

Directory of the Fraternal Orders of La Grande, Oregon

A. F. & A. M.—La Grande Lodge No. 41. A. F. & A. M. holds regular meetings first and third Saturdays at 7:30 p. m. Cordial welcome to all Masons. **JOHN S. HODGIN, W. M.**
A. C. WILLIAMS, Secretary.

B. P. O. E.—La Grande Lodge No. 433 meets each Thursday evening at 8 o'clock in Elk's club, corner of Depot street and Washington avenue. Visiting brothers are cordially invited to attend.
DR. G. L. BIGGERS, Ex. Hnl.
HUGH McCALL, Rec. Sec.

WOODMEN OF THE WORLD—La Grande Lodge No. 169 W. O. W. meets every second and fourth Tuesday in the month. All visiting members welcome.
NERI ACKLES, C. C.
J. H. KEENEY, Clerk.

M. W. A.—La Grande Camp No. 7763 meets every Monday in the month at the I. O. O. F. hall. All visiting neighbors are cordially invited to attend.
I. R. SNOOK, C.
D. E. COX, Clerk.

REBEKAHS—Crystal Lodge No. 56 meets every evening in the I. O. O. F. hall. All visiting members are invited to attend.
MISS ANNA ALEXANDER, N. G.
MRS. JENNIE M. SMITH, Sec.

KNIGHTS OF PYTHIAS—Red Cross Lodge No. 27 meets every Monday night in Castle hall, (old Elk's hall). A Pythian welcome to all visiting Knights.
JESS PAUL, C. C.
R. L. LINCOLN, M. of R. & S.

O. E. S.—Hope Chapter No. 13, O. E. C. holds stated communications the second and fourth Wednesdays of each month. Visiting members cordially invited.
MARY A. WARNICK, Sec.
PAULINE EDERLEE, W. M.

WOMEN OF WOODCRAFT—Grande Ronde Circle No. 47 meets every first and third Thursday evenings in the month at the I. O. O. F. hall. All visiting members are welcome.
CHAMBERLAIN, C. M.
LIZZIE ELLSWORTH, Clerk.

S. P. WILL NOT BE DIVORCED NOW

**KRUTTSCHNITT TALKS REGARD-
ING FUTURE DEVELOPMENT.**

**Director of Maintenance Talks About
Prospective Developments.**

Construction of a new railroad from Redmond, the terminus of the Deschutes line, to Odell, on the Klamath-Natron cutoff, has been authorized by the Southern Pacific directors; the line from Grants Pass to a point on the northern coast of California, probably Crescent City, may be built, and the Coos Bay line is being considered were announcements made last night by Julius Kruttschnitt, director of operation and maintenance of the Union Pacific and Southern Pacific systems, after a day of inspection of the property in and about Portland, says the Oregonian.

However, no definite time for beginning work on the Redmond-Odell road has been determined. In the meantime the company will endeavor to complete as early as possible all the projects already undertaken. All of the present contracts on the Klamath-

Natron cutoff, says Mr. Kruttschnitt, will be completed before the end of the present fiscal year—June 30—after which he will recommend that the remainder of the route, which he viewed on Monday, be contracted for and the work finished with all possible speed, so that the new 22-hour schedule between Portland and San Francisco can be put into effect on the earliest possible day.

"The directors of the company have authorized the road from Redmond to Odell," said Mr. Kruttschnitt, "but it is impossible to determine the time when work will commence. The road will ultimately be built; that is certain. It will open a rich country there at present has no railroad facilities."

"We have started surveys on the line from Grants Pass to the sea, for which purpose we have incorporated a company. This incorporation does not mean that we are to start operations at once, as it is necessary to take such action in order to have the surveys made. Whether or not the line will be built and how soon it will be built depends entirely upon the reports of the engineers."

"No decision has been reached with reference to the Coos Bay project. That road has been suggested and may eventually be built, but our board of directors has not yet authorized it."

"Divorce" Not Necessary.

"I think it will not be necessary for the Oregon-Washington Railway & Navigation company to divorce itself from the Southern Pacific, the probability of which has been frequently discussed in the past few weeks," he continued. "The present arrangement by which the same heads of departments have jurisdiction over the two roads in Oregon comes within the law and can continue unless we choose to separate them for economic reasons, and I see no necessity for that."

Mr. Kruttschnitt expressed the positive belief that the wage difficulty with the Brotherhood of Locomotive Engineers would be settled without a strike.

"All I can say," he declared, "is that the engineers compose one of the most intelligent and conscientious bodies of men with whom we have to deal. They have able men directing their affairs. The railroads have the same kind men representing them. I am sure that these committees can find some convenient solution of the difficulty."

Mr. Kruttschnitt, accompanied by his secretary, left last night for Seattle, where he will confer with local officials.

Possibilities Are Remote.
With reference to the proposed East and West lines from Ontario, near the Idaho state line, to a connection with the Klamath-Natron line, Mr. Kruttschnitt declared that the possibilities for early construction were somewhat remote. He expressed the opinion that such a road eventually will be built, however.

In the work through the Deschutes canyon, he said, joint trackage agreements had been entered into with the Oregon Trunk Railway over some of the most difficult portions. The Harman line has progressed ahead of that of the Hill system in some places, and the former line likely will be completed over the 137-mile stretch from the Columbia river to Redmond before the latter is finished to Bend.

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