

# REGISTRATION CONVENIENT

### BOOKS TO BE TAKEN DOWN TOWN THIS EVENING.

County Clerk Ed Wright Will Accommodate Busy Taxpayers.

Taxpayers will be given an opportunity tonight to register for the primary and general elections without going to the court house to do so. County Clerk Ed Wright will bring the registration books down town this evening and from 7 until 9 o'clock will afford opportunity for all qualified voters to register at the J. R. Oliver offices in the La Grande National bank building. Every voter must register. Because voters were registered prior to other elections does not excuse them now, it must be done over again. Registration before the primaries is sufficient to cover the general election, however.

County Clerk Wright has gone to the trouble of bringing the books down town because he realizes that many people are unable to get to the court house in the day time and expects that the voters will take advantage of it. However, there are scores who have not given the registration matter a second thought and before long it will be too late.

### STREET FORCE IS ENLARGED.

#### Five Placed Under Street Superintendent to Pay Off Fines.

One group of four and one of one were assigned to the street department this morning as punishment for offenses committed last night. A group of four boys, Joe Brill, Lester Rhodes, B. Rhodes and Roy Dunn were fined \$5.00 each raising disturbance in a Depot street pool room last night and it is probable that they will work two and a half days on the streets as they did not produce the fine money this morning. Joe Brown was fined \$10 for being drunk and disorderly.

### Clifford Out for County Judge.

Judge Morton D. Clifford is expected to enter the race for the nomination for circuit judge at the democratic primaries, making three aspirants for the democratic favor and no

republicans, says the Baker Herald. Judge Clifford's friends have requested him to run and when asked by a Herald man today he said that he expected to file his nomination papers soon. He served continuously for 14 years on the circuit bench, which in the earlier years included Baker county, and for four years was district attorney in the district including this county. He will run on the record made on the bench in the past, he says.

# BAKER PLAYERS COME TODAY

### DELAYED TRAIN WILL BRING THE PLAYERS TO CITY.

#### Interesting Game Bound to Erupt Tonight When Rivals Clash.

Baker's quintet of basketball players will reach La Grande late this afternoon to participate in the first basketball game between these two schools in many years. The delayed No. 17 will bring them here about 4:30 this afternoon and this will afford ample time for the players to get rested before the crucial test this evening at 8 o'clock at the high school gym. Early attendance will be necessary as the audience will be large. If interest buzzing around the outside is a good criterion.

### KILLED BY STARVED CATS.

#### Insane Daughter Guards Dead Father's Body.

New York, Feb. 1.—Guarded by his maniac daughter who had stuffed his mouth full of bread crumbs and surrounded by a dozen half starved cats, the body of Henry Bonsfield, aged 70 and worth thousands, was found today in his Brooklyn home. Detectives were forced to use violence to subdue the insane daughter before they secured the corpse. Cats killed the man.

William A. Brady is to produce a play by Bayard Veiller, called "The Miracle." In this play Grace George will have the role of a feminine crook

# RATE HEARING HELD AT BAKER

### INTERSTATE COMMISSIONER HAS TAKEN EVIDENCE.

#### Many Salient Points in Rate Issues Set Out by Baker.

(Wednesday's Baker Herald.)

The Baker Commercial club, represented by F. H. McCune and the Interstate commerce commission met this morning in the council chamber of the city hall and argued the case of rates affecting the local shippers to points east of Huntington and north of Weiser. The examiner of the commission was F. I. Vasault and the reporter, J. C. Lowe. The O-W, R. & N. and O. S. L. railroads were represented by attorneys Scledrett and Lyle, General Freight agents Skinner and Reeves were also there in the interests of the roads.

The commission simply took the evidence and it will probably be several months before they make a decision.

The commission took the oral testimony of Messrs. D. W. French and J. W. Stuchall. These men are the managers of the firms most interested in the decision of the commission.

The case is No. 4156 brought in June, 1911, by the Baker Commercial club against the O. W. R. & N. company, the O. S. L. R. R. and the P. & I. N. Ry., in complaint against making the through rates from Baker to points east of Huntington and north of Weiser the combination of the local rates to and from these points. The prayer is for a reasonable schedule of rates based on continuous mileage.

Examples were shown in the evidence where other rates were made on Huntington and west of Huntington this basis both from points east of eastward.

A serious complaint was made against the high local rates in use by all the lines parties to the suit.

The rates now in use by the railroads were compared with the prevailing wagon haul rates. Typical of this comparison was a haul of 165 miles in Oregon for wool for which the teamsters' rate was 88 cents per 100 pounds, the first class rate on the O-W, R. & N. for this distance is 86 cents, the combined rate of the O-W, R. & N. company and the O. S. L. is \$1.06, and the combined rate for the three roads for the same distance is \$1.39. From this illustration it was shown that the rail rates are considerably higher than the wagon haul rates.

Then to indicate the difference in the capacity of a horse compared with a railroad it was shown that one horse would require \$3.32 per day to maintain and it could haul on a dirt road 25,000 pounds one mile in ten hours, the first steam locomotive could haul 8,640,000 pounds one mile in ten hours, the modern locomotive can haul 850,000,000 pounds one mile in ten hours, or equal to 34,000 horses. The cost to haul by horses would be about \$112,000, while the cost by rail would be only \$200. And yet the rail rates are higher than by wagon haul today.

A previous complaint was made against the present classification of freight where the less than carload shipment of 100 pounds was given a fourth class rating and a shipment in a car of 36,000 pounds was given a fifth class rating, the difference between these rates for a haul of 360 miles was only 10 cents the hundred, whereas it was shown that the difference in the cost to produce the less carload shipment was on an average of about 7 to 1, or where it would cost \$7 for the less carload it would cost only \$1 for the carload.

It was thus shown to be uneconomical to job freight long distances as a waste of transportation. It was shown that the first class rate from Boise to Weiser, a distance of 79 miles, was 38 cents per 100 pounds and from Baker to Weiser, a distance of 71 miles, it was 65 cents, or nearly double.

Graphic illustrations were given how the ton mile cost differed between different commodities because of the difference in the terminal expense and in the loading of the cars. Under practical railroading less car-

load shipments move in average car lots of 4.5 tons which compared with a carload of 100,000 pounds, many of such cars being in use, that it would require 10 cars to move the same amount of l. c. l. business as one carload. In this connection it was shown that the clerical expense was no more for the 100,000 carload shipment than for a 100 pound l. c. l. shipment. That while the clerical cost for the carload would be only 20 cents, the l. c. l. cost would be \$1.00. Other items of expense were shown to be on varying ratios greater for the l. c. l. than carloads and the variation between the different weights of the carload as related to each other was illustrated which effectually disposes of the contention of the railroads that the ton measure for computing rates as between commodities.

Cost figures were shown to the effect that it does not cost any more to operate railroads in Oregon than in Illinois and that the tonnage is practically as heavy, but the freight rates are more than double for the same length of haul in Oregon as for Illinois.

It was shown that the O. S. L. paid since 1906 dividends to the amount of \$72,566,875 on a capital stock of \$27,460,100, and during the same period the O-W, R. N. company paid \$38,228,006 on a capital stock of \$35,000,000, both roads paying dividends in excess of their capitalization.

### MUSIC BATHS.

#### Holmes Says They Are to the Soul as Water is to the Body.

One must be educated no doubt to understand the more complex and difficult kinds of musical composition. Go to the concerts where you know that the music is good and that you ought to like it, whether you do or not.

Take a music bath once or twice a week for a few seasons and you will find that it is to the soul what the water bath is to the body. I wouldn't trouble myself about the affectations of people who go to this or that series of concerts chiefly because it is fashionable.

Some of these people whom we think so silly will perhaps find sooner or later that they have a dormant faculty which is at last waking up and that they who came because others came and began by staring at the audience are listening with a newly found delight.

Every one of us has a harp under the bodice or waistcoat, and if it can only once get properly strung and tuned it will respond to all outside harmonies.—Oliver Wendell Holmes in "Over the Teacups."

# IMPORTANT!

Notwithstanding the considerable increased cost of labor and material our unparalleled facilities and our perfect organization have enabled us not only to continue our former schedule of popular prices, but in many instances we have made downward revisions, thus proving beyond question the "square policy" on which our organization is built and demonstrating the advantages of becoming allied with a firm like



ours which is ever ready to share with its patrons every saving in cost of product which it is possible to effect, without sacrificing the high standard of workmanship.

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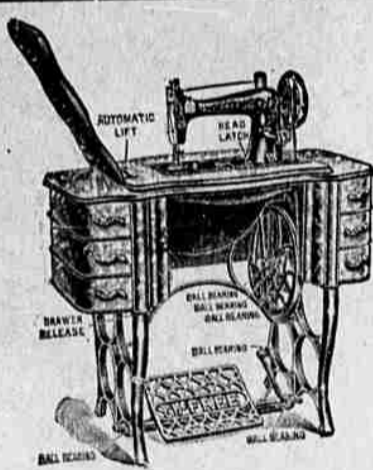
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WANTED—An experienced waitress. Inquire Palace restaurant. 2-1-3t

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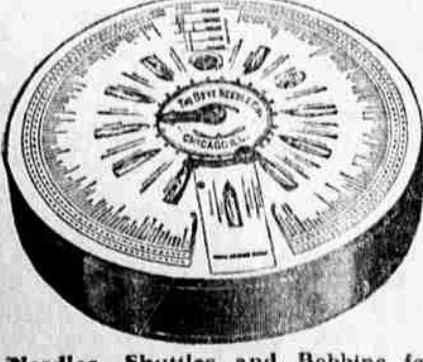
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