



FRED S. ASHLEY

Republican Candidate for
JOINT REPRESENTATIVE
Union & Wallowa Counties

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Simpler Laws

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the November Election

Paid Advertisement

COMMISSION-MANAGER FORM IS POPULAR

J. F. LAFKY



One of 25 City Managers in the United States. He has been manager of La Grande since that plan was adopted. At present Vincent Palmer is president, J. D. McKennon and S. R. Haworth commissioners.

Two years ago last December La Grande was one of the first half dozen towns in the United States to adopt the commission-manager form of government. Today there are 25. True, commission forms of government are more numerous than that, but the outright manager phase prevails only in the number noted. These towns include:

Sumpter, S. C.
Hickory, N. C.
Morgantown, N. C.
Abilene, Kan.
La Grande, Ore.
Phoenix, Ariz.
Tucson, Ariz.
Amarillo, Tex.
Taylor, Tex.
Sherman, Tex.
Montrose, Colo.
Cadillac, Mich.
Jackson, Mich.
Manistee, Mich.
Grand Haven, Mich.
Big Rapids, Mich.
Dayton, Ohio.
Springfield, Ohio.
Ashtabula, Ohio.
St. Augustine, Florida.
Lakeland, Florida.
Niagara Falls, N. Y.
Newburg, N. Y.

Thus it is to be seen that the method of municipal government in vogue here is rapidly being selected as the most popular, and the dissatisfaction with the commission form alone, is also to be noted, critics generally admitting that the manager form is preferable.

Numerous extensive municipal improvements have been put in vogue in La Grande since the manager-form was adopted, and one which the populace as a whole appreciates most, no doubt, is the added facilities attending the Beaver Creek water plant. For several years La Grande has had water such as only mountain snows can produce but in the summer time there was distressing paucity of water in the pipes. Last summer the commission remedied all this by building a mighty dam in the mountains 20 miles away to stem the spring floods, and this year La Grande will have ample water during the dry season. A movement was started by Manager Lafky to reduce the cost to users during irrigation months by increasing the minimum, but the plan has not been put into effect yet.

With ample water in the reservoir, lawns with a verdure unequalled anywhere in the state should be a reality in La Grande and probably will be soon.

With the rapid approach of the end

of the fiscal year, financial affairs of the city have been vastly improved by careful management on the part of the manager and various commissions that have been in control since the system was adopted.

Many cities are troubled with a large floating debt, consisting of unpaid warrants.

The outstanding warrants on the general fund, generally called the floating debt amounted to \$100,000 Jan. 1, 1914, \$70,000, Jan. 1, 1915 and \$63,000 Jan. 1, 1916 and are less than \$50,000 June 1, with half the taxes paid and the loss of one year's saloon revenue amounting to \$12,500. The warrants were selling at 90 and less January, 1914, 95 January, 1915, 96 January, 1916, and are now quoted at 98. There were \$10,000 in water warrants out Jan. 1, 1914. None since January 1915. Besides the improvements paid for last year amounts to nearly \$25,000, the collections pay the current expenses, current extensions and renewals, interest on water bonds and \$8,000 yearly sinking fund. The appraised value of the water system is left at \$230,000 in the asset and liabilities statement because no allowance had been made for depreciation except as current extensions and renewals might be said to replace de-

preciation. The road fund had a few warrants out. It received half the road taxes and the general fund had to stand some of the expense. Now all road tax goes into the city street fund and road fund warrants as well as water warrants are now cash. This enables better buying of material and does not subject workmen to a discount on their wages.

General fund warrants measure the general expense of the city. The amounts for the respective years are as follows:

1909—\$21,791.58;	1910—\$32,171.19;
1911—\$36,939.07;	1912—\$62,770.49;
1913—\$36,405.63;	1914—\$33,769.23;
1915—\$28,550.15.	

A sewer was constructed at general expense to drain the proposed subway at N. Second. Subway excavation previously done was paid for. A concrete drain was built on First street under the walk from Spring to Jefferson. The flusher was paid for. Several old suits and disputes were adjusted. Some concessions were necessary to do this and the costs were charged for the last two years.

The interest paid on general fund warrants was \$7600, in April, 1914, and \$3400 in 1915. The city paid out \$3000 interest so far in 1916 and will pay considerably more as this is governed by the amount of general warrants paid. When the city gets on a cash basis the saving on this interest will be \$6000 to \$6500 per year.

The North second street improvement is taken care of in this year's taxes as 5 mills out of a total of .18 mills of city tax. This and Fourth street are under final adjustment. This will end expensive law suits and terminate interest charges at least on Second street. The city tax levy was lower last year but it is the same this year as the two years preceding last. It will be some lower next year than last year and after next year they will be a fourth or more less than this year. The important work has been the enlarging of the reservoir above town costing \$2000 and the intake dam and reservoir on Beaver creek costing \$20,000. This will keep an even supply of water summer and winter and no further extensions will be needed unless the city grows considerably. Some work is still to be done on this and 1800 feet of pipe must be laid from the old intake up the narrow canon to the new dam. With these improvements the city will be able to get away from expensive contests and charges on water rights on the Grande Ronde river to holders of prior water rights.

SEAMAN'S LAW FAVORED

Government Asserts La Follette Bill Works Well in Practice

Washington, June 10.—Uncle Sam, employment agent, is putting into real effect to the benefit of employers and seamen alike, the new federal seaman's law, Secretary of Commerce Redfield declared today.

Under the law, ships cannot put to sea from an American port without the requisite number of registered seamen. Objections were made to the law because it was claimed it would work a hardship on trading vessel operators in that they could not readily secure registered seamen in some ports, this difficulty tending to hold up their shipping.

"Here is a good illustration of how the seamen's law is operating," Secretary Redfield said. "We received a few days ago a telegram from the captain of a schooner at Boothbay, Maine, saying that he could not find the required number of registered seamen at the port, and asking for permission to clear with what help he could employ."

"The port officials had refused him clearance because he did not have the required quota of registered seamen."

"The Department immediately notified the port officials to make an investigation, asked the Department of Labor to notify through its representatives at Bath and other nearby ports any registered seamen there and send them to Boothbay, and gave assurance to the Captain that the government was looking out for him."

"Within a remarkable short time a sufficient number of able seamen to man his vessel arrived at Boothbay, idle men were given employment, and he was able to sail with a competent crew."

A similar case was cited at Jacksonville, Fla. A steamboat captain appealed to the department for permission to sail with unregistered seamen. Within a short time the Department of Labor agents, by cooperation with the Department of Commerce, placed at the disposal of the captain a sufficient crew of able seamen.

Frequently the department has found captains of vessels lacking in diligence in their efforts to live up to the requirements of the law, and such captains are under the suspicious eyes of watchful agents of the department, the Secretary said.

In one instance at Jacksonville, Fla., where a ship captain telegraphed the Department that he was unable to find registered seamen, it was shown that there were a number of such seamen available. The captain escaped with a "calling" and a warning against repetition of the offense.

"The law is working out to good advantage of both employers and seamen," the Secretary said. "Cooperation with the Department of Labor and Customs Officials enables the Commerce department to deal with any situation quickly to the benefit of the seamen, vessel owner, and shippers."

EATING PAPER NO NOVELTY

German Spy's Feat Had Been Outdone in Many Instances.

London, June 14.—It is with a mitigated commiseration that one reads

the story of how Von der Goltz, the German spy, finding himself recognized in Petrograd, "spent some hours eating two parcels of incriminating papers which he dare not burn in the grate."

As a feat of mastication, Von der Goltz' by no means holds the record. Paper is easily reduced to pulp and swallowed, the ink acting as an appetizer, and the only difficulty in this case was the quantity. Leather is another matter, but apart from meals of hard-pressed explorers, there are authenticated instances of meals of the kind. One took place at a Covent Garden hostelry famous in the fashionable annals of the eighteenth century. A tipsy gallant, enraptured by the charms of a certain lady, snatched off her shoe and, filling it with champagne, drank a bumper to her health.

"Then, to carry the compliment still further," so runs the tale, "he ordered the shoe itself to be dressed and served up for supper. The cook set himself seriously to work upon it. He pulled the upper part, which was of damask, into fine shreds, and tossed it up in a ragout, minced the sole, cut the wooden heel into very fine slices, fried them in butter and placed them round the dish for garnish."

What may be described as a paper meal de luxe was that of the famous Fanny Murray mentioned by Horace Walpole: "I liked her spirit in an instance I heard of to her night. She was complaining of want of money. Sir Richard Atkins immediately gave her a \$100 bill. She said: 'D— your money! What does it signify? I clapped it between two pieces of bread and butter and ate it.'"

WOOD GOES TO WASTE

Government Figures Show Mill Waste Also Big

A home-furnace provider of ordinary means shudders when he views the awful waste of wood on hills surrounding La Grande—with wood \$6.00, \$7.00 and even higher during the winter months. Can't some man with a divining temperament stop this waste? Isn't there some way that wood going to rot can be used not only to reduce high priced fuel now but in future generations meet what certainly will be a national shortage?

But the Blue Mountain timber areas are not isolated cases of wood waste. Neither is rotting timber the only slow but persistent waste.

There are more than 48,000 sawmills in the United States, and their output of waste in the form of sawdust, shavings, slabs, and other wood refuse, is estimated as 36 million cords per year. This is equal to over 43 billion cubic feet of waste, which is the capacity of a bin one-half mile high with a base covering a forty-acre lot. Or, considering each cord to contain eighty cubic feet of solid wood with all the cracks and air spaces taken out, these 36 million cords would make a block of wood more than a quarter of a mile on each edge.

Perhaps one-half of this so-called waste product is not strictly speaking wasted, but serves a useful purpose as fuel under the boilers. Much of the remaining 18 million cords, not only serves no useful purpose, but in most cases is a source of inconvenience and danger and costs the mill time and money.

Of this question a government bul-

letin says:

Sawmill waste is disposed of in various ways. Some goes to the local fuel market, some to pulp mills or to wood distillation plants. Shavings and hog cuttings, as well as other mill waste, are sometimes used to fill low places in the yard. However, the most common method of getting rid of waste is by burning either in a fire-pit having an open fire which sometimes has a protecting wall on the side towards the mill, or in a burner enclosed on all sides and having a spark-arresting screen at the top and a fire grate near the bottom. In both cases some kind of a conveyor is necessary to bear the waste from the mill to the fire. This is usually a sort of trough with a metal bottom, along which a slowly moving chain or cable, equipped with cleats or buckets, carries the waste to the fire.

A closed burner and conveyor costs about \$12,000 for a mill of a hundred thousand feet daily capacity. Forty per cent of the larger mills, cutting more than 55,000 board feet daily, are equipped with closed burners. Forty-five per cent have fire-pits. The remainder have neither and dispose of their waste in some other way.

It is estimated that for a mill of one hundred thousand feet capacity the cost of conveying the waste from the machine where it is made and destroying it in a closed burner is 42 cents per cord or \$10.05 per day. Burners seldom bring in any revenue, although in a few cases ashes are sold for fertilizer, and in a number of others the burner furnishes hot feed water for the boilers.

Both burners and fire-pits add to the insurance rates on lumber, and in the case of the pit on the mill itself. In order to reduce the fire hazard to zero, in the case of the burners, it is necessary to keep all lumber piles at least one hundred fifty feet away from the burner. The matter is much worse in the case of pits, especially the open one, which must be kept three hundred feet away from the mill and five hundred feet away from any lumber piles. When nearer than these distances from the mill and yard respectively, the insurance rates mount up rapidly with closer proximity until they become practically prohibitive when the fire-pit is nearer than one hundred feet.

No well managed mill would produce waste if it could be avoided. This, however, is not possible, so the next best thing is to seek out some method of utilization of the waste so it will pay for its disposition. The Forest Service is working on this problem, but has not yet found a satisfactory solution.

Experts To Check Books

Hood River, Or., June 14.—Local stockholders of the Oregon-Washington Telephone company, which operates the local exchange and systems at White Salmon and Goldendale, Wash., have employed a firm of Portland auditors to make an audit of the company's books, declaring that they are not satisfied with the financial statements rendered. J. H. Koberg, C. E. Copple and J. H. Ferguson have been appointed as a committee to make a probe of the affairs of the telephone company.