

GIVE YOUR FEET A TREAT

Wear a pair of our Summer Oxfords through the warm months. Everything in black and tan, on lasts that are comfortable and fashionable.

LADIES HIGH TOP OUTING SHOES - - \$5.00 and \$6.00

SMITH & GREENE

Shoe Men

Maxwell Wins

Thrills followed thrills as speeding automobiles shot around the course of the Ingleside Race Course, on April 24th, in the second and final day events of the successful meet promoted by the members of Islam Temple of the Mystic Shrine.

The honors of the day were divided between Barney Oldfield, with his 200 horsepower Benz machine, and C. O. King, with his Maxwell 30 horsepower stock car. Oldfield lowered his previous record of one mile to 51 5-6, which is a new coast record for the circular track. With the exception of this performance, Oldfield had to take second place in the list of racing honors, as the world's champion met defeat in both the five and fifteen mile handicap events, and in both races King and his Maxwell were the victors. In fact, King proved the surprise of the meet, driving all of his races with much judgment and taking the turns with his car as close to the fence as did Oldfield. In the five mile handicap, Oldfield drove his Knox racer to the utmost, but the handicap was too strong and he could not get the lead away from King. Not only in the handicap events did King and his Maxwell prove stars of the first order, but in one of the first events of the day, the five mile race for cars costing from \$1200 to \$1600, which was one of the best matches of the meet.

The time for the five mile handicap was as follows: Maxwell, King, 4.40.30; Oakland, Nelson, 4.48.25; Chalmers, West, 4.49.30; Auto Car, finished fourth, and the Knox car, Barney Oldfield driving, fifth. In the event number eight, ten miles free-for-all handicap, King and his Maxwell again were the winners, the Maxwell's time being 19.30.

J. B. Whiteman & Son

108. Elm Street.



YOU'LL BE STRUCK WITH AMAZEMENT

If you could see how some factory made clothing is put together. The skimping of materials, the inferior interlinings. But none of these things occur in a suit of our tailoring. That's why one suit of ours will outlast two of the factory made. Order one and the wear will prove it.

C. W. BAKER.

Complete equipment for resetting and repairing rubber buggy tires.

LA GRANDE IRON WORKS

D. F. IZGERALD, Proprietor

Complete Machine Shops and Foundry

GEORGE PALMER Cash. W. L. BRENHOLTS, Ass't Cash.
F. J. HOLLES, Cash. EARL ZUNDEL 2d Ass't Cash.
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LA GRANDE NATIONAL BANK OF LA GRANDE, OREGON

United States Depository
Capital and Surplus \$180,000.00

DIRECTORS

GEORGE PALMER F. J. HOLLES W. J. CHURCH F. L. MEYERS C. C. PENINGTON G. L. CLEAVER F. M. BYRKIT W. L. BRENHOLTS

W.M. PIERCE

With our ample resources and facilities we can render you efficient service and handle your business to your entire satisfaction

FRED YOUNG IS CUP WINNER

TAKES THE INDIVIDUAL NATATORIAL HONORS YESTERDAY.

Swimming Meet Curtailed Slightly But Nevertheless Entertaining.

Natatorial honors in the water yesterday afternoon went to Fred Young, a well known athlete who won fame in his high school career as a pole-vaulter and hurdler. Roy Rice, a high school lad, was second.

The list of events was curtailed slightly on account of absence of athletes who had entered but failed to make apparent their presence at the time of the events. Those who were on hand, however, displayed remarkable skill, considering limited facilities for natation in and around La Grande.

In addition to the regular events, some exciting exhibitions were given. The Misses Young, four in number, displayed their skill in water in an exhibition emergency race, being tipped from their canoe, "by accident" and serenely floating and swimming to shore and safety. Henry Young, a pioneer resident of this city, who is perhaps the most adept in water of any man in the county, did some thrilling stunts from the diving plank. The land races were curtailed by lack of track facilities. A year hence the Chautauqua grounds and park will be equipped with a running track. The list of events and the winners, follows:

50-yard swimming race for boys under 16—Victor Eckley, first; Moody Eckley, second; Jess Andrews, third.

50 yards swimming race for boys over 16—Roy Rice, first; Winfield Eckley, second.

Relay race between High school and B. M. A.—Won by High school team composed of Tracy Wade, Will Rush, Russell Ralston and Joe Ingles. B. M. A. team—Roy Rice, Fred Young, Winfield Eckley and Ray Williams.

Girls canoe race—Won by Hazel Young, Opal Rice, Miss Moore and Grace Ball. Second team—Sadie Young, June Hume, Gertrude Harold of Baker City, and Zoe Bragg. Third canoe—Nell Young, Evangeline Hume, Lillian Baker, Bessie Hume.

Boys' canoe race—Fred Young and Roy Rice first; George Currey and Ray Williams, second.

Will Peare ran half a mile against time, in 2:13.

Fancy Dive from spring board, Roy Rice, first; Wm. Rush, second; Fred Young, third.

Plain front dive from 30-foot plank—Fred Young, first; Roy Rice, second.

PERT PARAGRAPHS.

It is always the open season for making a fool of oneself, and everybody seems to be on the job.

We always want what is coming to us—after we have blue penciled the list.

Next to knowing what is true comes knowing what isn't true.

Being inquisitive may be a source of great information, but it is regarded by other persons as a great affliction—to themselves.

You can't tell what a woman will do next and wouldn't dare to if you could.

The wages of sin is death, but nobody's creditors ever seem cruel enough to garnishee them.

Some high minded individuals go about looking for trouble in order that they may hurt its feeling by refusing to recognize it.

There may be a mass of people who think too little, but the trouble is aggravated by some who think too much—for the good of the mass.

No doubt we would all be good if we found it easy, comfortable, profitable and popular.

HENDRICKS & HALL Painters, paper hangers, decorators. Estimates furnished free.

Geddes Grocery Building Phone Ind. 1431

Feats and Triumphs Of Hamilton

HAVING become somewhat accustomed to the daring exploits of the aviators, Charles K. Hamilton's recent flight from New York to Philadelphia and back is taken much as a matter of course. Yet it is a notable achievement, worthy to rank with the cross channel flights of Bleriot and Rollis, with the Hudson valley voyage of Glenn Curtiss and the London to Manchester dash of Louis Paulhan. In fact, in many ways it is more remarkable than any of these flights, one of the novel features being that it was made throughout practically upon schedule time, just as a railroad train would run. Hamilton covered the distance between his starting point on Governors Island and the landing place in Philadelphia in about two hours, without a stop and without a mishap to the mechanism of his fier. He prepared his own time table, calculating carefully the time required to pass from one point to another along his route, and adhered to it with the fidelity of an engineer driving the locomotive of a limited express.

Less than a year ago Hamilton began doing stunts with aeroplanes, making his first flight in one of these skimmers of the air on Nov. 28, 1909. What has brought attention to him in the past few months has been his propensity to do the unusual with his machines rather than to settle down to long distance flights.

Prior to his undertaking the trip through the air to Philadelphia and back, however, Hamilton made one long distance trip of fifty-three miles of which he is very proud. One day in January he flew from San Diego, Cal., a distance of twenty-six and a half miles across the Mexican border and back again without stopping. Thirty miles of this trip was over the Pacific ocean and a large part of it out of sight of land.

However, it was Hamilton's long glides through the air that won him notice. In making these the aviator

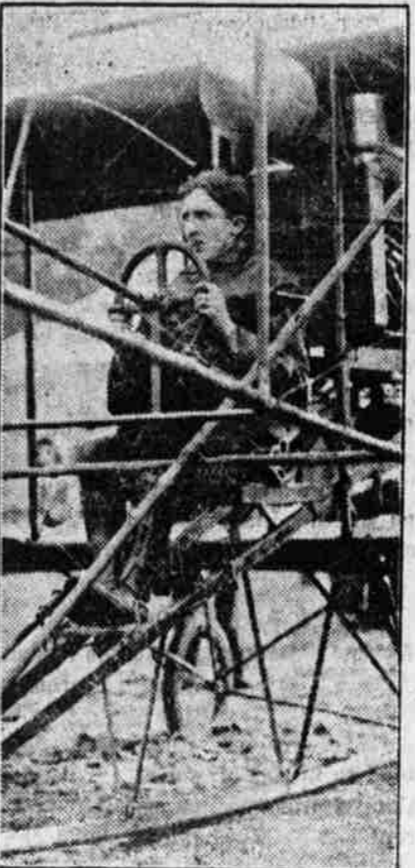


Photo by American Press Association.

HAMILTON BEGINNING A FLIGHT.

seems to "let go all bolts" after having mounted to a great height, usually from 800 to 1,000 feet, and comes sliding down through the air at a tremendous speed, driven only by the weight of his machine, the motor having been shut off. Several times Hamilton has had close calls while doing this feat, the closest having been when he miscalculated his distance while flying over Lake Washington, at Seattle, several months ago and dived into the water. The surface of the lower planes broke the force of his fall so effectually that he got off almost unscathed.

Hamilton prior to the development of the aeroplane had dabbled with every sort of flying device that had been invented. From the antiquated gas bag balloon, grown familiar to every one, he progressed to the dirigible when it was introduced and then experimented with the kites which immediately preceded the aeroplane. With all of them he is said to have had his thrilling escapes.

Perhaps the nearest to death that Hamilton has been in his career was once when he went up in a dirigible from Paterson, N. J. Right after he left the ground he lost his ballast, and the cylinder pointed up through the clouds like a rocket. It rose 6,000 feet while he was struggling with the valve cord, finding out that the valve was jammed and would not respond. At a height recorded by the aneroid barometer Hamilton carried as 14,000 feet the bag burst. The silk case fell over the framework of the carriage in such a manner as to form a parachute, and it sank gradually to the ground.

In another case, while trying out a kite, Hamilton's luck saved him. The

whole structure of the kite crumpled while it was being towed by an automobile at a speed of twenty miles an hour. Hamilton was in a seat suspended beneath the kite proper. Drawing himself up between the kite planes, he hung on between them, and they protected him so effectually that, although the wreck crashed down from a height of 300 feet, he got off with only minor injuries.

The Twelve Jurymen. A prisoner is tried by twelve of his fellow countrymen. This custom is a thousand years old, and we get it from the vikings. The vikings divided their country up into cantons, which were subdivided into twelve portions, each under a chieftain. When a malefactor was brought to justice it was usual for each chieftain to select a man from the district over which he ruled and compel him to try the prisoner, the verdict of these twelve men being declared by the judge to be final.

Made Her Mad. "I thought I overheard you and your wife quarreling a little while ago. What was the trouble?" "She brought home a new hat, and after putting it on she turned to me and said she didn't believe it was becoming." "Well?" "I agreed with her."—Chicago Record-Herald.

SUMMONS.

In the Circuit Court of the State of Oregon and Union County.

Maude St. Johns, Plaintiff, vs. Frank St. Johns, Defendant.

To Frank St. Johns, the above named defendant, in the name of the State of Oregon.

You are hereby required to appear and answer the complaint filed against you in the above entitled court and suit on or before the expiration of the time prescribed in the order directing the publication hereof, to-wit: six consecutive weeks from the date of the first publication of this summons which is June 14th, 1910, and if you fail to appear, answer or otherwise plead within said time, the plaintiff will ask the Court for a decree dissolving the bonds of matrimony heretofore and now existing between this plaintiff and this said defendant and awarding the plaintiff an absolute decree of divorce. This summons is published in the La Grande Evening Observer, a daily newspaper printed and published in La Grande, Union County, Oregon, by virtue of an order of the Honorable J. W. Knowles, Judge of the above entitled court, made and entered on the 11th day of June, 1910.

COCHRAN & COCHRAN, Attorneys for Plaintiff. June 14-21-28, July 5-12-19-26.

Notice of Street Improvement

To Whom It May Concern:

Notice is hereby given that in pursuance of a resolution adopted by the Common Council of the City of La Grande, Oregon, on the 8th day of June, 1910, creating Improvement District No. 1, 2 and 3 and designating Spruce and North Spruce Street from the alley between Adams Avenue and Jefferson Avenue to "Y" Avenue; Madison Avenue from Elm Street to North Spruce Street; Monroe Avenue from Elm Street to North Spruce Street; the alley between "S" Avenue and "T" Avenue from Block 150, Chaplin's Supplemental Addition to North Spruce Street; the alley between "R" Avenue and "S" Avenue from Elm Street to North Spruce Street; "T" Avenue from North Depot Street to North Spruce Street; Jackson Avenue from North Depot Street to North Spruce Street; "U" Avenue from North Depot Street to North Spruce Street; "V" Avenue from North Depot Street to North Spruce Street; East and West through center block 137 Chaplin's Supplemental addition; "W" Avenue from North Depot Street to North Spruce Street; the alley between "V" Avenue and "W" Avenue, from North Ash Street to North Depot Street; "X" Avenue from North Depot Street to North Spruce Street; alley between "W" Avenue and "X" Avenue from North Fourth Street to North Depot Street; "Y" Avenue from North Depot Street to North Spruce Street, as District No. 2, and in pursuance of a resolution adopted by said Common Council on the 8th day of June, 1910, whereby said Council determined and declared its intention to improve all that portion of Jefferson Ave. in said improvement district as hereinafter described, by building cement sidewalk 12 feet wide, the Council will, ten days after the service of this notice upon the owners of the property affected and benefited by such improvement, order that said above described improvement be made; that the boundaries of said district to be so improved are as follows: All that portion of Jefferson Avenue, from the East line side of Depot to the West line of Lot 5, B. 113 Chap. Add.

Notice is hereby further given that the Council will levy a special assessment on all the property affected and benefited by such improvement for the purpose of paying for such improvement. That the estimated cost of such improvement is the sum of \$600.00.

That the Council will on the 13th day of July, 1910, meet at the Council chamber at the hour of 8 o'clock, P. M., to consider said estimated cost, and the levy of said assessment, when a hearing will be granted to any person feeling aggrieved by such assessment.

La Grande, Oregon, June 22, 1910. CITY COUNCIL OF LA GRANDE, OREGON.

By D. E. COX, Recorder of the City of La Grande, Oregon.

June 28-July-9.

district to be so improved are as follows: Spruce Street and North Spruce Street from the alley between Adams Avenue and Jefferson Avenue to "Y" Avenue.—Madison Avenue from Elm Street to North Spruce Street, Monroe Avenue from Elm Street to North Spruce Street.—the alley between "S" Avenue and "T" Avenue from Block 150 Chaplin's Supplemental Addition; to North Spruce Street, the alley between "R" Avenue and "S" Avenue, from Elm Street, to North Spruce Street, "T" Avenue from North Depot Street to North Spruce Street. Jackson Avenue from North Depot Street to North Spruce Street, "U" Avenue from North Depot Street to North Spruce Street, "V" Avenue from North Depot Street to North Spruce Street, East and West through the center of Block 137 Chaplin's Supplemental Addition, "W" Avenue from North Depot Street to North Spruce Street, the alley between "V" Avenue and "W" Avenue, from North Ash Street to North Depot Street, "X" Avenue from North Depot Street to N. Spruce Street, the alley between "W" Avenue and "X" Avenue from North Fourth Street to North Depot Street. "Y" Avenue from North Depot Street to North Spruce Street.

Notice is hereby further given that the Council will levy a special assessment on all the property affected and benefited by such improvement for the purpose of paying for such improvement. That the estimated cost of such improvement is the sum of \$35,972.39.

That the Council will on the 13th day of July, 1910, meet at the Council chamber at the hour of 8 o'clock, P. M., to consider said estimated cost, and the levy of said assessment, when a hearing will be granted to any person feeling aggrieved by such assessment.

La Grande, Oregon, June 22, 1910. CITY COUNCIL OF LA GRANDE, OREGON.

By D. E. COX, Recorder of the City of La Grande, Oregon.

Call For Bids.

Notice is hereby given that sealed bids for the construction of 870 feet of sewer, to be built according to the plans and specifications on file in the office of the Recorder of the City of La Grande, Oregon, will be received at the office of said Recorder up to 4 o'clock p. m., on Wednesday, July 6th, 1910. All bids to be accompanied by a certified check for 5 per cent of each bid. The city reserves the right to reject any and all bids.

La Grande, Oregon, June 24th, 1910.

J. K. SHEAK, G. D. FLEMING, W. J. CHURCH, Health, Sewerage and Water Committee. June 24-July 6.

Notice of Street Improvement

To Whom It May Concern:

Notice is hereby given that in pursuance of a resolution adopted by the Common Council of the City of La Grande, Oregon, on the 9th day of Feb., 1910, creating Improvement District No. 17 and designating Jefferson Avenue, as such district, and in pursuance of a resolution adopted by said Common Council on the 17th day of June, 1910, whereby said Council determined and declared its intention to improve all that portion of Jefferson Ave. in said improvement district as hereinafter described, by building cement sidewalk 12 feet wide, the Council will, ten days after the service of this notice upon the owners of the property affected and benefited by such improvement, order that said above described improvement be made; that the boundaries of said district to be so improved are as follows: All that portion of Jefferson Avenue, from the East line side of Depot to the West line of Lot 5, B. 113 Chap. Add.

Notice is hereby further given that the Council will levy a special assessment on all the property affected and benefited by such improvement for the purpose of paying for such improvement. That the estimated cost of such improvement is the sum of \$600.00.

That the Council will on the 13th day of July, 1910, meet at the Council chamber at the hour of 8 o'clock, P. M., to consider said estimated cost, and the levy of said assessment, when a hearing will be granted to any person feeling aggrieved by such assessment.

La Grande, Oregon, June 22, 1910. CITY COUNCIL OF LA GRANDE, OREGON.

By D. E. COX, Recorder of the City of La Grande, Oregon.

June 28-July-9.