

EDITORIAL PAGE OF THE LA GRANDE EVENING OBSERVER

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COMMISSIONER ADAMS WILL VISIT UNION COUNTY.

E. J. Adams, highway commissioner will visit La Grande and other cities of Union County this week. He is a brilliant and logical orator and an able man of affairs. Every voter in Union County should hear him.

A WISE SELECTION.

General George W. Goethals has been made president of the government corporation which will spend \$50,000,000 upon building wooden ships. No better selection could have been made. General Goethals is a big man. His Panama experience has taught him how to do things, how to unravel government red tape.

THE NAVY.

We expect to see the United States navy distinguish itself in this war. New inventions may assist in war on the submarines. The history of the navy is full of heroic exploits.

Joseph has sent 71 young men to serve the nation. This is a wonderful showing. There are 71 mothers whose hearts are beating loyally and prayerfully.

BUSINESS AND ADVERTISING IN WAR TIME.

War conditions will not bring palsy upon American business. They will stimulate many lines of industry and trade—they will bring disaster to none.

A nation which abandons industry and trade when it engages in war soon finds itself forced to abandon war—as a loser. The strength of armies at the front, of navies at sea, is based upon the strength and vitality of the country for which they fight—on its resources, upon which they may draw interminably if necessary.

To say that business is to proceed, that trade is to be active, that enterprises are to prosper during the period of the war is to assert the potential strength of the nation under stress of trial. Unemployment will cease to be a

THE SUCCESSFUL BUSINESS MAN



uses the commercial bank extensively. Business could not exist without it. If you're not a client of ours there are many reasons why you should be. Our bank not only affords a safe place for your money, but pays interest as well. Let us explain our methods to you.

La Grande National Bank

Personal Mention

George Furguson of Union is in the city on business today.

Hr. H. C. Ball, mailman who was operated on recently at the hospital, is progressing rapidly.

Mrs. C. L. Joel left last evening for Eugene where she will visit her sister, Mrs. Marx, for a couple of weeks.

Mrs. Jesse Nelson, wife of August P. Nelson of this city, left the hospital this morning after a stay of three weeks.

Miss Janet Jones was among the week-end visitors at Baker returning home yesterday. She was visiting with Miss Jessie Hindman.

Mrs. W. Hall left for her home in Portland this morning after spending the past month visiting at the home of Mrs. Oliver of this city.

Howard Pierson, student of La Grande High School, who recently discontinued his work with the high school is working on a farm near Perry.

Miss Eleanor Claggett, of Enterprise, leaves the Grande Ronde Hospital today after a stay of three weeks. Her health has improved rapidly.

Dr. Mark Emery and wife of Union drove over yesterday in their car and spent the day. They left for home last evening accompanied by Gus Lewin of this city and Roy Phillips of Union.

William Muir a pioneer miner from the head of the Grande Ronde river is in the city today on a business trip. Mr. Muir is very well known among the older residents of this city having been a regular visitor in the city at intervals from his claims for a number of years.

Attorney and Mrs. J. A. Burleigh, of Enterprise, spent last night in the city en route to their home from Pendleton, where Mr. Burleigh has been attending Supreme Court that convened in that city yesterday.

A Careless Man. (Boston Transcript.) He—Wrinkles don't worry me. She—Of course not. A man who is as careless about his clothes as you are naturally doesn't mind whether his skin fits him or not.

factor in our industrial life. There will be more work to do than there are workers available. There will be universal employment, at remunerative wages.

Women will enter many industrial pursuits, to fill the places left vacant by the men at the front. Men who would not be an asset, but rather a liability, to the nation as soldiers, through physical unfitness or age limitations, will usefully serve at home in keeping the wheels of industrial humming, the processes of commerce active.

The hope of the nation's defenders in the battle lines will be based upon the nation's prosperity—upon its ability to support all needed military enterprises. Thus business will prosper. If business and industry should be stricken through our entrance into the war for world-freedom, then the ultimate victory of our forces would be jeopardized.

It is the duty—the sacred, imperative, patriotic duty—of all business men, of all men charged with industrial and commercial tasks of usefulness to exert more than peace—time, energy and aggressiveness. Advertising will play its part—will contribute to the nation's strength by helping to keep the nation's business healthy and prosperous.

The business man who predicts calamity in the face of present conditions is an enemy to the cause of the great republic in this crisis. Optimism, faith, energy, liberal business policies—these are the duty and creed for all good Americans. There is to be no paralysis of business—and there must be none to preach such disloyal doctrine.

Good Roads For Oregon

By E. J. ADAMS, State Highway Commissioner

There is nothing that can be done in Oregon today of such vital importance in the growth and development of the State as the intelligent construction of good roads to meet present day traffic conditions. It is true that Oregon, as all other States, has been opened up by railroads to a great extent, but with the coming of the auto truck and automobiles, the highways of the State become of even greater importance than the railroads.

We have been building roads in Oregon for upwards of sixty years. First the footpath over which the early pioneer packed upon his back provisions for himself and family; then a better trail, over which he used the pack mule or pack horse; then came the primitive wagon roads, which were by degrees improved until we learned the necessity of drainage, which is of importance in the construction of any road, whatever be its type.

Since then we have been able to construct a great many miles of good gravel and macadam road, which would be as good a type of road as we would ever need for the steel-tired horse-drawn vehicle, but within the last ten year the automobile has very largely taken the place of the horse upon the road, and we are just now entering, to a greater degree than ever before, upon the use of auto trucks in place of the draft horse.

Auto a Vacuum Cleaner.

With this condition prevailing, and bearing in mind that 80 per cent of all the traffic of the State is carried over 20 per cent of the road, we must face the problem of building roads that will resist the wear and tear of the motor vehicle.

The macadam road and the gravel road does not meet this demand for the very simple reason that every 80 per cent of Traffic is carried over 20 per cent of Road. The wheel of the automobile is a vacuum cleaner, pulling the dry binder out of the road where it is transferred to the ditches and fields alongside, and becomes filled with pockets. The cost of maintaining this type of a road under heavy traffic varies from 150 to \$900 per mile, and even at that the road is more than half the time in very bad condition. Upon our main roads we must, therefore, put a hard surface that the pneumatic tire cannot loosen, and underneath Present Maintenance Cost \$150 to \$900 Per mile this hard surface, whatever it may be, we must provide a base of gravel, stone, crushed rock or concrete of sufficient weight to bear the heavy loads that will pass over it.

Explains Federal Aid.

The Federal Government, under the terms of the Shackleford bill, has proposed to aid the various States in the construction of post and forest roads.

Defines "Post Road."

The post roads are to be built by the State Highway Department, according to specifications provided by the Federal Highway Department. Any road that now carries the United States mail, or that may hereafter carry it, is defined in the bill as a post road.

And "Forest Road"

The forest roads must be built wholly within, or partly within and partly without, national forests. These roads are built by the Federal Highway Department and the only part the State has is to agree upon the projects, and amount to be expended and contribute its portions of the cost.

Auto Fees Have Been Doubled.

We now have available for construction of roads on State account a 1-4 mill tax upon the property of the State, which produces, on our present assessed value, approximately \$220,000 per annum.

The last Legislature doubled the motor vehicle license fees and diverted these funds from the counties where the autos paying the same are owned, to the State Highway Fund.

Matching Federal Money.

To be certain of providing funds sufficient to match the Federal Government, dollar for dollar, in the construction of post and forest roads, the last Legislature passed a bill known as the Bean-Barrett bill, or H. B. 21, which provides that after the Department has used all available funds in the State Highway Fund to match the

Hart Schaffner & Marx Clothes



Hart Schaffner & Marx Clothes



Sport Suits Have The Call

All sport suits, as they are called, have belts; some are all-round, some half belt; some have a belt that can be taken off if you choose; single or double breasted.

Nothing is more becoming to the average young American figure. Trim, care-free, informal, stylish, all-wool—just a few of many good things you can say about these breezy suits. Men, young in spirit, like them, too.

Variations to please every one.



JUST IN



We have just received a limited number of beautiful ties. They are in combinations of red and black, green and black, yellow and black, purple and black, and black and white—diagonal stripes. See our window.

Price 75c



CLOTH HATS

Are you still wearing your felt hat. When the hot days come, you will want one of those cool cloth hats. See our window.

Price \$1.50

Government in the construction of these post and forest roads, should there be a deficiency, or lack of funds, the bonds under the Bean-Barrett bill may be issued to secure funds sufficient to make up the deficiency needed to match the Government.

THIS IS THE PRESENT CONDITION OF ROAD CONSTRUCTION IN THIS STATE.

The \$6,000,000 Bonding Bill.

During the closing days of the session the Legislature passed a bill known as H. B. 550, providing for an issue of \$6,000,000 of bonds to be issued at the rate of not to exceed \$1,000,000 the first year, not to exceed \$2,000,000 the second year and the remaining \$3,000,000 at the option of the State Highway Commission, as necessity might require. These bonds are to bear 4 per cent interest and be paid off at the rate of 1-20 each year, commencing with the six year.

Need \$500,000 to Finish Grades.

Out of the proceeds of these bonds the State Highway Commission is authorized to finish the grade in four counties, Clatsop, Columbia, Hood River and Jackson, for the reason that each of these counties has done its best, by way of taxation, for road purposes, and has issued bonds to the full limit of their ability in an attempt to build roads of State import in these counties, and were not quite able to finish their grades. Therefore, this provision is made to complete their roads.

From the best information we can get, it will require between \$400,000 and \$500,000 to do this grading, and the larger part of this will be needed

- For finishing grades \$500,000
For paving \$5,500,000

in Hood River County because of the difficult and expensive construction work necessary, but this road is of vital importance as a connecting link between the northern part of Eastern Oregon and the Willamette Valley.

The balance of the \$6,000,000, or approximately \$5,500,000, is to be used for paving.

(To Be Continued.)

Her Part, Not His.

(Boston Transcript.) "John," whispered his wife, "I'm thoroughly convinced that there is a burglar downstairs." "Well, my dear," replied her husband sleepily, "I hope you don't expect me to have the courage of your convictions."