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.

Thehonors 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 bestmatches 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 8 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. B t 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. FITZGERALD, Proprietor
Complete Machine Shops and Foundry

GEORGE PALMER Pres. W. L. BRENHOLTS, Ass't Cash.
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F. M. BYRKIT Cashier.

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OF LA GRANDE, OREGON

United States Depository
Capital and Surplus $180,000.00

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

MUST USE CARE AT PARK

CLAIM IS MADE THAT PEOPLE HAVE BEEN CARELESS WITH REFUSE.

Laws of Association Will Be Enforced Says the Correspondent.

According to various reports there has not been the proper care used by some who have enjoyed the benefits of Riverside park and considerable rubbish and refuse has been left in conspicuous places, contrary to park rules. The following communication was handed the Observer this morning, which explains the condition:

Editor Observer: The ladies of the Riverside Park Association have spent much time and strength in bringing the park up to the condition it is now in and are using every effort to earn money to improve it more.

The laws governing the park are framed and hung where all who can read may see them.

Garbage barrels have been placed about in various places to put the trash in and despite all this two picnic parties on the Fourth, left all their boxes, papers, and remnants of food, within six feet of the rules of the park. These people are well-known citizens having nice lawns of their own and would not think of littering up their own back yard. Will it be necessary to arrest some one and make an example of them before the practice is stopped. If so, it will be done, as the ladies feel that the public should help and not hinder them in keeping the park clean.

x x

A BROKEN DRIVING ROD.

The Disaster Most Dreaded by the Locomotive Engineer.

The close calls that whiten the engineer's hair are mostly due to some one else's error or oversight which he cannot foresee or prevent. That many of these close calls do not result fatally is due to the engineer's swift and skillful meeting of the emergency.

The great driving wheels on which most of the enormous weight on the locomotive rests are connected by massive jointed bars of forged steel. The ends of these are attached to the wheels about halfway between the axis and circumference. It is through these bars, called driving rods, that the wheels receive their impulse from the imprisoned steam. These rods weigh thousands of pounds each. Occasionally one of their fastenings will break, and then every revolution of the wheel to which the other end is attached will send the rod swinging like a titan's flail, beating down 300 strokes a minute. Nothing can withstand these awful blows. They tear up the track below and shatter the engine above, especially the cab where rides the engineer. No disaster comes so unexpectedly and is so much dreaded as this. Almost invariably it happens when the engine is running at high speed. When a driver breaks it is a miracle if the men in the cab escape with their lives. If they do survive and by their heroism succeed in stopping the train and avoiding a wreck despite the rain of blows from this huge flail of steel their act brings forth a greater measure of praise than almost any other form of bravery that the railroad knows.

Only the other day one of the driving rods of a fast passenger locomotive broke while the train was running more than sixty miles an hour down the steep grades of Pickerel mountain. In an instant the whirling bar of steel had smashed the cab and broken the controlling mechanism, so that it was impossible to bring the train to a stop by ordinary means. The great locomotive lunged forward like a runaway horse that had thrown its rider. In some way, however, Lutz, the engineer, had escaped injury. He crept to the opposite side of the cab and climbed out through the little window upon the boiler to try to reach some of the controlling apparatus from the outside. He was working himself astride along the scorching boiler when suddenly the engine struck a curve, which it took at terrific speed. The shock half threw the engineer from his perilous position, but he saved himself by grasping the bell rope. Then he worked himself down along the uninjured side of the swaying locomotive to where he could open one of the principal steam valves. A cloud of vapor rushed forth with a tremendous roar. Although robbed of its power, the locomotive did not slacken speed until it reached the bottom of the grade. Then little by little the thrashing of the great diving rod, which was pounding the upper part of the engine to pieces, grew slower, and finally it stopped. No one was killed or injured, and not a passenger in the long train knew until it was over of the danger that had been avoided so narrowly. — Thaddeus S. Dayton in Harper's Weekly.

A Rare Old Book.

The second book printed in the English language was "The Game and Playe of the Chess," which the title page says was "Fynyshid the last day of Marche, the yer of our lord god a thousand foure hondred and LXXIIj." Only twelve copies of the work are now known to exist. In 1813 an Englishman of the name of Alchorne sold his copy for a sum equal to $270 in United States currency. Fifty-six years later, in 1869, the same volume (an imperfect copy) was sold for $2,150. The British museum has refused an offer of $10,000 for its copy, which is imperfect to the extent of having seven leaves missing.

The Making of Words.

Dean Swift protested against "speculations, operations, preliminaries, ambassadors, pallisadoes, communication, circumvallation, battalions," as newfangled expressions brought into common use by the war of his day. Today nearly all these are the most orthodox English. In his time "mob" seems commonly to have been written "mobb," and "phizz" also had the doubled consonant. Hence his complaint that "we cram one syllable and cut off the rest, as the owl fattened her mice after she had bit off their legs to prevent them from running away."

Posted.

Pater—Can you give my daughter the comforts to which she has been accustomed? Suitor—Yes, sir. I've breakfasted at your house, and I'm certain that I can complain about the coffee, read the paper, demand the discharge of the cook and announce that I'll dine at the club.—New York Journal.

A Clean Cut.

Sykes—My eyes met hers, and, would you believe it, she cut me! Tykes—How very rude! Who is she? Sykes—Oh, a lady barber. She was shaving me, and this is the cut.—London Telegraph.

Consoling Her.

Bess—I sometimes wish I might see myself as others see me. Nell—Oh, you poor dear! Why, you just couldn't believe your eyes!—Browning's Magazine.

Cruel.

Maude—That girl is a lifelong friend of mine. Ethel—Dear me! And she doesn't look a day over forty.—Boston Transcript.

The Mammoth Cave Rat.

The cavern rat found in the Mammoth cave is of a soft bluish color, with white neck and feet. It has enormous eyes, black as night, but quite unprovided with an iris. These eyes are perfectly insensible to light, and when the experiment has been made of catching a cavern rat and turning it loose in bright sunlight it blunders about, striking itself against everything, is unable to provide itself with food and finally falls down and dies. In its native depths, however, it is able to lead a comfortable enough existence, as its enormously long whiskers are so extremely sensitive that they enable it to find its way rapidly through the darkness. The principal food of the cavern rat consists of a kind of large cricket of a pale yellow color and, like most other cave dwellers, itself perfectly blind.

The Lilies.

Two thousand years ago it was supposed that water lilies closed their flowers at night and retreated far under water, to emerge again at sunrise. This was Pliny's view, and it was not impeached until the English botanist John Ray in 1688 first doubted its veracity. The great lily of Zanzibar, one of the grandest of the lily family, opens its flowers, ten inches wide, between 11 in the morning and 5 in the afternoon. They are of the richest royal blue, with from 150 to 200 golden stamens in the center, and they remain open four or five days. It is not generally known that there are lilies that have nocturnal habits—night bloomers as well as day bloomers. They are very punctual timekeepers, too, opening and closing with commendable regularity.

Bunyan's Wicket-Gate.

In the village of Elstow there is abundant material that is visibly associated with John Bunyan. The isolated church tower contains the very bells in the ringing of which Bunyan rejoiced and afterward trembled. Above all there must be mentioned the wicket gate which figures early in the story of "Pilgrim's Progress." The wicket gate of "Pilgrim's Progress" is commonly represented as a garden gate or a turnpike gate, but really the term denotes a small doorway cut out of a large door. Concealed behind a tree at the west end of Elstow church is just such a small doorway in the broad wooden surface of the great door. Through this lowly opening Bunyan must often have passed when a boy.—Harper's Weekly.

They Generally Do.

"That man is such a nuisance, hanging around all the time."

"What is his object?"

"I believe he is conspiring to marry me."

"But it takes two to make a conspiracy."

"Well, couldn't I help him a little?"

Splitting Hairs.

"Is she a good cook?"

"Bridget?"

"Yes."

"I dunno."

"Why, I thought she was your cook?"

"She is, and she may be a good cook all right, but she can't cook good."

A Paradox.

"Do you know Percy?"

"Yes."

"What do you think of him?"

"Well, he is rather an ornamental young person."

"Yes, I admit that. But still he is just a plain fool."

Good and Evil.

Nothing is truly good to a man which does not make him just, temperate, courageous and free, and nothing can be evil to a man which does not give him the contrary disposition.—Marcus Aurelius.

Significant Signals.

"Do you not see the handwriting on the wall?" asked the foreboding friend.

"No," replied Senator Sorghum; "the headlines in the newspapers are enough for me."—Washington Star.

SUMMONS.

In The Circuit Court of The State of Oregon, For Union County.

E. A. Brownell, Plaintiff, vs. Ella L. Brownell, Defendant.—

To Ella L. Brownell, the above named defendant; You are hereby summoned and required to appear and answer the complaint filed against you in the above entitled suit on or before six weeks after the first publication of the summons in this cause, and you will take notice that if you fail to so appear and answer said complaint, the plaintiff will apply to the court for the relief demanded in said complaint, to-wit: for a decree of the court dissolving the bonds of matrimony now, and heretofore existing between you and the plaintiff, and for general relief.

You will further take notice that this summons is published in the La Grande Evening Observer, once a week for six consecutive weeks, of seven issues, by order of the Hon. J. W. Knowles, Judge of said court made, dated and entered April 6th, A. D. 1910, the first issue of said publication being June 9th, 1910.

T. H. CRAWFORD,
Attorney for the Plaintiff.

June 9-16-23, July 7-14-21.

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 resolutioin adopted by said Common Council on the 8th day of June, 1910, whereby said Council determined and declared its intention to improve all that portioin of said District No. 2, as hereinafter described by constructing sewers therein, the council will, ten days after the service of this notice upon the owners of the property affected and benefited by suc himprovements or der that said describen improvements be made; that the boundaries of said 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.