

**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 28th day of June, 1911, creating improvement district No. 33 and designating M avenue as such district, and in pursuance of a resolution adopted by said common council on the 19th day of July, 1911, whereby said council determined and declared its intention to improve all that portion of H avenue, in said improvement district as hereinafter described, by building board walks, 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 H avenue, from the west curb line of Fourth street, to the east curb line of Second street. (A) And the property affected or benefited by said improvement is as follows:

Lots 8, 9, 10, 11 and 12, block 96, lots 5, 6, 7 and 8, block 95, and lot 5, block 94, all in Chaplin's addition to the town of La Grande, Oregon.

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 \$209.30. That the council will, on the

20th day of August, 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, August 16th, 1911.

CITY COUNCIL OF LA GRANDE, OREGON.  
By C. M. HUMPHREYS,  
Recorder of the City of La Grande, Oregon.  
8-18-10t

**FARMERS BACK BIG PROJECT**

**LARGEST IRRIGATION PLANT IN WASHINGTON IS SCHEME.**

**Farmers to Support Enormous Project to Water Arid Lands.**

Ellensburg, Wash., Aug. 23.—At a special election next month the farmers of the Kittitas valley will vote a bond issue of several million dollars for the creation of an irrigation district by the construction of a canal from Lake Kaches in the upper part of Kittitas county to their lands.

It will be the biggest irrigation proposition yet undertaken in the State of Washington and the most colossal scheme of its kind ever financed by farmers in any section of the country. The land to be watered lies above the existing canals in Kittitas county, which is the nearest irrigated district within reach of Seattle, Tacoma and Puget Sound markets.

Kittitas county is the largest hay producing county in the Northwest, and for some years has furnished the War Department the hay used in the Philippine Islands. Of late years thousands of acres have been set out in apples, pears and other small fruits.

**NEW MILL AT BAKER SHORTLY**

**ECCLES CONCERN WILL BACK BIG INSTITUTION.**

**Large Supply of Timber Available for the Proposed Plant.**

According to announcement made by W. H. Eccles, of Ogden, Utah, one of the stockholders of the Oregon Lumber company, and the Sumpter Valley railroad, his company has been awarded one hundred million feet of white pine timber located on the government reserve near Sumpter, advice to that effect having been received last week from the government that their bid had been accepted. It is further stated that as a direct result the company which he has organized will immediately erect on the 35 acre site purchased in South Baker some time ago a planing mill complete throughout in equipment for finishing finer grades of white pine lumber, of which the company expect to make a specialty. In addition the plant will include a box factory.

Construction of a big mill will be started at once at Austin, which will have a daily capacity of 75,000 feet.

Definite plans as to the size and capacity of the mill to be constructed in this city have not been given out, but the assurance that the plant would be put in operation here was positive.

The acquiring of this big tract of timber by the Eccles interests will be a great boost for Baker, as all of the lumber manufactured at the Austin plant, which will be the most complete band mill in Eastern Oregon, will find a market through this city, and the establishment of the finishing mill and box factory here, means a big pay roll, and the means of employment of many men.

Associated with Mr. Eccles in his new company are J. E. Ingalls, at present manager of the Oregon Lumber company's plant and several other experienced lumbermen, who have been associated with him in the lumber business for several years.

Mr. Eccles' career in the lumber industry in Eastern Oregon covers a period of twenty years, and aside from his lumber interests in this vicinity, he is a heavy stockholder in the Sumpter Valley railroad company. The announcement of the contemplated activity of his company in Baker and vicinity is one of the best pieces of news received by the business interests of this city in a long time.

**Notes From the Labor World**

Brewery workers of Lancaster, Pennsylvania, won their strike for an increase of \$1 per week, and engineers obtained a \$2 increase.

Union carpenters at Kingston, Ontario, have obtained an increase to 35 cents an hour for a day of eight hours.

The age limit at which a man may now obtain employment in any department of the Erie railroad is now 35 years.

The organized men employed on the North British railway at Coatbridge and vicinity have gone on a strike for shorter hours and higher wages.

The semi-annual report of the United Hebrew Trades in New York shows that ten new local unions were formed and fifteen strikes assisted, only three of which were unsuccessful.

At Hardwick, Vermont, the granite cutters obtained an increase of from 10 to 56 cents per day, the lumpers and drillers an increase of 17 cents per day, and carpenters, painters and masons secured an eight hour day.

Three thousand waiters in Marseilles, France, have gone on a big strike for 90 francs per month and the right to wear moustaches. The proprietors have formed an association and increased the price of the various drinks, and this action has had the effect of lessening the tips usually received by French waiters, hence the demand for higher wages.

**TAR-MACADAM ROADS GOOD**

**SCOTLAND HAS SPLENDID SUCCESS WITH THEM.**

**Government Employee at Scotland Reports on New Road Material.**

(From Consul J. L. McCunn, Glasgow, in U. S. Government report.)

The roads laid with tar and macadam several years ago in this part of Scotland have fulfilled all expectations as regards durability and cleanliness. It is a noticeable fact that the enormous increase in automobile traffic in recent years has told very heavily on such sections of the highways laid with the ordinary macadam surface, while the surface of tar-macadam roads remains practically intact.

It has been found that to convert an ordinary macadamized road into a tar-macadamized road is not sufficient simply to cover the old macadamized surface with the tarred metal. The surface must first be "scarified." The road rolling engines are now provided with an instrument attached behind one of the driving rollers of the engine. This instrument acts somewhat in the nature of a plow. The effect is that, as the engine progresses, several steel points penetrate several inches below the surface of the road and tear it up into the condition of a plowed field. When the whole of the original surface has so been "scarified," the tarred metal is laid upon it and rolled in. If the surface is not scarified, but the tarred metal simply laid down upon the old surface of an uneven macadamized road, the finished road soon begins to show unevenness of surface, and finally is apt to break up at various points.

**Experiments With Pavements.**

It has been found by experience that granolithic or cement foot pavement are more satisfactory than foot pavements made by the Walker system of tar and macadam, although the tar-macadam pavement is more agreeable to walk upon. It is observed that certain parts of a foot pavement are used by pedestrians more than others, for example, close to shop fronts, close to corners, and, in the country districts, close to the inner side of the pavement. The effect of this on tar-macadam sidewalks is that about one-fourth of the surface becomes worn to such an extent as to require patching, thus spoiling the appearance of the pavement. The dripping of water from the eaves of buildings also appears to have a disintegrating effect upon tar-macadam pavements.

In hot weather tar-macadam sidewalks (and, to a lesser degree, roadways) become distinctly soft, an important fact that should be seriously considered by road makers desirous of introducing the tar-macadam system in very warm climates. The science of chemistry may yet discover some sufficiently viscid substance to be used with or substituted for tar, which, after setting, would not become unduly soft during the heat of the day.

**"Ladies of the Jury."**

Spokane, Wash., Aug. 22.—(Special)—Two prominent club women and suffragists were members of a jury of six, including two retired capitalists, a plumber and a builder, in the municipal court, where Williams Evans was on trial on the charge of stealing a duplicating machine. Mrs. May Arkwright Hutton, forewoman of the jury, returned a verdict of "not guilty," after 20 minutes' deliberation. Prosecutor Dill and Moyle Wicks, the counsel for the defense, addressed the arbiters as "ladies and gentlemen of the jury," while Justice George W. Stocker, presiding, referred to them as "gentlemen of the jury." The hearing occupied several days and was continued after a session of more than three hours, when Mrs. Hutton and Mrs. A. P. Fassett, the other members expressed a desire to attend the circus. Mesdames Hutton and Fassett were the first women to serve on a jury in Spokane. Mrs. R. A. Wellman of Spokane, is the first woman summoned to serve on the September panel in the Spokane superior court. The panel contains the names of 21 women in this county.

at the office of the city recorder of the city of La Grande, Oregon, until August 30th, 1911.  
By order of the city council, August 16th, 1911.  
C. M. HUMPHREYS,  
City Recorder.

**SAM-O**  
UMMER  
uggestions  
Take two-thirds of a glass of cold sparkling SAM-O, add one-third of any of the following fruit juices: Lemon, Orange, Pineapple or Grape  
"Measure it right and mix it together"  
It's good for what ails you in this kind of weather.

**FIFTIETH ANNUAL OREGON STATE FAIR**  
SALEM, SEPTEMBER 11-16, 1911.  
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**FERULLO'S GREATEST BAND**  
REDUCED RATES ON ALL RAILROADS. SEND FOR PREMIUM LIST AND ENTRY BLANKS.  
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Salem, Oregon.

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A high grade school. Well established reputation. Many graduates holding good positions. Skillful, painstaking teachers. LIVING EXPENSES THE LOWEST. Let us tell you about OTHER ADVANTAGES. Write for catalogue, also special terms as an inducement to enroll on or before September fifth.  
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Baker, Oregon

It's not a question of whether you can afford electric lights; the question is; can you afford not to have them?  
The rates in La Grande are so reasonable that you needn't hesitate at the cost.  
Electricity is the modern light—the only light that is healthful, safe and clean.  
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Complete Equipment for Resetting and Repairing Rubber Buggy Tires  
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Resident and Day School for Girls in Charge of Sisters of St. John. Includes College, Academic and Domestic Departments. Music, Art, Elocution, Gymnasium.  
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The rooms are good and Steam heated only one block from depot  
D. C. Brichoux, Pro.