

HORSE RACING In LA GRANDE

SEPTEMBER 6, 7, 8, 9,--1916

Wednesday, Thursday, Friday, Saturday.

Fastest Horses West of the Rocky Mountains

The La Grande Racing Club has booked, contracted and Positively guarantees the following extraordinary program. These horses are now entered, the races are filled and every day will be true to program.

Each day the populace begins to digest more fully the weight of the statement that over 150 horses are entered for the race meet to be run here September 6-9 inclusive in conjunction with the Inter-Mountain Trotting association. This week each day of the races were designated in honor of some valley town but it is doubtful if any one day is better than any other. The various days, the horses entered and the purses for each race, are given below:

WEDNESDAY—LA GRANDE DAY

- 1. 2:14 Pace (10 starters) Purse \$400.00
- 2. 2:17 Trot (20 starters) Purse \$400.00
- 3. Run, one-quarter mile Purse \$100.00
- 4. Run, La Grande Derby, one and one-sixteenth miles Purse \$200.00

THURSDAY—WALLOWA COUNTY DAY

- 5. 2:30 Pace (29 starters) Purse \$400.00
- 6. 2:18 Pace (17 starters) Purse \$400.00
- 7. Run, four furlongs Purse \$100.00
- 8. Run, six furlongs Purse \$100.00

FRIDAY, UNION, COVE, NORTH POWDER DAY

- 9. 2:10 Pace (14 starters) Purse \$500.00
- 10. 2:24 Trot (19 starters) Purse \$400.00
- 11. Run, three furlongs Purse \$100.00
- 12. Run, five furlongs Purse \$100.00

SATURDAY, ELGIN, IMBLER, SUMMERVILLE DAY

- 13. 2:25 Pace (33 starters) Purse \$400.00
- 14. 2:14 Trot (8 starters) Purse \$500.00
- 15. Run, four furlongs Purse \$100.00
- 16. Run, one mile Purse \$100.00

Relay Race—(Pony Express)

Four horses; change horses every half mile; four days, two miles a day; ten per cent entrance fee Purse \$250.00. Entries close Saturday before the meeting. Purse divided as follows: \$150.00 to first, \$60.00 to second, \$40.00 to third.

Special Train out of Wallowa County on Wallowa County Day Reduced Rates on railroad from all points during race meet, Huntington on east and Pendleton on west.

We present this Racing Program with Real Race Horses entered believing that Eastern Oregon People are like ourselves, still love the greatest American Sport, Horse Racing.

LA GRANDE RACING CLUB

OFFICERS:
 N. K. West, President
 Dr. A. L. Richardson, Vice-President
 Fred J. Holmes, Secretary

DIRECTORS—N. K. West, Dr. A. L. Richardson, Fred J. Holmes, G. L. Larison, T. J. Scroggin, Albert Hunter, F. L. Meyers, C. D. Emahizer, A. T. Hill and Bruce Dennis.

FALL SEEDING IS PROMISING

RAINS IMPROVES FARM SOIL CONDITIONS.

North Powder News Items of General Interest.

North Powder, Ore., Aug. 23.—(Special)—This section was visited by heavy rain last week which stopped the harvest for a short time but put the ground in fine shape for fall plowing and the seeding of the grain. A large acreage of fall grain will be put in this autumn.

Mrs. L. C. Cool, who has been very sick with typhoid is getting better and will soon be up again. It seems there are some things for the health officer of North Powder to look after in the matter of cess pools and other unsanitary places or there may be more of these diseases.

Mrs. Keoster and daughter Mrs. Carmen VanBuskirk returned from their eastern trip some days ago. Mrs. Keoster is planning to build a bungalow on her ranch. Mr. Mercer leased the ranch for a term of years last spring.

Christ Peterson is having a lot of trouble with his six cylinder car. He had it in the garage for some time when they discovered that he had to get a new magnet. He had it hauled home and will soon have the new parts for it and have it running again. Will Mills returned to North Powder after an absence of several weeks.

A large crowd was in town Saturday attending the Forsstrom-Pilcher sale. Music was advertised but failed to put in appearance, on account of the absence of some of the musicians. Mrs. Minnie Jacobson's household things were sold recently at a sale at the home. She received a fair price for her household goods.

Emmett Hill and family and Mrs. Merritt went out camping and got caught by the rain. Campers from the mountains report lots of rain in the hills so that there is not much fun in camping.

The marriage of Jim Dalton and

Mrs. Rose Springer is reported. They were married in Montana some time ago.

Mrs. John T. Shaw received a severe electrical shock during one of the recent thunder showers. Mrs. Shaw was close by a window when the electricity came through the window setting the floor afire and shocking Mrs. Shaw. A tub of water setting by the fire was thrown on it and put it out. It was a narrow escape from having the house burned as well as the harm to Mrs. Shaw.

Oscar Pilcher and wife returned from their coast trip the first of the week. They report a fine trip and a good time.

A bunch of gypsy horse traders are in town trying to trade horses. These outfits pass through this section two and three times a year and always seem to have plenty to do.

Quite a number of the people of this town visited in Union last Sunday.

Oakland Has New Scheme

Oakland, Calif. August 23.—Oakland is considering going into partnership with its street-car company. The Chamber of Commerce, appealed to by the San Francisco-Oakland Terminal Railways to get it out of its difficulties, both financial and operative, has drafted a charter amendment which it is planned to submit to people for ratification at the coming Nov. election. This is said to be the first time in the history of traction corporations that a Chamber of Commerce has been called in to pull such a system out of its troubles.

The charter amendment provides for a resettlement franchise which is a sort of half-brother to the "Kansas City Idea" and the Chicago Plan, but has, its parents assert, none of the faults of its older kinfolk.

Briefly the Oakland Chamber's solution of the problem is:

Grant a resettlement franchise of an indeterminate period on condition that the city may buy out the system on six month notice and may transfer its right to buy to a third person, firm or corporation.

Submission to the people for a ratifying vote or resettlement franchise itself.

Appointment by the mayor of an advisory board of seven to cooperate with the city council in drafting the franchise ordinance.

Division of the net profits between the city and the company, the city to

get not less than 55 per cent, the company to be allowed 6 per cent on its valuation and a proper amount for maintenance, operation, taxes, insurance and depreciation.

Conduct of the traction affairs by a joint board to consist of two, one for the city and one for the company an arbiter to be called in should they reach an impasse.

In the event of purchase by the city, the price is to be the valuation of the property as fixed by the State Railroad Commission at the time of granting the franchise, plus the cost of all additions, extensions and betterments as authorized by the same board and also minus properties sold and abandoned; the city may assume the outstanding obligations of the road, subject to the state constitution, up to the valuation fixed by the State Railroad Commission, the bonds then to be secured by the city's credit or by a lien on a fixed percentage of the gross earnings.

The Charter amendment, as first outlined, was intended to apply only to the affairs of the traction company but as a special committee of eleven appointed to unravel the tangle got further into its investigations, it was decided to broaden the amendment so as to permit any public utility to seek a resettlement franchise. This was done.

In the final draft of the amendment the committee had the assistance of George K. Weeks, President of the San Francisco-Oakland Terminal Railways; W. I. Brobeck, their attorney, and C. A. Beardsley, counsel for the stock and bond holders. Weeks said, after the amendment was whipped into shape for submission to the popular vote, that he considered the plan the best that had yet been evolved in the United States for straightening out street car difficulties.

In addition to the principal provisions of the plan as outlined above the charter amendment provides that resettlement franchises shall be let to the highest bidder, 55 per cent of the net annual profits to be the minimum bid and bids to be raised not less than one half of one per cent. It is also provided that no other street or steam railroad shall use the tracks of the franchise grantee except on express permission of the city.

It is planned to submit the resettlement franchise ordinance to the people for ratification at the spring election of 1917.

SANATORIUM WORK FINISHED

GENERAL REPAIRS AT RESORT COMPLETE.

Dr. Tape Expects to Reach Hot Lake Tomorrow.

Hot Lake, Ore., Aug. 25.—(Special)—A small army of carpenters, plasterers, painters and decorators are just about completing a three weeks' work at the popular health resort. The institution is now in A 1 condition and the number of guests increases almost daily.

Dr. G. W. Tape is expected to arrive here on Sunday for a few days' visit before going back to Los Angeles.

Mr. and Mrs. Charles Hedge of Beaverton traveled overland this week and are visiting their daughter Miss Lola Hedge who has been bookkeeper at Hot Lake for the past three years. They made the journey in a new car. Today a party consisting of Mr. and Mrs. Hedge, Miss Hedge, Miss Jennie O'Brian and Charles E. King toured the valley visiting La Grande, Summerville, Imbler, Cove and Union then back to Hot Lake. Mr. Hedge was much struck with the beauty and immensity of the Grande Ronde valley's resources and productions and declares that in all his travels he has never seen anything just as good.

This Girl "Chauffeur" Made Friends and Money

In the September Woman's Home Companion several persons tell how their automobile saves them money. One of them says:

"In 1913 we purchased a five-passenger car, which has not only saved money, but more than paid for itself. Previous to this, I had driven a motorcycle, and two makes of cars, so felt sure I could drive safely. After driving the new car a few weeks, I secured a chauffeur's license, and advertised for livery work.

"The first year my earnings were more than I expected, and I made friends. The season of 1914 was busy; I averaged twenty-five dollars a week and in 1915 I had so many calls, I had

to turn some of them over to other chauffeurs. I never worried about losing my patrons, for they objected strenuously to giving me up and accepting the services of a 'mere man'.

"Many of my customers were ladies, and sick people who felt safer with me than with men chauffeurs, who invariably drive too fast. I also did a fine business driving for family picnic parties, and making trips with high school and Y. W. C. A. girls, in whose sports I could join, being a member of the latter organization.

"I always carry one rim and tire ready to slip on, and on long trips I sometimes take three. I can change them easily.

"As to saving money, that is an undisputed fact. We had owned a farm

ten miles from town, which made it necessary for us to keep a horse and carriage. The blacksmith bills, feed and repairs for these cost more than gasoline and repairs for the car. The time saved is a big item.

"I have driven the car to —burg four times, a six-hundred-mile trip, which would cost five people five times as much by train as it did for gasoline and other expenses. These are only four of many long trips where five went for less than the cost for one. Of course some of these trips were for pleasure; but many were for business, and many dollars were saved in car fare.

"We also saved money in buying from farmers fresh supplies at moderate prices.

URNS FROM 'ADVENTURE TO "THE HEAVY" IN MOVIES



KATHRYN WILLIAMS

Changing from adventure and daring in the movies Miss Williams is to appear in high class dramatic subjects, for the Oliver-Morocco-Pallas organizations. Miss Williams starred in the first photo-play serial in this country.