

NOTICE TO CONTRACTORS.

Notice is hereby given that sealed bids will be received by the council of the city of La Grande, Oregon, for the construction of 4,965 square yards of bitulithic pavement on Main avenue, between west line of Fourth street and east line of First street, together with excavation, curbing and drainage, the same to be constructed according to the plans, specifications and estimates on file in this office. All bids to be in by 5 o'clock p. m. April 12th, 1911, and each bid to be accompanied by a certified check of 5 per cent of the amount of the bid. The council reserves the right to reject any or all bids. Attention of all contractors is called

to the agreement of Warren Brothers' company, filed with this city, in accordance with which agreement Warren Brothers company agrees to license all contractors desiring to bid for the work to lay bitulithic pavement in accordance with its patents and the terms of said agreement. La Grande, Oregon, April 6th, 1911 C. M. HUMPHREYS, Recorder.

"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 dealers.

NEW MACHINE SHOPS MODEL OF EFFICIENCY

Money Expended Lavishly to Make La Grande Shops Productive of Greatest Possible Capacity with Accuracy, Speed and Convenience—Up to the Minute Machinery Installed Regardless of Expense.

Lavish outpouring of money—thousands after thousands—under the direction of skilled mechanics, has made for La Grande a machineshop which has no flaw, has no better equipped rival in the Northwest and though some are larger, none have a greater efficiency of output than this shop—the \$160,000 O-W shop in the local yards. Now that the establishment has been set in motion to permit the efficiencies of the new machinery to be utilized while the final and finishing touches are going on, the residents of La Grande should know and appreciate the fact that this city claims a shop of unrivalled efficiency.

Equipped with huge machines that individually run into the thousands each, laid out and set up on mechanical plans that insure the greatest amount of convenience to the workmen, it takes but a casual study of the place to ascertain that one prime motive dominated the builders—namely, that expense is not an item, but superior efficiency the goal. How well the builders and assistant builders fulfilled is a matter of public interest. They well-nigh reached perfection.

In the first place the shops, building and equipment, were planned, made and built in such a way that the workmen could accomplish the greatest amount of work in the briefest time possible and at the least expenditure of physical labor. Hoists, rams carts and trucks do the work of the muscle and brawn in so many similar shops. The building housing the costly array of machinery is built to give a maximum amount of comfort to the worker—good lights, sanitary wash rooms, toilets and offices.

The structure is of brick, measures 125x125 feet, its walls are about 25 feet high and the distance from the peak of the roof to the cement floor is 75 feet. A blacksmith shop adjacent to the main brick building is 66x66 feet, and is so built that material can be speedily, conveniently and easily shifted from lathe to forge.

A glare of daylight floods the building, a feature of extreme delight to workmen, who need no longer strain their eyesight when there is plenty of daylight without the walls of the building. The first and paramount point coming to the notice of the stranger within the place is the splendid arrangement of every detail. Machines, Monster and Perfect.

Conclusive proof that the O-W lavished money to gain time is seen in the very first piece of machinery to attract the notice as one enters the building from the east entrance; true, one has seen the transverse car tracks to permit engines to run into and through the entire building by motive power, but it is trivial compared to the big, huge, marvelous conglomeration of machinery, electricity wheels and motors that are combined in the making of one piece of machinery, right near the door. It is called the drive wheel lathe, and, strange to relate, does in less than one hour what required nine hours to accomplish in the old shops. Wonderful, isn't it, what modern mind can do? In the first place this modern stepping stone to speed and capacity does more than one thing at a time. It reams out two crank pins at the same time; another thing that it does is to cut swaths five-eighths inch deep in 2 big engine driver tires at a time. The driver is swung into place, mechanically, in the center of the machine and one huge motor operates the entire set of wheels necessary in the turning down of a wheel tire. Little things like automatic shut-offs, sealed placement of tools and rests are minor details go to make up the machine as a whole. Every one knows that an axle with driver attached, has the crank pin boring bar set so that they are not opposite each other, yet this machine provides separately driven reamers that operate on both crank pins at the same time, lessening the time required to turn out the work. Small motors run each drill and the matter of centering is easily accomplished through graduated scales. So much for this piece of machinery, which requires close attention and careful explanation by the learned mind to be fully understood and appreciated.

Axles are driven into the drivers by machinery close by the lathe. Anywhere from 40 to 200 tons pressure are applied by the turn of a valve.

Machinery Lifted Planer Head. Another monstrous piece of machinery is the new planer, a plane that runs 30 feet in a minute. The particular feature about this machine aside from its wonderful power is the fact that the planer head has a power lift, and the old crank and thread method, both slow and cumbersome, is overcome by the turn of a lever which applies sufficient force to raise and lower the bulky head with ease and dispatch.

Lathes Up to Date. There are several lathes; in fact the list includes: a 32-inch Putnam, a 32-inch American, an 18 inch Putman, a

36-inch Schumacher and Boye, and a 26-inch Bennet lathe and a car wheel press. Each and every one regardless of size or explicit purpose is provided with appliances that to the machinery trained or educated mind is another expression of the rapid development of what a few years since was thought to be a model lathe. The old method of cutting threads was to bring down a box of gears, learn from a graduated scale what series of wheels to attach to the machine, and then by a cumbersome and dangerous method change the belt to the speed desired out of the three or four as the case may be. Today on the machines installed here, the operator prepares his machine for thread cutting by shifting a lever, dropping a pin and then starts his machine. The laymen even can catch this masterly step toward efficiency. On the old lathes every change in speed meant "fussing" with the belt—throwing off the main line shaft pulley and on another greater or smaller pulley as the case might be and then doing the same sort of a thing to the lathe pulleys. With these lathes, a mere turn of a lever establishes the speed desired for any grade of work. Really wonderful again, don't you think. So much for the lathes; they cut the schedule from the arrival to departure of material in a startling manner.

Third in line perhaps are the three radial drills. Again the system of change of gear is applied and six different speeds are obtainable by the dropping of a bolt—no change of belt, you notice. No one can conceive of an angle in which it would be impossible to drill with these machines. One of them is a 60-inch drill and the other two are 42 and 32-inch, respectively.

Other Machinery Galore.

The motor-driven lathes, the planer, the radial drills are not all there is to be found there by any means. There is an 18-inch Bement Slatner, an efficient bolt cutter, a car wheel barter and drop pit rams that manipulate the monstrous trucks of a Mallet engine with simple ease. These facilities are provided in the round house, however, and are not an innovation but a necessary adjunct to the shop. The rams radiate on tracks overhead so that no piece of material too cumbersome to handle with the muscle of human hands, can be swung into any machine speedily.

Three entrances for carwheels are provided and to economize in space, the doors through which they are run by motive power, roll up and down like a window shade. No lost motion or misused space there, for certain.

That in brief, constitutes the floor equipment.

Blacksmith Shop Adjoins.

Wide lift doors separate the glare of the blacksmith forges from the machine shops, yet the two buildings are readily thrown into one. To the right as one enters from the machine shops are more monstrous tools. A seven-foot roller, massive in construction, is made to turn out a boiler cover at any desired curve by simply running a sheet of iron or steel through it much on the same plan as a clothes wringer. Its power is wonderful and its purpose another step in that short cut to time saver. A big shear and punch stands, or rather will, when in place, at close proximity to the door so that material can be trucked to and from without loss of time. In the center of the building is the big steam hammer sunk far into the ground so that its tremendous weight will be built on a solid foundation. Big spaces of cement

blocks hold the steam hammer in place and it will be possible to see great chunks of iron pounded into any desired shape by this piece of mechanism. There are many power hammers in the country but few as large or as up to date as this one. Then there are a string of forges and the fires will be fanned by the turning of a screw and not by the pump handle route of the forge you read about in story books.

Office Facilities Excellent.

Where this amount of machinery is operated and where a crew of skilled men work there must be a well-concerted head of department, and in this instance this department will be sub-house in a well lighted and neat office in one corner of the building. Here working under supervision of Division Foreman Watson, will be found the machine shop foremen and assistants. Ed Thomas officiates as shop foreman; he is able to draw up a requisition and charge it to proper account out of a list of 180 odd without reference to books. He is the man that turns the work out and the vast amount of detail falling on the division foreman's shoulders is partly handled through the shop foreman, Frank Leavit is his assistant.

Wash rooms, clean towels and plenty of clean hot and cold water is provided for the employees.

vided for the employees.

The old round house, or rather the round house, for it is not old, will be utilized in the handling of regular service engines. Service repairs will be done there and the boiler making plant with Joe Whitby at its head will move headquarters to the building with the blacksmiths. Engines that come in from the runs will be housed in the round house as heretofore and it is only when they need overhauling that they will be shoved into the new shops. By the way it might be fittingly stated that few engines will ever be sent to Albina hereafter. All overhauling, of any description except the installation of new fire boxes, will be done here. This is important, for it places the local shows as the only place outside of Albina where this can be done. So complete is the equipment and so efficient the foremen and workmen that no job, with the exception noted, is beyond the possibility of the local shops. So, one might go on column after column elaborating on the various phases of the mechanical possibilities and capabilities of the La Grande shops but that is a subject that will be handled in a short time—and the fact that many homes are maintained in comfortable circumstances through the medium of the O-W pay checks issued by reason of the shops' presence in La Grande.

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