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the lunch service recently inaugurated by
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All "Off-the-Tray" foods are of same high quality as served in Union Pacific System dining cars. The waiters pass through day and tourist cars with light foods at small prices. You will enjoy this feature.

Wm. McMurray, General Passenger Agent
Portland

It says the general road fund here, I think nobody is fooled, as this state road fund was hardly so considered until for the purpose of argument and our county road fund has nothing to do with it, but putting it that way it might fool a very few, which is reason enough for presenting it in that way. I should not be expected to be entirely fair in this matter, as I have a rather weak case, if a case at all, and must be allowed to use the only argument at my command, and all those that feel as prejudiced against this issue as I do should and must be satisfied with any kind of argument.

"Sixth—Our country is now at war with foreign countries, the termination, burden and expense of which none can foretell, and we consider it unwise to add to that burden the proposed issue of bonds to build sport roads."

I don't think any person will dare contradict the above statement that none can foretell the termination, etc. of the war, as it must plain to all that for this reason it might end in a short time, away along before the first issue of the bonds, as far as that is concerned, anyhow it clinches the argument when the term "sport roads" is used,—excellent argument under the circumstances. And, when it comes to reminding the voters of this additional burden, it gets them going some, particularly since everybody knows that there is no additional burden connected with this bond question, as no county need prepare a single grade or spend an extra red copper so as to get any roads paved, unless they want to. I think it is far better to spend the income from the quarter mill tax and auto licenses in the old manner; a little at a time for a long time, so that nobody will notice it very much, any old thing is better than opposing the Grange resolutions.

"Furthermore—With the call to arms and the other needs of our government and the serious problem confronting the farmers of obtaining help to care for their crops, there will be no available men to build the proposed roads, and with the increasing cost of building material makes it's proper time to economize in road building as in other ways."

Furthermore, it means more of the same sort, as you will note that in the foregoing paragraph it is stated that none can foretell the duration of the war, therefore in case it should terminate this year it wouldn't be foolish to get ready for a program of constructive road building, as we know that this road commission we have got appointed is liable to hire a lot of men next fall whether they can get them or not and that we have learned from the war that it is mighty foolish to prepare for anything in advance, such a thing as a possible slack time immediately after the war,—possibly next winter, or next year when we would be ready to start some work under this bond plan would undoubtedly be bad for the state and country, as it would tend to keep a few people more employed than would otherwise be the case and the more people are employed the higher wages the farmer has to pay and I don't like it anyhow. As all should know that good roads are objectionable in time of war, because the enemy invading our country can travel so much better and faster over such than if he got stuck in mud and as a measure of protection against any future invasion on this coast I believe we should retain our bad roads as long as possible as they sure would be a great hindrance to the enemy.

"Furthermore" as none can tell when the war is going to end it behooves us to make no preparations for the immediate future, or for things needing all the time there may be, getting ready for, to accomplish after the war is over, as we should heed the warnings of the Adventists that these are "thy last days" whereof folly to prepare for better roads; rather, we should do as Solomon advised: "Take no heed of tomorrow, eat, drink and be merry, because tomorrow you may die."

I am straight in line with Mr. Spence who so valiantly is fighting this bond question and who has no better reasons to advance against it than I have and who, I hope, may be able to lead us out of the mud like Moses of old led the Israelites out of Egypt through the parted waters, and like him be able to command the seven plagues to down our opponents,—as I fear a lot of blamed fool people think it high time that Oregon was getting ready for some new fangled roads in spite of all I can do to scare them.

IF YOU WERE A BUSINESS MAN, and needed an office helper, you would read the "Situations Wanted" ads. You would read them with the same sort of discrimination you would exercise in reading letters from applicants for the position, or in interviewing such applicants. You would look for traces of business efficiency. In advertising for employment keep in mind the fact that you are FILING YOUR APPLICATION with business men who make an appraisal of you based upon the advertisement itself.

—Adv. 4-14, 21, 28, 5-5-17.
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Picked Up By The Stroller

The Stroller following his usual custom "horned in" at the Modern Woodmen banquet and he ate nearly as much cake as Walter Pierce, Clarke Leiter, Ed Reynolds and Lloyd Perkins. Being kicked by a mule is evidently good for one's appetite. There is one thing about it going to banquets reduces one's board bill and the cooking of the La Grande ladies is delicious. I never ate better cake in all my life. It melted in my mouth. The dinner was delicious and it was served by a bevy of beautiful young ladies—all daughters of Modern Woodmen.

Rumor has it that a prominent bachelor is going to get married. If Dame Rumor is to be relied on the news will knock us all a twister when it is officially confirmed.

Thank Heaven, they won't censor the baseball scores.

Andrew R. Marker's kind of patriotism is the real kind. He spent over \$200 to undergo a surgical operation so that he would be in physical condition to offer himself to his country's service. Less than two weeks after the operation he successfully passed the operation and is now as fit as a fiddle.

Walter Pierce phones in to say to the Stroller that he hadn't done anything to offend the mule, that he didn't kick back at it, but that he spoke to it afterwards—kindly.

The Stroller strolled into the Military Ball the other evening and cheerfully anted at the door. Not being a dancing man, I sat out the dances and watched the scene. I used to think it was just the brass buttons that fascinated the ladies, but the boys of Company M are really a prepossessing lot—a clever lot of manly young fellows who will grow up to be just as handsome as Larry Larison, Tom Scroggin, Norman Desilet or Frank Lilly. I was amazed at the number of pretty girls and stunning matrons that turned out in honor of the soldiers. As I sat and watched the scene I couldn't tell which I admired more the fresh, girlish grace of the "flappers" or the rounded-out charm of the matrons. And the soldiers seemed to play no favorites. I examined the devilish instruments of war on display and enjoyed the music and gayety, the pretty flags, the sparkle of eyes flash-

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Lewis Building Opposite Sommer House

THE FORUM

ENDORSEMENT (?)

Of the Grange Resolutions Against the Bond Issue

BY KARL J. STACKLAND

The resolution says: "First—We believe the issuing of bonds to be the most expensive method of road building, and the sum named would not be sufficient to pave only a small part of the roads specified."

The word believe is evidently used because knowledge is lacking, but as we all know faith is equivalent to knowledge with all good followers and should therefore be accepted as sufficient, and we need lots of it to stay with our leaders.

"Second—The \$6,000,000 road bond issue is not to be used in building roads; but in paving roads that the counties must drain, bridge and grade." This is only slightly misrepresenting the case, not enough so, that anybody need quibble the statement and as long as Paul said, "Being crafty I caught you with guile," I don't know why our leaders should not be justified in doing the same. We don't care a rap about the fact that we have lots of roads now that are fairly graded, drained and bridged, almost ready for the rock and pavement, nor do we care for the fact that some of this money is going to be spent on post roads, etc., to which the counties want to contribute, we will stand by our assertion; anyhow, one thing we do know for sure, that is certain, namely that the state will only get a paltry \$6,000,000 worth of roads if we don't spend any more; also that it would save the automobile owners, who, mainly will have to foot

the bill, many times the cost.

"Third—The proposed roads are principally tourist roads paralleling rivers and railroads." I think this is a safe statement to anybody who has not received a map of these proposed roads, or, who wants to believe that way and would hate to find out the facts in the matter, so I guess we will let that stand; we depend on blind faith for this to go down.

"Fourth—The immense issues of bonds on the market makes the sale dull, and there are absolutely no restrictions governing the sale of these bonds, but they can be sold at any price satisfactory to the commission." We don't have to feel behind the bush in making this statement, or in endorsing it, as it shows statesmanship to a considerable degree—it is true that the bond market may improve a whole lot before the first conservative lot of these bonds could be offered to the public and that the commission can reject any and all bids—running down late in the season, they might hold over to the first really opportune time, satisfactory to the commission. This is surely a very good objection, because I don't feel sure that this commission will use common horse sense in this matter; I tell you it sure is some argument.

"Fifth—If, (spell it IF)—as proposed the one-fourth mill and the present auto tax are taken to pay interest on these bonds they will be taken from the general road fund and must be replaced, as our MARKET roads must be maintained for all economic and general purposes."

I think this fifth paragraph is great,—unanswerable and a stumper;—while it is true that it contains a somewhat muddled statement of the point, in so far as the quarter mill and auto tax will not only pay the INTEREST, but also the principal of these bonds and leave a fair margin over, instead of as stated; but when

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