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Be ye therefore perfect, even as your Father which is in heaven is perfect.—Matthew 5: 48.

FOOLED?

In a recent issue of the Corvallis Gazette-Times was an editorial headed "Fooling the Normal Towns" in which the writer says that "One of the most astonishing things in connection with the consolidation measure fight, is the attitude of Ashland. Both La Grande and Ashland stand to gain materially by consolidation, but the university crowd has so worked on them that they act as though they were going to lose a school altogether. One of the first things proposed to this writer in the beginning of the fight, was that it would be of material benefit to Ashland and La Grande and that therefore it could be foreseen in advance that Jackson and Union counties would be for it! We conceded the argument, for it was the most natural thing in the world to see that a junior college beat a normal three ways. But the university crowd has put a jinx on them and they are now working against their own material interests. Unless they can be shown before election time, they might as well be written off as a total loss."

We citizens of La Grande and Eastern Oregon appreciate this evident concern for our welfare, but we just cannot see things the way they do in Corvallis. We wonder if our Western Oregon friends realize that La Grande already has all the facilities of a regular junior college, and that already a number of students are taking junior college work at the Eastern Oregon Normal school, for which they will receive credits fully recognized by any of the western colleges and universities which they may desire to attend later? But even in these times, when many students cannot afford to go to the larger institutions west of the Cascades, there are only about 50 students who take advantage of these junior college facilities, while nearly 200 seek normal training.

In normal times, when money is more plentiful, there would be even fewer students who would stay here for junior college work, so we cannot see where the students would come from to make a junior college that would be larger than our present institution, as promised by Zorn, Macpherson, and other supporters of the school juggling bill. As a matter of fact, it is the normal school that the people of Eastern Oregon want and need most; take away our normal training facilities and you not only work a hardship on hundreds of young people east of the Cascades, but you reduce the enrollment of our school to the point where it would have to be closed entirely because of the high per student cost. The normal school and junior college can live together, affording a valuable, well-rounded educational program for our young people, but a junior college could not live alone.

A CANDIDATE'S PENALTY

Anyone who takes the time to sit down and muse a bit about our presidential campaigners must sometimes wonder if perhaps the Socialist, Norman Thomas, isn't in the most enjoyable spot of all.

To be sure, Mr. Thomas, hasn't the remotest chance of being elected. But that, after all, is just what makes his spot enjoyable. He gets all of the excitement of campaigning for the presidency without any of the grief.

All of which, of course, is just another way of saying that a presidential campaign, for a candidate in either of the two major parties, must be one of the most terrific strains ever put upon any man.

This isn't necessarily because of the sheer physical activity involved — although, as in the case of Bryan in 1896, that in itself may be appalling. It is the mental strain, the sense of being a participant in the most stupendous gamble any American citizen can enter, the constant knowledge that every word, every act, every smile, almost, must be scrutinized in advance for its possible effect.

The presidential candidate can never be himself. He can never consult his own wishes exclusively. He can never for a moment forget that he is a contestant in a race.

And the worst thing of all must be the thought of the prize that lies just ahead of him. The presidency is the greatest prize any American can win. It ensures one a kind of immortality—a place in the history books as long as the republic lasts. The most self-contained of candidates must now and then get a fluttering of the heart when he dares to ponder on it.

It is this sort of thing, one suspects, even more than the ceaseless round of speeches, interviews, handshakes and all the rest, that leaves a candidate, at the end of a presidential campaign, in need of a quiet month in the mountains. And the fortunate Mr. Thomas, who knows he can't possibly win, is spared all of it! There must be moments when Messrs. Hoover and Roosevelt envy him just a little.

Other Papers Say:

LA GRANDE, OREGON
(The following paragraph appeared in the Observer editorial column several days ago.)

We don't like to complain, but it is necessary for the news staff of O. E. Ingersoll Corvallis Gazette-Times to always refer in print to La Grande, Eastern Oregon? Can it be that the readers in Mr. Ingersoll's territory are unaware that La Grande is the largest city in Eastern Oregon? If so, we suggest that he might inform them, in an editorial way (bearing in mind that Bend and Klamath Falls usually are considered in Central Oregon except for political purposes). We wonder if he would feel pleased if we published an item say so-and-

OUT OUR WAY



By J. R. Williams

FLOOR COVERING

no is from "Corvallis, Western Oregon,"—La Grande Evening Observer. (Here is the reply, clipped from Tuesday's Corvallis Gazette-Times.)
Of course most of our readers know where La Grande is. They are the most intelligent class of readers in the state, outside of La Grande. They are the only people in the state who had sense enough in the late primary to vote in Mr. Hoover's name through times to give him the nomination from this county over a Mr. Francis whom they had never heard of. The readers of this paper know that La Grande is the home of the Eastern Oregon Normal school and they hope that it will soon be the home of a still better educational institution.—an institution that will mean twice as many students to La Grande as the Eastern Oregon Junior college. Our readers are still smarter. They know that La Grande is the home of the Observer, Eastern Oregon's leading daily and that the paper is a great paper, but that it ought to be fighting harder for the school consolidation bill if it has the interests of La Grande at heart as well as the interests of the state. It is the interest of the overburdened taxpayer. As to our news department, we hope it will conform to the Observer's wishes in the matter. It is true, we have to locate such towns as Cottage Grove, but La Grande should be known to everybody hereabouts and we feel sure of it.

ABOUT THOSE COAST BRIDGES

Criticism is being voiced here and there over the state to the proposal to borrow money from the Reconstruction Finance Corporation with which to build bridges along the Oregon coast highway as self-liquidating projects, out of all these criticisms a singular lack of understanding. Most of these critics implore to the coast counties an attempt at a greedy grab which will work to the detriment of other parts of the state. What these critics overlook is the essential fact that, whether the money is borrowed or not, the state faces a large capital outlay and heavy operating expense in keeping traffic flowing over the waterways of the coast highway. Let us examine into the figures.
It is now costing the state highway commission approximately \$140,000 a year to operate the ferries across the Yaquina, Alsea, Winchester and Cook bays and the Siuslaw river, and the service is proving entirely inadequate in this first year of through travel, a year in which tourist traffic is at a low ebb. Service is only maintained for 16 hours and it will not be long before larger ferries will be needed and a 24-hour service demanded. It is estimated that the ferry cost will be \$200,000 in another year and increased to \$250,000 by 1934.
The estimated cost of building the five bridges at this time is \$3,500,000. Interest on this amount at 3 per cent is only \$105,000. This is the interest rate on R. P. C. funds but there is some claim that it will really amount to about 4 per cent. At this rate, the interest charge on the loan would be \$140,000 a year, but about the same amount the state is now paying for operating the ferries. When ferry operation jumps to \$200,000 a year, there would be a saving of \$60,000, and when it jumps to a quarter million, the saving would be \$100,000 a year, which could be applied to the amortization of the loan. But there would be the additional revenue derived from the small tolls on the bridges, revenue not now secured. If these tolls amounted only to \$400 a day, they would yield \$146,000 a year, and \$400 a day is a very conservative estimate even with two-bill tolls.
Let us assume that the opportunity to secure this cheap federal money at a time when building costs are at their lowest figure is passed up. Does anyone think that there will be no demand for the construction of bridges? The present demand will be some intensified as the attractions of this highway multiply the cars using it and as tourist traffic gets back into its normal stride. And this demand will not come alone from the coast counties. It will come, too, from the traveling public which does not like ferries.
Thus the state will have to build bridges anyway out of current funds through the issuance of its own bonds, the interest rate of which will be higher. And the construction cost, too, will be much higher in future years. For the information of these critics, let us point out also, that if the state must supply this money, other state highway projects will suffer by the diversion of funds.
Now as to the contention made that the seven coast counties form a superfluous district and issue their own bonds as security for the bridge loan! Such a plan is impractical and would only serve to defeat the whole plan of borrowing this cheap Reconstruction Finance Corporation money. We should have to await the creation of such a district by the next legislature after which an election would have to be held in the seven counties. Of the seven, three—Clatsop, Tillamook and Curry — would have none of the bridges within their boundaries. Two—Douglas and Lane—have the big part of their population along the Pacific highway. Most of the counties already have a heavy indebtedness and tax rate. It is almost inconceivable that such an election would carry.
After all, why should the coast counties pledge their own credit for the building of bridges along a major state highway? Have any other counties had to do so? Have any of

for consideration.
He opposed the treaty vigorously. His principal contention was that it would be desirable to the British. On the day the senate was to vote, Sir Esmé Howard, then British ambassador, sat in one of those rarely occupied seats in the gallery reserved for diplomats.
Sir Esmé arrived in the midst of Blaine's speech. Eyes strained at the speaker's representation, for the senator was saying some rather harsh things about Great Britain at the moment. Whether Blaine knew he had come in is not known, but it made little difference.
He listened to his speech, and when the vote was taken, his was the only voice to say "No."
Blaine is capable of giving a college lecture on the point of treaty when he cares to.
When speaking he is unburdened and deliberate. He makes perhaps as long speeches as anyone in the senate, usually dwells at length on every point, and frequently repeats for emphasis.
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MORATORIUM MAY INCLUDE OTHERS
(Continued from Page One)
set up in each federal reserve district. The coast counties have already paid a large share of the cost of constructing the coast highway that have the counties traversed by other major roads of the state. Why force them to bond themselves for their bridges and let the state entirely free from these construction costs?
The coast counties are making a big concession to the rest of the state in agreeing to bridges with small toll charges. Their highway will be the only one in the state not absolutely free to all travelers. And since a great deal of the traffic along it will be of their own local people they will be contributing directly and heavily to the credit. We can see where there can be valid objections to the proposition from the coast counties but we are unable to see the merit of objections from other parts of the state.
The proposal is sound and practical, and is argued for by every consideration. Much money is to be saved, much time is to be saved and the convenience of the traveling public to be served, and every other section of the state which has a pet road project should be supporting rather than obstructing the plan.
And all of this argument takes no note of the employment such a project would give at a time when the nation and state are straining themselves to provide work for the needy.—Astorian-Budget.

NEW WAGE SCALE FOR ROAD JOBS
(Continued from Page One)
than 30 hours in any one week.
The commission divided the \$132,000 Blaine-Osborne fund to take care of several projects. It provided \$10,000 for a survey from McDermit, on the Oregon-Nevada line, north of Jordan valley; \$30,000 was provided for surfacing the road between Burns and Lakerville and the remainder will be used on the Central Oregon highway between Burns and Juntura.
Bids awarded were: Baker county—Old Oregon Trail, Wingville lane-Baker section, 4.28 miles grading and gravel surface, Dunn & Baker, Klamath Falls, \$55,518.
Benton county—Lobster mountain section of Abner-Deadwood secondary highway, 7.5 miles of grading, Yunker-Weeks Co., Portland, \$40,100.
Douglas county—Paradise creek-Beth Bridge section, Umpqua highway, 12.4 miles screen gravel surfacing and crushed gravel in stock piles, P. J. Korman, \$40,555.
Josephine county—Green creek—Jackson county line section of Pacific highway, 2.92 miles of 2-foot concrete pavement, Dunn & Baker, \$58,338.
Benton county—bridge over Miller creek on west side Pacific highway, A. J. Ehrhart, Eugene, \$4077.
Multnomah county—bridge over Columbia slough at north edge of Portland, Portland dredging company, Portland, \$21,527.
Three bids were awarded subject to approval of the bureau of public roads and one bid was referred to the highway engineer.
Building permits issued at Miami, Fla., and vicinity during 1932 total nearly \$2,000,000.
Sea gulls, apparently fished ashore by storms, threatened serious damage to farm crops in the vicinity of Pensacola, Fla.

FALK'S FALL Opening TONIGHT (THURSDAY)
Tonight through our windows we're showing everything that is new and fashionable in better quality wearing apparel... Special pains have been taken to make these windows extra attractive, and we sincerely urge you to see them.
Live Models AT 8 P. M.
Everything that is new in fall footwear and fall hosiery will be shown on La Grande's prettiest legs.
Special Fall Windows
Walla Walla vs. La Grande Football Saturday—2 P. M.

NEW WAGE SCALE FOR ROAD JOBS
(Continued from Page One)

MILLS ASKS NEW CHANCE FOR HOOVER
(Continued from Page One)
requirements of leadership than Herbert Hoover.
By Walter T. Brown (Associated Press Staff Writer).
ABOARD THE ROOSEVELT SPECIAL, Sept. 29 (AP)—Gov. Roosevelt, with the public approval of his candidacy by Senator George W. Norris entered on the record, today crossed Nebraska to Sioux City, Ia., where he will discuss the long time difference of the Democratic and Republican parties on the tariff.
After Norris, Independent Republican at McCook, Neb., last night publicly endorsed Roosevelt, declaring "patriotism demands that we put our country's interests before our party's interests." Mr. Roosevelt said "I rejoice in and approve the statement that Senator Norris is a better Republican than President Hoover."
Speaking to a crowd of 20,000 or more at the Red Willow county fair grounds, Norris said, "what the country needs is another Roosevelt."
"And here he is," continued Norris, turning toward Mr. Roosevelt who stood beside him. "The governor of New York, the next president of the United States."
Responding, Roosevelt asserted, his arm sweeping toward the white haired Nebraskan, "our cause is common. I welcome your support. I honor myself in honoring you."
GRAF ARRIVES IN BRAZIL
PERNAMBUCO, Brazil, Sept. 29 (AP)—The German dirigible, Graf Zeppelin, arrived here today after a flight from Friedrichshafen, Germany.

In Washington
By Herbert Plummer
WASHINGTON — Defeat of that irregular of irregular Republicans, Senator Blaine, in the Wisconsin primary held temporarily at least a rather remarkable political career.
The broad-shouldered, thin-voiced progressive always has been rather proud of the fact that while most of the time he fought alone he generally was successful. He is an avowed foe of the regulars and old guardmen of his party and his defeat at the hands of young Editor Chapple is only the second of his political career. He suffered the first setback years ago as a candidate for congress when he first entered politics. Since then he has been in turn state senator, attorney general, governor for three terms, and United States senator.
He scored these victories, too, perhaps through the stormiest period of Wisconsin's political history.
Plays Lone Hand
In the senate Blaine shows a fondness for playing a lone hand. Since the death of "Old Bob" LaFollette, he has refused to recognize any leadership, has charted his own course.
One of the senate's best pictures of Blaine was in 1929 when ratification of the Kellogg peace treaty was up

as in eggs.
GRADE A
LIPTON'S TEA
the best is most economical
There are different grades of eggs—and the cheapest ones are often most costly! Cheap tea, too, does not give the value and satisfaction of fine tea. For tea is judged and bought by flavor. That is why Lipton's Yellow Label Tea is true economy. It gives you fine tea flavor—delicate, distinctive and uniform. It will add but little to your food budget—it will add a lot to your enjoyment. Buy a package of Lipton's and see!
LIPTON'S TEA
YELLOW LABEL
for your money's worth

New Fall Outfits

- New Fall BERETS 48c
- New Fall Sweaters \$1.89
- New Fall Knit Suits \$5.95
- New Fall Bonnets 98c to \$2.49
- New Fall Gloves 35c to \$1.49
- New Fall Silk Frocks \$2.98 & \$5.95

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