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The price is very reasonable, \$300 cash will handle it.

80 acres west of town, 12 acres in cultivation about 20 all told can be cultivated. Balance in wood and pasture. Good house and barn and spring. Dandy place for chickens. Few cows. Price\$1700

20 acres every foot good ground, good, new, modern bungalow, splendid new barn, fencing all new, near school, in crop. Here is a real home. The price is \$3500 and it is worth more money.

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NINTH ANNUAL EXHIBIT UNION

Live Stock Show

UNION OREGON

June 13th, 14th, 15th, 1917

THIS ANNUAL SHOW is everywhere recognized as a success, and the show of the present year will be no exception. A new feature this year will be

\$2,000 In Cash Prizes

To be awarded for horses and cattle on exhibition. In addition to the stock exhibits, which are better with each succeeding year, will be the usual track and arena program not excelled in the northwest.

Everybody Invited to See This Big Show

The people of Grande Ronde Valley and tributary country are asked to take a day off and see this splendid exhibit of live stock and enjoy a day's real sport on track and arena.

Stockmen are urged to compete for the cash prizes, trophies and beautiful souvenir ribbons that will be given out by the association.

The slogan for the Union Live Stock Show Association is

"The Best We'll Breed for America's Need"

FREE FEED SHELTER ENTRANCE
FOR ALL EXHIBITS

Come To The Stock Show

UNION'S WELCOME AWAITS YOU



McCARTHY'S IMPERIAL SMOKER

Mild Sweet and Satisfying. 5c. Ask your Cigar Dealer. Made and smoked in La Grande.

W. D. McCARTHY,
Manufacturer of Imperial Cigars
106 Depot St.

What Have You Got For Sale

--or--

What Do You Need

Anything you want to buy or sell then see us; it will be to our Mutual Advantage

New Lawn Mowers\$6.00, \$7.00, \$8.00
New 50-Foot Rubber Hose\$5.50, \$6.00
Garden Hoes59c
\$15 Mattresses\$10.50
Solid Oak, 2-drawer, slightly used Library Table\$13.75

Teach Your Dollars to Have More Sense, By Bringing Them Across the Track.

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Across the Track

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BRITISH EXPERT LAUDS RAILROADS OF UNITED STATES

Tells Congress Committee That They Lead World.

NO GOVERNMENT OWNERSHIP

It Would Mean Political Control and Loss of Efficiency—Declares That Crisis Confronts Country on Account of Transportation Situation—Lowest Freight Rates to Be Found in United States.

Washington, D. C.—That the United States is face to face with a serious crisis in its commercial affairs, due to the conditions by which its transportation system is confronted, was the opinion expressed by W. M. Acworth, England's leading authority on railways, before the Newlands joint committee on interstate commerce at a special session held here to enable the committee to hear his views before his departure for London. Two steps are necessary, according to Mr. Acworth, to avert this crisis and to solve the threatening railroad problem confronting the country.

The first is to allow the railroads to charge freight rates sufficient to meet the great advance in operating expenses which is taking place and to enable them to command the credit necessary to provide the extensions and improvements needed to meet the growing demands of business. The second is to do away with the multiple and conflicting systems of regulation that now hamper railway operation and to provide one centralized regulatory agency with such local subdivisions as may be necessary.

Higher Rates a Public Necessity.

Mr. Acworth's views on the transportation situation in the United States were expressed in answer to questions by members of the committee, who asked him to apply his knowledge of railway conditions throughout the world and of the experience of other countries with government ownership to the present problem before the United States.

"The fundamental factor in the situation is very simple," said Mr. Acworth. "It lies in the fact that you cannot get three-quarters of a cent's worth of work done for less than three-quarters of a cent, no matter whether the agency performing it is a government or private enterprise. Freight rates must advance when the cost of performing the service advances as it is doing at present, just as the price of bread or meat or any other commodity increases with increased cost of production."

In answer to a question Mr. Acworth said that he thought American freight rates had been at much too low a level for several years past, that they had reached this low point during the period of cutthroat competition among the roads and had since been held there by regulating bodies. Unless relief were afforded to the carriers very promptly, he said, the result would be a tremendous loss to the people of the whole country through insufficiency of transportation facilities.

Weakness of Government Ownership.

On the subject of government ownership of railways Mr. Acworth said:

"It is impossible to obtain satisfactory results on government railways in a democratic state unless the management is cut loose from direct political control. Neither Australia nor any other country with a democratic constitution—perhaps an exception ought to be made of Switzerland—has succeeded in maintaining a permanent severance. In France, in Belgium, in Italy, parliamentary interference never has been abandoned for a moment. The facts show that government interference has meant running the railways not for the benefit of the people at large, but to satisfy local and sectional and even personal interests."

Prussia, Mr. Acworth said, was the best example of an efficient government railway system, and he pointed out that military considerations were treated as of paramount importance in the Prussian railway system. While American freight rates had been reduced nearly 40 per cent in thirty years, rates in Prussia were nearly as high as at the beginning of the period. While the charge for moving a ton of freight one mile in the United States was a trifle over three-quarters of a cent, the rate in Prussia was 1.41 cents.

As illustrating the difference in rates between government and private roads Mr. Acworth compared the railways of New South Wales, Australia, with those of Texas. While the amount of traffic to each mile of line was about the same in both cases, he pointed out, the Texas railways performed for the public four times as much service as the government owned roads of New South Wales. The charge in Texas for hauling a ton of freight one mile was less than 1 cent, while in the Australian state it was well over 2 cents.

"American railways lead the world," said Mr. Acworth. "Nowadays when men in any other part of the world want to know how to run a railway they come to the United States and study your railways here. The American railways are entirely the result of private enterprise, and I think they go a long way toward proving the case against government ownership."

6,229 CARS NEEDED FOR 80,000 TROOPS

Railroad Requirements For One Army Are Compiled.

DIVIDED INTO 366 TRAINS

How the Roads Are Preparing to Assist Government in the Movement of Soldiers—Transportation Experts Assist the Quartermaster in Shipment of Supplies.

To move one field army of 80,000 men, consisting of three infantry divisions, one cavalry division and a brigade, technically known as a brigade of field army troops—troops auxiliary to the infantry and cavalry divisions—requires a total of 6,229 cars made up into 366 trains with as many locomotives.

This information is contained in a bulletin issued by the special committee on national defense of the American Railway association for distribution to the railroads of the country. The figures were compiled by Lieutenant Colonel Chauncey B. Baker of the quartermaster corps, U. S. A.

These 6,229 cars would be made up of 2,115 passenger, 385 baggage, 1,055 box, 1,809 stock and 775 flat cars.

This quantity of equipment represents 7 of 1 per cent of the locomotives owned by American railroads, 4.2 per cent of their passenger cars and 2 of 1 per cent of their freight equipment.

Requirements For Various Units. Railroad equipment required to move various organizations of the army at war strength is as follows:

Infantry regiment—55 officers, 1,590 men, 177 animals, 22 vehicles; cars required, 48 passenger cars, 5 baggage cars, 15 box cars, 9 stock cars, 8 flat or gondola cars; total, 85 cars. Cavalry regiment—54 officers, 1,284 men, 1,436 animals, 26 vehicles; cars required, 36 passenger cars, 8 baggage cars, 25 box cars, 72 stock cars, 9 open cars; total, 150 cars. Artillery regiment, light—45 officers, 1,170 men, 1,157 animals, 32 vehicles, 24 guns; cars required, 32 passenger cars, 9 baggage cars, 25 box cars, 58 stock cars, 46 flat cars, 46 open cars; total, 170 cars. Artillery regiment, horse—45 officers, 1,173 men, 1,571 animals, 35 vehicles, 24 guns; cars required, 34 passenger cars, 10 baggage cars, 25 box cars, 78 stock cars, 47 flat cars; total, 194 cars. Artillery regiment, mountain—45 officers, 1,150 men, 1,229 animals, 24 guns; cars required, 30 passenger cars, 7 baggage cars, 30 box cars, 61 stock cars; total, 124 cars. Engineers, pioneer battalion—18 officers, 502 men, 105 animals, 12 vehicles; cars required, 14 passenger cars, 2 baggage cars, 10 box cars, 8 stock cars, 4 flat cars; total, 38 cars. Signal corps, field battalion—9 officers, 171 men, 200 animals, 15 vehicles; cars required, 6 passenger cars, 2 baggage cars, 5 box cars, 10 stock cars, 5 flat cars; total, 28 cars.

The preparations for war as made by the government and the railroads have been worked out along the lines largely developed by Lieutenant Colonel Chauncey B. Baker of the quartermaster corps, who for a number of years has made an exhaustive study of military transportation. He has been in charge of transportation for the quartermaster general from 1902 till 1906 and from 1912 to the present time.

Experts With Each Department.

As agreed upon by the railroads and the military authorities, representatives of the American Railway association from the operating, motive power, traffic and operating departments of roads designated by the special committee of national defense of the American Railway association will be located in the office of the quartermaster general, at each department headquarters, at each mobilization point, at each concentration point and at each strategic point at which troops are to be assembled. Other inspectors or representatives will be designated as may be required to facilitate the co-operation between the transportation lines and the military service, and as the needs of the service may indicate.

The railroads' special committee on national defense has advised the carriers that officers for the above service "should be chosen from a class of men who will be broad minded and temperamental men of such character as would take a broad view of transportation in movements of troops and supplies. They should wholly divest themselves of any disposition to work for or in favor of any particular transportation line, but should apply themselves solely to the solution of the transportation problem in the manner most satisfactory to the government and in such fashion as can be most effectively executed by the railroads. They are assigned to this duty as transportation experts and will assist the quartermaster, with whom they are serving, not only in the transportation of troops, but in any other matter pertaining to transportation in which their assistance may be requested."

LUMBERMEN MAY EXPECT PROSPERITY SAYS GREGORY

Tacoma, Wash., June 12.—(United Press)—Lumbermen can expect prosperity during the next few years. The construction of wooden ships along the shores of Puget Sound, on the Willamette and Columbia Coos Bay and at other ports and the war ac-

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PANSY SEEDLESS RAISINS

Come here and get fitted out for your picnics, fishing trips and lunches. We have paper plates, oil paper, forks and knives and everything to make a lunch complete.

Strawberries
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Elgin Hot House Tomatoes

We Close 9:30 a. m. Thursday, Flag Day
Boost for the Stock Show

CALL MAIN 35 FOR SERVICE

HUG'S GROCERY

tivity of the government will revive the lumber industry and mills will have all the orders they can handle.

This is the cheering news brought back to Tacoma today by J. T. Gregory after a trip to Washington and other eastern cities. He estimates that the requirements of the government during the next few years will run above one billion feet.

Colonel Goethals, manager of the Federal Shipping corporation, is a firm supporter of steel ships and is opposed to wooden vessels. Gregory, who is president of the Fir Tree Lumber company, made the trip east with George S. Long.

FARM SALE BILLS—Get prices on farm sale bills at The Observer office.

NOTICE OF ANNUAL SCHOOL MEETING.

Notice is hereby given to the legal voters of School District No. 1 of Union County, Oregon, that the Annual School Meeting of said District will be held at old High School building; to begin at the hour of 2 o'clock p. m. on the third Monday of June, being the 18th day of June, A. D., 1917.

This meeting is called for the purpose of electing two directors and the transaction of business usual at such meeting.

Dated this 1st day of June, 1917.

ATTEST:

CHAS. H. REYNOLDS,
District Clerk.
J. E. REYNOLDS,
Chairman Board of Directors.
—June 4-8-12-16.



Rose Festival

Flower-gowned,
Forest-bound,
Rose-crowned,

Portland!

June 13, 14 and 15

Brilliant : Instructive
Patriotic

Excursion Fares via

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OREGON-WASHINGTON RAILROAD & NAVIGATION COMPANY

Tickets on Sale June 12, 13 and 14; return limited to June 18

J. H. KEENEY, Agent