

Classified Directory

FRATERNAL ORDERS

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

P. O. E.—La Grande Lodge No. 424 meets each Thursday evening at 8 o'clock in Elk's club, corner of Depot street and Washington avenue. Visiting brothers cordially invited to attend.

T. J. SCROGGINS, E. R.
H. E. COOLIDGE, Rec. Sec.

WOODMEN OF THE WORLD—La Grande Lodge No. 169 W. O. F. meets every first and third Friday at 1 O. O. F. hall. All visiting members welcome.

W. W. BERRY, C. C.
J. M. KENNEDY, Clerk.

MODERN WOODMEN OF AMERICA—La Grande Camp No. 7703 meets on the first and third Thursday evenings of each month in the K. of P. hall. Visiting neighbors welcome.

A. W. NELSON, V. C.
W. F. LANDRUM, Clerk.

ROYAL NEIGHBORS—Meets every second and fourth Friday evening in the K. of P. hall. All visiting members cordially invited.

CORA FITZGERALD, Oracle.
LILLY C. KIMBLE, Recorder.

REBEKAHS—Crystal Lodge No. 50 meets every Tuesday evening in the I. O. O. F. hall. All visiting members are invited to attend.

MATTIE GOLDEN, N. G.
EVA MONROE, Sec.

L. O. O. M.—La Grande Lodge No. 850, Loyal Order of Moose, holds regular meetings every Monday at 7:30 p. m. in I. O. O. F. hall. Visiting brothers cordially invited to attend.

B. L. LEAVITT, Sec'y.
R. J. GREEN, W. D.

KNIGHTS OF PYTHIAS—Red Cross Lodge No. 27 meets every Monday night in Castle hall, (old Elks' hall). A Pythian welcome to all visiting Knights.

H. P. OLIVER, C. C.
R. L. LINCOLN, K. of R. & S.

O. E. S.—Hope Chapter No. 13, O. E. S., holds stated communications the second and fourth Wednesdays of each month. Visiting members cordially invited.

MISS CYNTHIA STEIN, W. M.
MARY A. WANNICK, Sec.

F. O. E.—La Grande Aerie No. 258—Meets every Friday evening at 8 o'clock, at the K. of P. hall. Visiting members cordially welcomed.

HARRY W. SWART, W. P.
L. F. BELLINGER, Sec.

CHAUNCEY E. BUNTING—Architect, General Building Work. Estimates cheerfully furnished. City Engineer's Office.

H. W. RILEY—Graduate Veterinarian Hospital 1409 Madison Ave. State stallion and jack inspector. Stock inspected for interstate and other shipment. All domestic animals treated and cared for. Phone Black 41. Calls answered day or night.

Beginning now the La Grande Observer will issue votes on the 40 horsepower F. P. 12 McIntyre Automobile as follows:
For every \$1.00 brought to this office on job work 500 votes
For every \$1.00 brought to this office on advertising 1,000 votes
For every \$1.00 brought to this office on collections 2,000 votes
For every \$1.00 brought to this office on renewal subscriptions 3,000 votes
For every \$1.00 brought to this office on advance subscriptions 5,000 votes

COUPON

Cut this coupon out and bring to The Observer office next Wednesday and we will give you 100 votes for
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DEFINITIONS

HELL:

Three telephone systems in a town.

PURGATORY:

Two telephone systems.

PARADISE:

One Good Telephone System.

ELBERT HUBBARD

Pd. Adv.

PATROL LAWS EXAGGERATED

TIMBER BROKERS OFTEN ARE TO BLAME FOR REPORT.

State Forester at Salem Sends Out Actual Law in the Case.

Salem, Oregon March 18.—It has been brought to the attention of the state forester that some unscrupulous timber brokers are misrepresenting the provisions of the compulsory patrol law which was enacted by the recent legislative assembly and becomes effective June 2. Owners of timber claims have been told that under this law it will be necessary for them to keep a patrolman on their claims all summer at their own expense, and this has been urged as a reason for sacrifice sales. Statements of this kind are made purely for the purpose of stimulating the sale of timberlands, thus increasing the business and incidentally the commissions of timber brokers.

The law provides that every timberland owner in the state, not residing within one and one-half miles of his property, shall furnish a sufficient patrol therefore during the dry season, and that in case he fails to do so the state forester shall provide the same at a cost not to exceed 5 cents per acre per annum. Any amount so paid by the state shall be a lien upon the land and shall be collected with the next taxes.

It is obvious that the maximum expense to the owner of quarter section of timberland can not exceed \$8.00 per year, an amount that should scare no owner into disposing of his timber claim at a sacrifice.

One of the best ways for timberland owners to comply with the law is to join county fire patrol associations that have been organized in most of the timbered counties of the state. It is expected that every timbered county will have such an organization before the fire season arrives. The experience of these associations, some of which have been in existence for four years, proves that adequate patrol can be secured at a cost of from 1 1/2 to 3 1/2 cents an acre, and if all of the timberland owners join, the acreage cost will be materially decreased. Protection from fire at a cost of \$3.00 or \$4.00 per quarter-section should be welcomed by all timber owners, and it is hoped that no one will be induced to sell their holdings through misrepresentations made by unreliable timber brokers for the selfish purpose of increasing commissions.

MACADAM AND CONCRETE.

(Continued from page six.)

average this road could compete in cost with a 6-inch macadam road in a period of ten years, under the traffic conditions assumed; but any such comparison of costs would be wholly unfair to concrete, as above stated, since the 5 1/2 inches of concrete would be equivalent to at least 8 or 9 inches of macadam in supporting power, assuming both on an equally satisfactory subgrade. On a considerable mileage of concrete roads built in New York last summer, the thickness was only 5 inches.

In case roads are built from the proceeds of bonds, the interest on bonds of course is an item in the total cost. But since the chief justification of bonds is that they enable a large mileage of roads to be built and put in service in a short time, the interest account may fairly be balanced against the greater convenience and quicker use of the roads. If this does not offset the interest charge, then bonds would hardly be justified. For this reason no allowance for interest has been made in the preceding calculations.

Summary and Conclusion:

It is impossible to foretell how great the traffic on Oregon roads may become during the next decade. But the experience of other states and our own ambitions toward rapid development all point to the conclusion that the further construction of macadam roads will be expensive and therefore unwise, at least on our more important highways. Concrete roads offer a far better solution, and by the use of methods which have found favor both in Europe and America, their first cost can be brought within reason, and their ultimate cost will be less than that of macadam.

The numerous experiments that have been tried with bituminous macadam have in the main proved costly, and the maintenance charge is found to be so great that the highway commission of New York has declared that the results do not justify the cost, and the commission has

therefore adopted the concrete road as a standard for future construction. Standard types of city pavements, such as bitulithic or vitrified brick, are too expensive for the great majority of country roads, and concrete is the most promising material in sight that embodies at once a moderate first cost and reasonable maintenance charge. Macadam roads already built may be saved, at least for a time, by the use of various surface dressings, but such expedients do not embody a satisfactory policy for future construction.

In view of the already rapid destruction of many well-built macadam roads in Oregon, and in view of the universal conclusion that macadam is not adapted to modern traffic, such as motor trucks, road tractors, and mechanical haulage generally, and in view of the fact that such traffic will in all probability be the prevailing traffic within a few years, the writer believes that any large expenditure in the future construction of macadam, whether by the state or by counties individually, would be unwise and result only in bitter disappointment.

Hindsight is proverbially better than foresight, but it is vastly more expensive. If we are to vote millions of dollars in bonds to build good roads, we may well profit by experience elsewhere, and seek a type of construction that will stand modern traffic. "Seize time by the forelock" quit grabbing at the fetlock.

Two Reasons For Not Reporting:

General Nelson A. Miles, during active service, one day received a telegram from a subordinate who was on a furlough, but was expected back that day. The dispatch read:

"Sorry, but cannot report today, as expected, owing to unavoidable circumstances."

The tone of the message did not please the general, and he wired back:

"Report at once, or give reasons." Back came the answer from a hospital:

"Train off, can't ride; legs off, can't walk."

Disraeli's Marriage Doctrine.

Disraeli's doctrine of marriage was admirably simple: "All my friends who married for love and beauty either beat their wives or live apart from them. I may commit many follies in life, but I never intend to marry for love, which I am sure is a guarantee of infelicity."—Contemporary Review.

Squaring Himself.

She—Surely, Mr. Curtis, you cannot be serious. I have heard that you have told your friends that you wouldn't marry the best woman in the world. He—When I said that I had no idea that you would listen to a proposal

Ladies and Gentlemen

Lend Me Your Ear

You do yourself an injustice if you buy your SPRING SUIT before seeing my line of

One Thousand Patterns

I build clothes to your own personal measure, the real TAILOR made kind that the best dressed men and women all over the world are wearing, And you cannot duplicate the material and workmanship in our \$20.00 garments for less than \$35.00 elsewhere.

GUARANTEED

You take no chances when you order from me. I guarantee the goods and workmanship to be exactly as represented, a perfect fit in every respect. Just give me a call and see for yourself; that's all I ask.

J. A. McLeod THE WARDROBE
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Tailoring, Hat Blocking, Cleaning and Pressing.

Union Made, Oregon Made, Hand Made
NUGGET
Mild, Sweet and Satisfying

LOCATION Of any Property be it Farm, City Home, or Fruit Tract, MEANS MUCH TO THE PURCHASER

If you are a purchaser and wish a hay, grain or stock ranch, or land for general farming we have several of each of these classes that are in location that will appeal to you.

MAY BE A FIVE-ACRE TRACT

In this location will suit you. 3-4 miles from Island City on good road to La Grande.

This place is an ideal home for garden, fruit, and chicken ranch. There is a good house on place, fair barn, cellar, the soil is fine. 100 cherry trees now bearing. 12 apple trees, some berry bushes. This place is good. Let us show it to you.

Price \$1850. Terms on Part

All classes of property for sale.

La Grande Investment Co.

1111 ADAMS AVE., FOLEY BLDG.