observer Correspondent)

COVE (Special) — "The Emancipation of Woman" was the subject of a paper given by Mrs. Louis Peck at the meeting of the Woman's club Thursday. A biography of Mrs. Minnie Maddern Fiske was given by Mrs. J. R. Fletcher. A number of replies have been received from the letters sent out in regard to the proposed plan of making a club quilt. A card party is to be given on April 29 at the home of Mrs. L. E. Anderson.

A baby daughter was born to Mr. and Mrs. Henry Muir Wednesday night.

Mrs. A. B. Daniels was taken to Hot Lake Tuesday for treatment. She has been visiting the hospital at intervals for the past few weeks, but now will remain for a period.

A. H. Orton, lately discharged from Hot Lake, where he was confined for several weeks following a serious injury to one of his hands, has found it necessary to return as it was feared he has symptoms of blood poisoning.

Mrs. Jack McBride is also at the hospital.

Guy Barker is recovering from a tonsil operation.

Mrs. Herman Trippeer visited at the home of Mr. Trippeer's mother and sister, Mrs. Alice Trippeer and Mrs. R. S. French last week on her way home from Sioux City, Iowa, to her home near Lewiston, Ida.

Miss Catherine Davis is quite ill at the home of her parents, Mr. and Mrs. O. M. Gardner.

E. B. Conklin, of Ontario, was a visitor in Cove Friday, looking up old acquaintances.

Mrs. M. C. McCoy, Raymond Millard, and Edith McCoy of Camas, Wash., were recent guests of Mrs. McCoy's neice, Mrs. G. E. Barker. They were returning from a trip to Payette.

The Fun and Joy Bridge club held a most enjoyable no-hostess party at the Masonic hall Friday evening. A dinner was served at eight o'clock, followed by bridge. Six tables were in play, Mrs. W. J. Hallmark making high score for women and G. E. Barker for men. The guests were Mr. and Mrs. W. J. Hallmark, Mr. and Mrs. F. B. Kelley, Mr. and Mrs. Grant Conley, Mrs. A. H. Orton, Miss Bess Kelley, Mrs. Berniece Miller, L. G. Lantz, Mr. and Mrs. John Miller, Mr. and Mrs. T. R. Conklin, Mr. and Mrs. G. E. Barker, Mr. and Mrs. T. C. Hefty, Miss Ethel Hansen and Miss Sarah Williamson, of La Grande.

Cove High school played baseball at Elgin Friday afternoon winning with a score of 5 to 6.

Mr. and Mrs. L. M. Laird had a very enjoyable family reunion Sunday when all of their children were at home. This included Mr. and Mrs. Cyril Richardson and daughter, of Pendleton, Mr. and Mrs. Robert Laird of La Grande, Mr. and Mrs. John Miller, and children, Alvin, Edward and Doris, and Warren Laird. This is Mrs. Richardson's first visit to her parents' for nearly a year because of ill health. Much of this time she has spent in hospitals in Pendleton and Portland.

TIGER ATHLETES SWAMP OPPOSITION

(Continued From Page One)

quarter and half. Burnett was second in the mile run and also took second in the broad jump. Cantrell was second in the javelin.

Two of the Tiger track men, Alvey and Woods, were ineligible to compete due to low grades. Alvey is a hurdler and Woods is a pole vaulter and broad jumper. Their absence probably cost the Tigers points. Walla Walla also was handicapped by the absence of Mart Irving, who throws the shot and discus.

La Grande's next meet will be at Union this coming Saturday, competing with Union, Cove, Imbler and possibly some other schools in a county track meet. The week following the Eastern Oregon will be run off at Union.

Some of the marks made at Pendleton were considered excellent for this early in the season. The track, although rough, was firm and did not handicap the men noticeably.

This Tuesday and Wednesday the freshmen inter-homeroom meet will be staged at the high school field after school hours.

The summary of Saturday's meet:

100-yard dash: won by Beery (L), Huffard (M), Taggard (W), and Sailor (L); time, 10.2.

Discus: won by DeLong (L), Gilchrist (P), Torrence (L), and Leslie (P); distance, 113 ft., 6 in.

Mile: won by Hoover (M), Burnett (L), Tudor (P), and Roehlk (P); time, 4:59.

High jump: Torrence (L), Kimmell (L), and Bramwell (L), tied for first; Longley (M) and Barnes (M), tied for fourth; height, 5 ft. 7 in.

220-yard dash: won by Beery (L), Taggard (W), Hufford (M), and Kavanaugh (L); time, 23.6.

Pole vault: Langley (M), and Bramwell (L), tied for first; Barnes (M), Stoddard (L), Steffin (L), and Mahoney (P), tied for second; height 10 ft., 8 in.

120-yard high hurdles: won by Torrence (L), Warren (P), Walker (L) and Langley (M); time 16.6.

Shot put: won by Bramwell (L), DeLong (L), Leslie (P), and Torrence (L); distance, 38 ft. 9¾ in.

Javeline: won by Torrence (L), Cantrell (L), Lanman (W), and Gilchrist (P); distance 160 ft. 5 in.

Broad jump: won by Torrence (L), Burnett (L), Hoover (M), and Gilchrist (P); distance 20 ft. 5½ in.

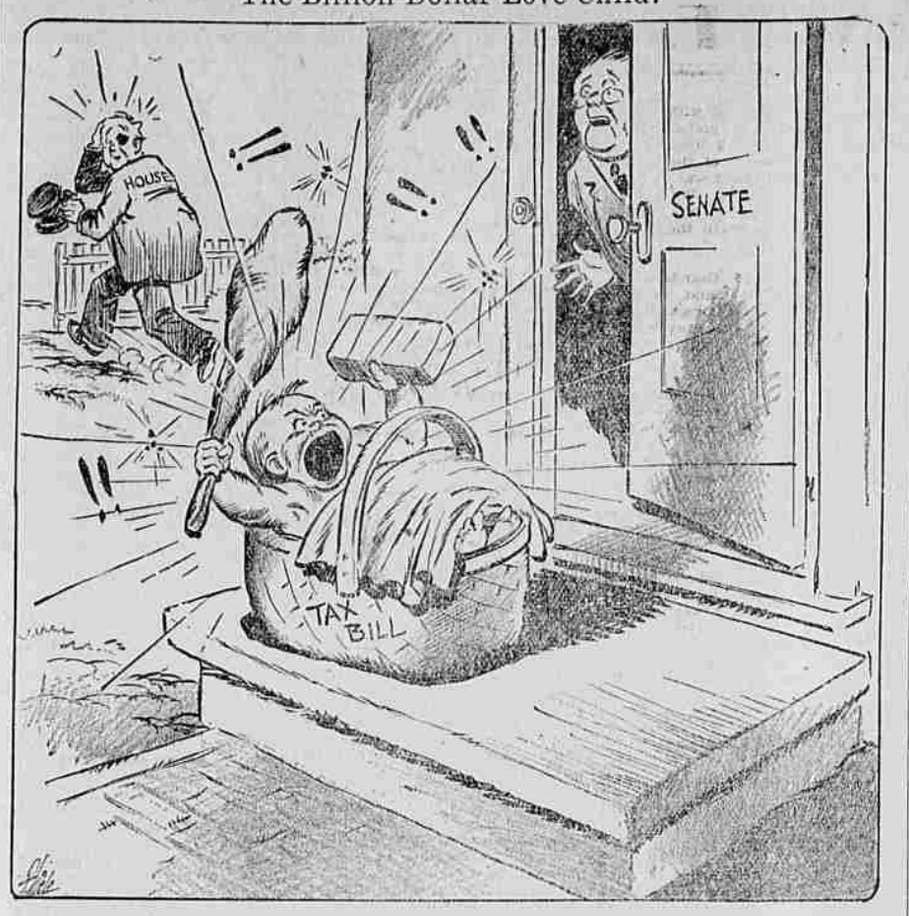
220-yard low hurdles: won by Torrence (L), Galloway (P), R. DeBoie (L), and Langley (M); time 27.8.

Half-mile: won by Mansfield (W), Warren (P), Bowman (M), and Tudor (P); time, 2:15.

440-yard dash: won by Warren (P), Dietz (W), Mayberry (M), and Vickery (M); time, 54.4.

Relay: won by La Grande (Kavanaugh, Torrence, Williams and Beery); Wa-Hi, second; Mac-Hi, third, and Pendleton, fourth. Time, 1:40.

The Billion-Dollar Love Child!



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