

# SHERRY THEATRE To-day

The Pictures Beautiful  
TODAY ONLY

Neal Of The Navy

in  
THE SUN WORSHIPPERS

Adventures of Wallingford

THE LILAC SPLASH

Comedy

GREAT WHILE IT LASTED

TOMORROW—Robert Mantell  
In The Blindness of Devotion

## REV. WOMACK WILL LEAVE

MEHODIST MINISTER SEEKS  
CHANGE FOR HEALTH.

Bob-Sleds and Cutters Are All the Go  
in Imbler Country.

Imbler, Oregon, Jan. 17.—(Special)—Rev. Womack, who has been filling weekly appointments at the M. E. churches here and in Elgin, will leave for Missouri in a few days, and a minister from Dayton, Washington, will accept the vacant pulpits here. Mr. Womack is making the change on account of sickness in the family.

O. L. Alphin, who sold his barber shop to Ed Dennison, is leaving soon for Wyoming. Mr. Alphin and his wife have many friends here who regret their departure, but wish them success in their new home.

Friday evening about a score of Ivan Bingham's friends gathered at that young man's home south of town and pleasantly reminded him that he was celebrating his fifteenth birthday. Light refreshments were served and a pleasant evening enjoyed.

Saturday evening a Sunday School social was enjoyed at the home of Miss Edna Martin.

The advent of the new semester witnessed but few changes in the high school. A few new classes are organized and E. E. Hurley is competently filling the position vacated by F. S. Francis.

Owing to the continued snows, bob-sleds and cutters have almost entirely replaced wheel conveyances for the time. Bob-sled parties are all the rage.

The dancers who "bobbed" over to Elgin Friday evening kept the musicians busy till about 5 a. m. and then did the "sled glide" all the way home.

Horse buyers have been operating in this end of the valley again and several dozen good horses were purchased.

### Bad Habits.

Those who breakfast at eight o'clock or later, lunch at twelve and have dinner at six are almost certain to be troubled with indigestion. They do not allow time for one meal to digest before taking another. Not less than five hours should elapse between meals. If you are troubled with indigestion correct your habits and take Chamberlain's Tablets, and you may reasonably hope for a quick recovery. These tablets strengthen the stomach and enable it to perform its functions naturally. Obtainable everywhere.

### Nearly 13,000 Musters at The Front

Paris, Jan. 12.—(By Mail)—Nearly thirteen thousand ministers and priests are to day serving in various capacities with the French army, according to statistics just given out.

his own and leave as an inheritance to his children.

### Amicable Relations Urged.

I have covered, I believe, all but one phase of the subject. I have seen other counties agree to everything as I have outlined it this far, and then split into factions and ruin all their construction work over rivalry and jealousies, as to what roads should be improved first. I trust you will have no such difficulties, but that you will approach the subject with a feeling of generosity and co-operation, and realize that what benefits your neighbor enriches you and that that which serves him well is just what he will wish you and yours to enjoy also. With such a spirit, Union county can successfully solve the road problems which are common to every county in the state, and she will obtain for herself, and for us who wish her and her people well, that high state of development and prosperity which she richly deserves.

### Women Discuss Militarism.

(By United Press)

San Francisco, Cal., Jan. 19.—San Francisco women at the local Mothers' congress met today to endorse the idea "I didn't Raise My Boy to Be a Soldier" and to discuss their stand on military training in high schools. Mrs. Frank H. Harris, president, spoke in opposition to the plan, saying in part: "Such training comes at a time when the mind, soul and body of the boy are in the formative period. We should be careful what influences bear upon the boy at that time; whether they foster the spirit of militarism or of peace, kindness and harmonious adjustment of difficulties." Replying to the argument that such training inculcates obedience, Mrs. Harris said that even so, its real object was "the ultimate taking of human life." "If, as a nation," she continued, "we feel it necessary to prepare for defense then let it be through mechanical devices and armaments manned by those of mature years who have chosen this calling, rather than by militarizing the young and innocent of humanity, not capable of judging for themselves."

Great talkers are like "leaky pitchers everything runs out of them.

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wherever necessary, to make their locations conform to the same rules, as fast and as soon as their re-location can be conveniently financed.

### Develop Roads With Farms.

By following such a plan the surface of all roads can be developed as the land adjacent to the roads develops and as the traffic using the roads changes and increases with the growth in population, without the wasteful expenditures of re-location. By this method, where an earth road, properly drained, may serve the wagon traffic of a certain sparsely settled district today, it can be topped with gravel or macadam later and when the motor car comes along and destroys the best macadam road that it is possible to build, the macadam can be used for a foundation for a hard surface. By this plan, there is no waste. Each type of road serves its own day and generation, and is of use to each succeeding surface, until the best and highest types of pavement we know about today are finally laid.

It is no longer a question of how steep grades we can travel, but how steep grades we can travel economically. It is no longer a question of how short a turn we can make, but how short a turn we can make safely. It is no longer a question of the lowest first cost of a surface we can maintain in our roads, but of the lowest ultimate cost at which we can maintain the surfaces on our roads.

Until the advent of the automobile a few years ago, the problem of surfacing roads was considered solved. The macadam roads on permanent locations served very well for the traffic of the horse and wagon. Of course there was some mud in winter and much dust in summer, but we didn't mind that then because we did not know that there was anything better. But the automobile has made the macadam road impossible of maintenance upon our main traveled highways.

### Union County Leads State.

Yet the automobile is here today. Already in our state there are over 23,000 of them registered and there is an average of ten more registering every day. In Union county you have 547 autos and 47 motorcycles. In Union county, during the year 1915, there was an increase of 108 per cent in the registered horse power. This county heads the list with the greatest increase in automobile horsepower of any county in the state for 1915. The average increases for the state is 43 per cent and for Multnomah county 37 per cent. It is what might be termed the agricultural or rural counties that show the greatest percentage of increase.

The automobile, on account of the motive power exerted by the back wheels, the suction caused by the speed with which it moves, and the skidding of the whole machine, causes the macadam roads to ravel and disintegrate, and in a short time, unless immediate and constant repairs are made the entire surface is gone. These constant repairs are expensive. The binder of earth and screenings which at great expense were knit into the larger rack to make a unit of all, are blown away in dust and pushed away by the traffic until where once was a good road there remains naught but holes and bumps.

In Multnomah county we developed the fact that it cost the taxpayers from \$700 to \$1000 a mile a year to maintain a macadam surface on our main arterial highways, and then we decided that it was not only cheaper in the long run to lay a hard surfaced pavement, but that a pavement would give a better service to those using the roads.

### Ultimate Cost Considered.

The real cost of any article is not the first cost of that article, but it is the ultimate cost of it. The ultimate cost of a road surface is the cost of that surface over, say a twenty year period. If you grant the truth of this and I do not believe you can logically deny that it is a truth, then for the main traveled roads of our state today it is more economical to lay a hard surfaced pavement of a proven, successful type than to try and maintain macadam.

"I have arrived at this point in the consideration of this subject, we now face the all important problem of how best to finance the hard surface paving of our county roads. In Multnomah county, the smallest county in area and the county having the least miles of county road in the state but yet whereover one-third of the population and wealth of the state are, we found that the cost of having these roads which suddenly we learned could not otherwise be saved, was too great to be borne in any one year, and so we had to issue 15 year, 5 per cent bonds to finance the work. These bonds are serial bonds, and mature annually after the fourth year.

If Multnomah county had to bond surely any other county in Oregon contemplating the subject, will be forced to do likewise. And that is the fair and equitable thing to do in any event. Pay for the road as you use it, just as a young man is better off building a home on the installment plan instead of paying rent until he is able to pay cash for his home. Otherwise, he will probably live all his life and die a tenant and never know what it is to live in a home he can call

## TO PROMOTE GOOD ROADS

(Continued From Page One)

old Oregon trail here and pastured their horses and cattle before continuing down to The Dales for portage to the Willamette valley. Unfortunately, although they left your wonderful valley in excellent condition, every head of livestock starved to death in a snowstorm at The Dales, for then there was no road through the Columbia river gorge. That is one reason why the building of the great Columbia river highway has been a work of enthusiasm with me. That is one reason why I wanted to build a road in that rugged break in the Cascade mountains that would be the greatest and the finest road the world has ever seen. I want the Columbia river highway to be dedicated to the pioneers of Oregon. I believe that it is a project of great utility, and as such is a proper monument to be dedicated to the memory of these sturdy, self-reliant people who founded our wonderful state.

There is another reason why I have always had a real live desire to see, with my own eyes, La Grande. When I was a boy of ten years or so, back in the late 'eighties, a most remarkable family came from La Grande and established themselves in a home in Portland in the block next to the one where I was born and where I then lived with my parents. This wonderful family bore the name of Snodgrass, and this J. G. Snodgrass, esquire, president of your Commercial club, was the little Jimmy that we all liked so well. The Snodgrass boys told us wonderful tales of their home town, and to me it has always been a paradise where robust manly boys, and charming modest girls developed into excellent citizens.

I am particularly pleased to be here on the mission of discussing "Good Roads." The development of our state and the prosperity of our citizens depends more today on good roads than upon any other thing. Oregon does not need railroads so much as she needs good roads.

For the last quarter century we have been listening to good roads speeches and reading good roads editorials. I have never heard of anyone advocating any other kind of a road than a good road. It is now safe to assume that there is a unanimous sentiment in Oregon for good roads; but what is a good road? That is where we differ. We have been thinking and talking in the abstract. It is now time to be definite and specific.

### Every-Day Roads Wanted.

In my opinion a good road is a road which is of service to its traffic every day in the year, and the location of which is such that it can be used with safety, economy and comfort. Such a road must not have grades in excess of five per cent, curves on less than one-hundred foot radius, a width less than twenty-four feet between drainage ditches and its surface must respond successfully to the loads it bears.

To obtain such roads it is necessary to consider a road as a structure and to realize that it must be planned by an experienced highway engineer in advance of its construction, just as a building of equal cost and magnitude is planned by an architect in advance of its construction. It is further necessary to centralize the directing authority in charge of construction, in a capable roadmaster, just as the constructing of a building is put in charge of an experienced and capable builder.

### Road Supervisors Opposed.

The road supervisor system in vogue in most of our counties in this state should in my opinion be superseded by the roadmaster plan of constructing roads. The same men working under a directing head, upon a definite plan to an ultimate end, would accomplish much more for the taxpayers with less money, and be more satisfied with themselves and their work if the roadmaster idea were substituted for the present road supervisor system, wherein every supervisor is largely a law unto himself in which he does as he pleases and when he does it. No reasonable person would think of putting sixty carpenters to work upon an unplanned building without blue prints and specifications, and without a foreman directing the work of all. Yet hundreds of thousands of dollars of the taxpayers' money have been spent annually just that way and charged to road construction.

In my opinion every county in Oregon should have prepared, under the direction of a competent highway engineer, a program for the development of a county road system, which could be followed year after year, always doing the most urgent things first but always working methodically to an ultimate end. New roads should be located on the rules established for the building of the Columbia river highway, and the old roads re-located,

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by the Minister of War. The government itself has assigned as chaplains with regiments 151 Catholic priests, 28 protestant ministers, and 14 rabbis. There is about an equal number of chaplains who have volunteered their services and been allowed to go with the troops. Most of the ecclesiastics are serving as nurses. Their total number 12,580.

### Chamberlain's Cough Remedy Most Effectual.

"I have taken a great many bottles of Chamberlain's Cough Remedy and every time it has cured me. I have found it most effectual for a hacking cough and for colds. After taking it cough always disappears," writes J. R. Moore, Lost Valley, Ga. Obtainable everywhere.

### Facts About Well Known People

Oakland, Cal. Jan. 19.—Colonel John P. Irish, who was a naval officer at the Port of San Francisco under both Democratic and Republican administrations, and who recently again became prominent through his denunciation in New York of Dr. Anna Shaw, never wears a necktie. Irish was appointed by Cleveland Neckties, he says, are useless.

### For Rheumatism.

As soon as an attack of Rheumatism begins apply Sloan's Liniment. Don't waste time and suffer unnecessary agony. A few drops of Sloan's Liniment on the affected parts is all you need. The pain goes at once.

A grateful sufferer writes:—"I was suffering for three weeks with Chronic Rheumatism and Stiff Neck, although I tried many medicines, they failed. Fortunately I heard of Sloan's Liniment and after using it three or four days am up and well. I am employed at the biggest depart-

ment store in S. F. where they employ from six to eight hundred hands, and they surely will hear all about Sloan's Liniment.—H. B. Smith, San Francisco, Cal.—Jan. 1915. 25c at all Druggists.

### A PROMINENT WOMAN ENDORSES OUR STATEMENT.

Portland, Oregon.—"I was troubled for years with female trouble and tried a great many remedies without any benefit until I was advised to use Dr. Pierce's Favorite Prescription. I took several bottles of it and received great benefit therefrom. I can heartily recommend this medicine to all women who are expecting to become mothers, as I do not think there is anything to equal it. It is also good during the period of middle life."—Mrs. C. A. ANDERSON, 1461 Macadam Street.

Dr. Pierce's Favorite Prescription is a true friend to women in times of trial and at times of pain when the organs are not performing their functions. For headache, backache, hot flashes, catarrhal condition, bearing down sensation, mental depression, dizziness, fainting spells, lassitude and exhaustion, women should never fail to take this tried and true woman's medicine.

For girls about to enter womanhood, women about to become mothers, and for the changing days of middle age, Doctor Pierce's Favorite Prescription should always be on hand. It's a temperance remedy that is extracted from roots with pure glycerine and its ingredients are published on wrapper.

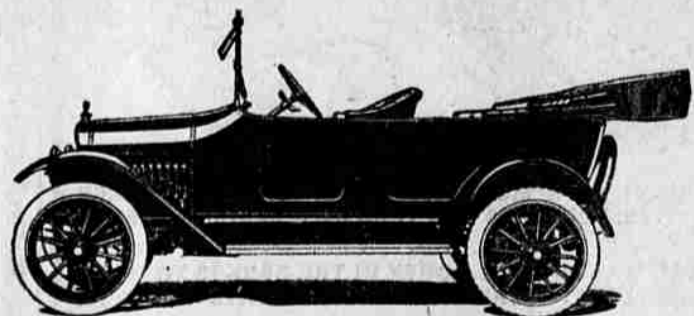
Any medicine dealer can supply it in either liquid or tablet form. The cost is modest, the restorative benefits truly remarkable.

Write Doctor Pierce, Invalide Hotel, Buffalo N. Y., for free 136 page book on woman's diseases. Every woman should have one. You can also have confidential medical advice without cost.



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The Maxwell is not only easy to buy—according to the Leighton plan, but it is economical to operate, the up-keep cost being fully 50 per cent less than on any other car selling at this price.

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