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## OUT OUR WAY

By J. R. Williams



HEROES ARE MADE - NOT BORN REG. U. S. PAT. OFF. 2-18

## Other Papers Say:

### LICENSE FEE LOGIC

In a letter published in this morning's Oregonian, a veteran Willamette valley farmer justifies the Oregon automobile license fee schedule on the ground that it gives value received. This is a reasonable view, one which cannot be over-emphasized, because once it is accepted for its truth it will put an end to illogical conclusions regarding the matter.

Says this farmer:

I have been reading a lot in the Oregonian and other papers about reduction in automobile licenses. I am a farmer and will say I had this year a heck of a time raising the coin to pay my license on my tin lizzy, but I did pay it on the spot, and feel that others who were much better able should have also done so.

I am of the opinion that our road laws and the way the roads have been heretofore constructed and administered are one of Oregon's brightest spots.

The tax is high, but the value given for it is great, to an old resident like myself who has been traveling over these roads for the past 50 years. I realize that the saving in repairs and tires, time and temper is well worth the tax we now pay.

That is true. The good roads of Oregon have reduced motorist's costs tremendously. Tires travel thousands of miles, nuts and bolts stay put, springs are no longer broken, engines wear for as long as one cares to drive the car.

Likewise, transportation has become so rapid, that farmers no longer lose time on the road. It no longer requires an hour to travel six miles. The farmer can run into the city in the twinkling of an eye. He has more time to spend on his farm, looking after his own affairs. Yes, indeed, the good roads are worth all that they cost in automobile license fees.

While the farmer makes no allusion to the issue, he might have said also, from the standpoint of a real estate owner, that radical reductions in motor vehicle fees will mean increased taxes on real property. For there are close to \$28,000,000 outstanding in bonds, on which interest charges must be paid and principal retired. If the income for this does not come from motor vehicle fees, it will come from real estate taxes.—Albany Democrat-Record.

### DR. POLING GOES TO HOOVER

Moderate-minded prohibitionists will concur with the decision of Dr. Dan Poling of Allied Campaigners, who will support President Herbert Hoover for reelection. Dr. Poling, who has spent the bulk of the last year campaigning for prohibition throughout the United States, declares:

"Our endorsement of President Hoover is based upon the belief that in contrast with Governor Roosevelt his election will safeguard the gains made under prohibition, will move toward the elimination of existing evils resulting from non-observance and non-enforcement. In the communities, will prevent naked repeal and the return of the saloon system, will not commit any public officer or candidate to any policy of repeal or modification against his own conscience and the sentiment of his constituents and will confirm the principle of federal control for a national problem."

To refuse to support either presidential candidate on the major tickets as the national W. C. T. U. may do, means a decided gain for the forces of out-and-out repeal. For Governor Roosevelt will certainly win the votes of the most rabid wet; if the most ardent dry do not support President Hoover the balance of the trade will thereby go to the Democratic party. Prohibitionists who are not satisfied with either candidate's stand should recall that the change of the 18th amendment can never be made by either candidate and that a direct, national-wide referendum will give opportunity for a final decision on this much-discussed subject.—Salem Statesman.

### GOOD WILL AMBASSADORS

The Olympic games of 1932 have passed into history and the thousands who visited Southern California are on their way home. It was a great two weeks that saw the United States

## In Washington

By Herbert Plummer

WASHINGTON — It begins to look very much as if the dean of President Hoover's cabinet — the staid and serious Secretary Stimson of the state department — is knocking into a cocked hat the traditional reputation of diplomats for employing dark and devious means in handling affairs of state.

His recent address on the Kellogg-Briand peace treaty, in which he sounded a solemn warning, perhaps primarily to Japan, against disturbing world peace certainly marks him as a statesman bold and decisive in action.

It is not the first time Secretary Stimson has shown this trait. The three and a half or so years he has been secretary of state has been a period of anything but tranquility for him. His predecessors, Hughes and Kellogg, by comparison had an easy time. Perhaps not since the war period has a secretary of state had so many delicate and trying problems as has had Stimson.

### Hold Action—

His note to Japan and China back in January was a classic example of moderate-day diplomatic ultimatum. A timid man hardly could have sent it. There were no generalities — Tokyo got the meaning upon the first reading.

From the beginning the Stimson hand in the Far Eastern turbulence has caused diplomats to blink in rather amazed fashion. There was the time when the trans-Manchurian railway was making trouble between Russia and China. As a comparative newcomer in the field of diplomacy he called the attention of both countries to the fact that they were signatories to the Kellogg-Briand pact.

As a matter of fact the treaty at that time was not in effect, but his calling of attention to it showed that he believed it had possibilities — a fact borne out by his subsequent actions.

Whether his intervention in this particular dispute averted war is not known. It is true, however, that no Sino-Russian conflict of any real proportions developed.

### Stimson Linked With Pact

While the name Stimson is not a part of the Kellogg-Briand pact to outlaw war, he is linked closely to it. The final stages of setting it up rested in his hands. He was the first to invoke it, even before it was proclaimed, and the first to thrust it forward at a time perhaps the most critical for world peace since the World War ended.

Now he comes forward in the role of interpreter, re-reading it in a manner that gives it an entirely new significance. His interpretation has been hailed as one of the most epochal state documents of modern times.

If he succeeds in the task he has evidently set out to accomplish — preserve peace in the orient — indeed, historians of the future may refer to it as the Kellogg-Briand-Stimson pact.

### FEWER REFUNDS

SALEM, Aug. 18 (AP)—Fewer refunds to motorists as the result of destruction of automobiles and erroneous payments of registration fees are being made this year by the secretary of state it was announced here today. The average monthly refund during most of the past year has been \$163 as compared to a monthly refund of \$810 the year before. The reason for the large drop was not explained by the department.

## BRITISH FLIER LEAVES IRELAND

(Continued from Page One)

at Harbor Grace, Newfoundland, and after refueling to fly immediately to Roosevelt field, Long Island. Then his schedule called for a quick turnaround and a dash back again, this time without a stop, to Croydon, England.

If Mollison succeeds it will be the first transatlantic solo flight from east to west and the first North Atlantic crossing in a light airplane.

### Big Crowd Sees Takeoff

A big crowd assembled on Portmanock strand to witness the takeoff. It cheered Mollison when he arrived by plane from Baldonnel airdrome, Dublin, a short time before.

Amy Johnson, noted British woman flier, who was married to Mollison a short time ago, motored here. Mollison said weather conditions were better than he had expected, with light westerly winds prevailing to the middle of the Atlantic and from there on a tendency to easterly winds which would be in his favor. Very little fog was reported.

### Plane Weighs Less Than Ton

Mollison is piloting a tiny plane, weighing little more than a ton, similar to the one the Prince of Wales uses for sport and to those used by other British amateur fliers.

The plane, however, has been converted virtually into a flying gasoline tank.

He said he hoped his round trip across the Atlantic would not require more than 2 1/2 days. If the plane needs overhauling he will try to snatch eight hours sleep in New York.

The plane, named "The Heart's Content" has the name painted in black script on the glittering silver fuselage. Heart's Content, Newfoundland, is the first landmark in North America Mollison will pass over if he holds the course he has charted.

Just before he entered his plane, Mollison kissed his wife good-bye. The crowd, which had been cheering, fell silent as the two whispered together.

A young woman pressed forward and placed a religious token in Mrs. Mollison's hand. The flier's wife smiled and thanked her, then brushed away the tears which flooded her eyes.

O God, thou hast cast us off; O restore us again. Thou hast made the land to tremble; Thou hast showed thy people hard things: Thou hast given a banner to them that fear thee, that it may be displayed because of the truth. Psalm 60: 1-4.

## TANKS AND MONUMENTS

Two entirely unrelated news stories appeared in the same issue of the Observer a few days ago, and if you happened to read them both they may have set you thinking.

One story told of the new army tank that was being tested at Linden, N. J. This tank proved itself capable of traveling 110 miles an hour along the highways, and 60 miles an hour over rough ground. It can jump over ditches and it is light enough to be carried by a large airplane. All in all, it seems to be a delightfully efficient bit of fighting machinery.

The other story came from Thiepval, France. It told how the Prince of Wales, President Lebrun of France, and many other dignitaries joined in the dedication of Great Britain's memorial to the 73,000 English soldiers who died in the great battle of the Somme.

There is apparently no connection between those stories, but reading them together is likely to start us thinking along lines something like this.

We are at present devoting ourselves — like all other great nations of the earth — to the job of getting ready for the next war. We are spending huge sums of money and enlisting the efforts of our cleverest inventors and designers so that the army and navy will be equipped to spread death expeditiously and surely the next time they are called into action.

With international relations in their present state it seems difficult to persuade any nation to do anything else than that.

And yet, right in the middle of our course of preparation for future wars, that memorial on the Somme in France rises like a grim signpost. Seventy-three thousand Englishmen died in one battle there. Thousands more were maimed for life. Almost an equal number of Germans fell in the same conflict.

That memorial ought, somehow, to be more than just a tribute to the gallantry of those who gave their lives in battle. It ought to stir us anew to make every possible effort to prevent a repetition of that ghastly sacrifice.

But our progress along that line has been painfully slow and uncertain. And in the meantime we are creating more formidable dreadnoughts, larger and more powerful airships, and all manner of death-dealing instruments of war. We seem to be going full speed ahead in the wrong direction.

## A LESSON WE MUST LEARN

It is beginning to look very much as if the end of the depression were just about in sight. The upturn probably won't be rapid, but it at least ought to be steady; and if at last it is at hand, the nation will be as truly thankful as if a long and arduous war had ended.

But there are one or two things the depression has taught us, and it is to be hoped that we can remember them after good times return.

First and foremost, the depression has taught us that our utter lack of any organized system to prevent recurrence of the unemployment cycle is almost criminally stupid.

Secondly, it has proved pretty clearly that our hit-or-miss way of taking care of the victims of the unemployment cycle is about as unsatisfactory as it possibly could be.

And when one ponders over these facts it is a little hard to understand why there are still die-hards who protest loudly against any plans for state old age and unemployment insurance.

The Ohio Chamber of Commerce the other day issued a blast on these allied subjects. It declared that such proposals are "socialistic" and it predicted that they would "undermine and weaken" the character of the people.

Now here is a point worth looking at.

Possibly the sturdy self-reliance of the wage-earner would suffer if the wage-earner knew that the state had instituted a system whereby he would be guaranteed a pittance if his factory had to shut down. But you might take a few minutes off, sometime, and consider whether our present system, or lack of system, is not even more fatal to self-reliance and ambition.

Go to the breadlines and see if the private charity that has tided us through this depression has not "undermined and weakened" the character of its recipients. Go out with the social workers into the homes of families which have lived on free handouts for a year, or two years, and see what has happened there. Then ask yourself if a system of state unemployment and old age insurance could possibly be any more harmful.

Isn't it strange that those states which insist so strongly upon the sacredness of the principle of states rights — rights amounting almost to independence — are the very states which are clamoring so loudly for federal aid in unemployment relief?

She turned to stare after her husband's plane as it roared down the hard sand for a quarter of a mile before the clean take-off. With professional discernment, she followed the ship until it disappeared in the west.

"A fine start anyhow," she was heard to remark.

Then she turned to several companions and said, "I have perfect faith in Jim and in that little bus. I think he's wonderful. It was fine that he was able to get away today. Waiting for good weather was wearisome."

Several minutes after her husband had started, Mrs. Mollison climbed into another plane and took off with the intention of following him for a hundred miles or so.

## HIGHWAY BOARD TO CONSIDER NEW ROUTE TO THE SEA

(Continued from Page One)

halem river by the use of a 570 foot tunnel.

Here advantage is again taken of a long ridge to descend into the Nehalem valley at Sunset camp. From there the route follows up the drainage of Wolf creek, and from the Wolf creek summit it follows down Bear creek and Rock creek to a point near Twin Bridges. From Twin Bridges the route follows the Rock creek drainage to a pass between Rock creek and Quartz creek, and then down to the Nehalem river near Essie.

The route then follows the drainage of Humbug creek, crosses into and over the valley of the north fork of the Nehalem, then across the final summit and down a branch of the Nehalem to an intersection with the Oregon Coast highway just north of Hamlet Junction. Then on the coast highway to Seaside on the north, or north on the highway to Tillamook and adjoining beach resorts.

The difference in the ultimate costs of the two routes were shown by Smith to be \$527,833 in favor of the one recommended. The saving of the original cost and in new maintenance, estimated at \$495,422 and \$87,042 respectively favored the Scappoose-Vernonia route while the reduction in present maintenance of \$34,556 and saving by operating costs to motorists of \$1,075,791 were in favor of the Wolf creek route.

The ultimate saving cost was estimated by less mileage of 6 1/2 miles, and time estimated at 10 minutes. It was also declared the Wolf creek route can be extended from year to year while the other would have to be built in its entirety at once. The minimum time to travel the Wolf creek route was given as one hour and 30 minutes while the average time was two hours and seven minutes.

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"I loved my husband more than life... I was 'framed' while he was away... Love had to be strong to survive a test like this... would he believe?"

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