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TO OUR CUSTOMERS

There Are Many of You That we appreciate your patronage, your loyalty and steadfastness, fully as much as you appreciate the help we have at times been able to furnish you, goes without saying. HOWEVER, we want to take this public method of thanking you for past patronage and, with full confidence that this patronage will continue, we pledge you our best endeavors in the future as you have had them in the past. Wishing you an increased measure of Happiness and Prosperity for the year 1911, we are Sincerely yours,

The United States National Bank, LA GRANDE, OREGON

SCALE CAR IS WANTED

RAILROAD COMMISSION SEES NEED OF IMPROVEMENT.

State Legislature Will Get Report of Railroad Commissioners.

The Railroad Commission turned its fourth annual report over to the State Printer and in connection with the general report of the business transacted, several recommendations are made which will be submitted to the Legislature, says a Salem report. The Commission asks for an amendment to the Railroad Commission act to make the legislative intent unmistakable, in order that the department may proceed and act upon the schedule of both freight and passenger rates as a whole without the necessity of confining action to a certain specified class of rates as has been the custom heretofore. A more binding law is recommended for control of railroads by the Commission in prosecuting and enforcing orders issued by that body. The report suggests that provision be made that orders of the Commission, made after a hearing, shall be binding the corporations and persons who afterward acquire the property affected, and for the substitution of the successors in complaints pending against the grantor or lessor. The reasons for this desired amendment are that the recent consolidation of a large number of railroads in the state, the constituent companies of which had been parties to orders entered by the Commission, and several being parties to complaints, render the enforcement of orders on all lines impossible under the present law. The department recommends that authority be given the department to investigate and control a lesser charge for a longer

than for a shorter distance for the transportation of persons or property. The report sets forth that cases have arisen in this respect which the Commission has been powerless to relieve, resulting in a continuance of unjust discrimination. The report urges the Legislature to provide for a suitable car to be used to test the various track scales in the state. Owing to repeated complaints of incorrect scales in Oregon, based upon different weights at initial points of destination, the Commission thinks it is fully justified in the recommendation, and such cars should be transported by the railroad companies without charge to the state. The Commission makes a strong recommendation that a law be passed eliminating the crossing of railroads and highways at grades. That a steady increase in the railroad mileage, in population and in the number and weight of trains will eventually require the elimination of grade crossings in order to protect the lines and property of the public, is the Commission's ground for the recommendation, and, as other states are expending millions of dollars in lowering crossings, the department suggests that the Legislature proceed, at this time before the number of crossings increases. The Commission concludes its recommendations by urging the Legislature to direct the attention of the question of the advisability of providing a control of the issuance of stocks and bonds and other securities of public service corporations in the interest of the public and the investor. The report states that while Congress has this issue in hand it has failed as yet to place the control in the hands of Federal officers, and recommends that it would be better that control should be exercised by the state than not to be exercised at all. The consolidation of a number of railway lines in Oregon, Washington and Idaho into one system is the Commission's reason for this recommendation. The increase in the mileage of steam railroad lines in Oregon is shown to be 108 miles, making a total of 2491 miles of single-track lines in operation.

MILLION FOR IMPROVEMENTS

Medford Spent \$934,789 for Paving, Sewers and Water in Two Years. The report of City Engineer Harry E. Foster shows a total of \$934,789 expended during the past two years for public improvements. Street paving alone amounted to \$577,615, the cost of three miles of bitulithic and 5 1-2 miles of asphalt pavement, according to a Medford report. Eighteen miles of cement walks and 2 1-2 miles of board walks have been laid within that time. For sewers, \$116,412 has been spent. Nearly 15 miles of sewers have been constructed, 1209 feet of this system being a 20-inch storm sewer laid to drain water from the southwest part of the city, and 3959 feet of 24-inch storm sewer to carry off storm water in the west part of Medford. The gravity water system of the city cost \$275,000. Medford's water system is one of the best equipped of any city south of Portland. "I had been troubled with constipation for two years and tried all of the best physicians in Bristol, Tenn., and they could do nothing for me," writes Thos. E. Williams, Middleboro, Ky. "Two packages of Chamberlain's Stomach and Liver Tablets cured me." For sale by all druggists.

LADIES AND GENTS SHOE SHINE PARLORS "TOM, THE BOOTBLACK" has moved to 1118 Adams Avenue, where he will serve all customers, new and old.

Ladies desiring Facial Massage, Shampooing, Manicuring or Scalp Treatment should visit the Paris Hair Store. Switches, Curis, Puffs and Combs made to order can also supply the trade with Hair Goods and Novelties, Massage Cream and Facial Remedies. THE PARIS HAIR STORE MRS. PALMER 209 Fir Street La Grande, Ore.

Notice. Notice is hereby given that the annual stockholders meeting of the Cove State Bank will be held at their office in Cove, Oregon, on Tuesday, January 10th, 1911 at the hour of 2 p. m. for the purpose of electing officers for the ensuing year and such other business that may properly come before said meeting. G. A. STOCK, Cashier. Dec. 3 Jan. 10.

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 21st day of Dec., 1910, creating Improvement District No. 29, and designating "X" avenue as such district, and in pursuance of a resolution adopted by said Common Council on the 21st day of Dec., 1910, whereby said Council determined and declared its intention to improve all that portion of "X" avenue in said improvement district as hereinafter described by laying thereon Board Sidewalk, 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 boundaries of said district to be so improved are as follows: All that portion of "X" avenue from the west curb line of Second Street, to the east curb line of First 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 \$66.00. That the Council will on the 15th day of January, 1911, 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, Dec. 28, 1910. CITY COUNCIL OF LA GRANDE, OREGON, By D. E. COX, Recorder of the City of La Grande, Oregon. Dec. 30-Jan. 10.

European Plan Only Rooms 50c to \$1.50 First class Throughout. SAVOY HOTEL D. C. BRIGHOUX, Proprietor. ONE BLOCK FROM DEPO La Grande, Oregon

Plumbing and Heating John Melville 1428 Adams Ave LA GRANDE, ORE