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9-6-3t.

News Of La Grande

To Teach at Joseph—Anne C. Troedson of Ione Ore., went to Joseph where she will teach in the grade schools.

Visiting Mother—Mrs. L. C. Holman and daughter of Richland, Ore., went to Joseph this morning for a two weeks' visit with Mrs. Holman's mother Mrs. Owenby.

Leaves For East—C. C. Pennington left last night for about a month's trip in the East. He will visit relatives in Illinois and will also visit at Kansas City, Chicago, St. Louis and possibly New York. He expects to come back by way of New Orleans and California.

Drafted Man on Way—Wendell Allen of Pocatello, who is among that city's first drafted men, passed through here this morning on his way to American Lake to report for duty. Mr. Allen is quite well known here having resided here with his parents some nine or ten years ago.

Returned From Trip—W. B. Sargent returned last night from a four days' auto trip in the Wallowa country. On his return he was accompanied by Frank Glover of Portland, Special Agent of the Fire Association of Philadelphia.

Visiting Grandmother—Milo Schilke of Wallowa is here visiting his grandmother Mrs. Martha Harris and his father Fred Schilke.

Kicked by Horse—While working around the barn on the Albert Hunter ranch in the valley, George Dalton was kicked by a horse yesterday, necessitating the taking of eight stitches in his forehead. He is able to be around again today.

May Locate Near Roseburg—Mr. and Mrs. Guy E. Barton and children of Joseph went through here this morning in their car on their way to central Oregon with the possibility of locating near Roseburg.

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T. M. Shannon's

Adams Avenue

La Grande, Ore.

are very popular here, and their many friends join to wish them well. The bride is a graduate of the La Grande High School.

Those present at the wedding were the bride's parents, Mr. and Mrs. C. E. Happersett, the groom's mother, Mrs. S. R. Williams, his sister, Mrs. Mabel Robbins, and her son Philip, and Sherwood Williams of Imbler, a brother of the groom.

Baker-Lanman Nuptials—W. E. Baker and Effie Lanman of Summer-ville were married at the Presbyterian manse yesterday afternoon by the Rev. G. L. Clark. A number of their friends and relatives of that place accompanied the couple to La Grande to witness the ceremony.

RUSSIANS CONTINUE TO RETIRE; REPORTED

Petrograd, Sept. 6.—(United Press.)—The Russian retirement continues, and it has been officially stated that the Russians have retreated across the River Melupe and reached Freidrichstad, 38 miles southeast of Riga.

It was learned that German warships aided the land forces in capturing Riga by preventing Russian ships aiding the retreating Russians.

Butter Labels for sale at The Observer Office.

All the new Fall stock of ladies' hand bags just from the New York factory at Silverthorn's Family Drug Store.

9-6-1f

CAPTAIN MARKER HERE.

(Continued From Page 1.)

among them H. E. Coolidge and H. J. Ritter, were at the station when the train passed through.

On the train were 96 captains, 96 first lieutenants, and 96 second lieutenants. The men were in the dark as to their destination. When they got to La Grande they asked where they were, and were much surprised since they thought their destination was California. Captain Marker was eating his breakfast and thought he was in Southern Oregon until he happened to look out and saw the Foley building. He had been in La Grande 20 minutes before he knew it. He then rushed out and tried to get

WAR ON VANDAL DOGS GAINS BY CONVENTION FOR SHEPHERDS

Sheep-Killing Curs Get Blacklisted by State Councils of Defense for Protection of Meat and Wool Supplies of Sheep in Wisconsin and Michigan.

Chicago (Special) — Better protection for sheep the country over will be one result, it is foreseen, of the Great Lakes Wool Convention at which flockmasters and shepherds of the western states will be guests of honor. The National Sheep and Wool Bureau in its campaigning for "more sheep, more wool," has taken up active war on sheep killing curs.

In advance of the convention, Governor Philipp of Wisconsin, was appealed to by the Bureau and personally took the matter up with the Wisconsin Council of Defense. Prompt action was taken. A bulletin to every County Council of Defense was sent out as follows:

"Very little damage is done by animals other than dogs. In a majority of cases the guilty dogs are worthless curs permitted to run about and range over the country, and for all intents and purposes, so far as their value is concerned, had better be dead than alive.

"Meat of all kinds is scarce and high. The State Council of Defense recommends that the County Councils at once take up this matter in the several counties of the state, asking the farmer to keep careful watch

on the depredations of dogs everywhere so that the loss of mutton may not be as great this year as it has been heretofore.

"There is also a tremendous shortage of wool in the United States. Authorities tell us we need 750,000,000 pounds annually as against 230,000,000 pounds actually produced. Cut off as we are now from other wool producing countries, the wool situation is serious in the United States and there is urgent need for County Councils and farmers in the state to take the utmost precautions with reference to conserving the wool supply.

"The law regarding the preservation of sheep from the depredations of dogs is sufficiently strong and makes the penalty for losses rest upon the owner of the dog doing the damage.

"The State Council recommends that County Councils bring this matter to the attention of the district attorney and sheriff of their counties for immediate attention."

The convention will be held in the Assembly Hall at the Union Stock Yards. The Stock Yards Inn will be the official headquarters, with loop headquarters at Hotel Sherman.

AMERICAN ENGINEERS BLAZING A TRAIL TO FRENCH FRONT

(By United Press.)

WASHINGTON, D. C., Sept. 6.—Romance, mystery and peril blend in the tremendous task of "the army ahead of the army" which today is blazing a trail to the French front for America's million men.

It's the job of the engineers, and it means that every step of the barren way from French port to French front must be modernized into an elongated American city.

First off, they must macadamize the highway, every foot of it. And over an area of several miles in the vicinity of the port and behind the front an intricate system of perfectly paved streets and avenues must be built. Winding in and around both these terminals the engineers are fash-

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in touch with his friends and family but was not here long enough to see many.

ioning a complicated system of railroads, both narrow- and standard gauge, for switching, transferring and carrying for troops and supplies.

Connecting these two webs is a ribbon track paralleling the miles of paved roads, with branches and spurs shooting off here and there on both sides. Every tie, every rail, every spike, every engine and every car for this system of railroads, is being taken from this country. Not one bit of material, not a single man, is being supplied by France.

Great wooden camp cities are rising at both ends of this line. Power houses, permanent repair gang camps, houses for maintenance of way officials, water reservoirs will be strung out along the line and at the terminals. The lumber for these structures is being hewn from the forests of France by regiments of American foresters. Other regiments are rebuilding and enlarging docks and wharves at the port of arrival, and dredging and opening new approaches in the bay for the big gray transports.

Sawmills from America are springing up in the French forests. American-made well digging machines dot the line of communication. Electric light plants are blossoming forth to supply the trenches, dugouts, storehouses and cantonments with illumination.

Miles and miles of water pipe are being laid. Special regiments of American miners picked from the star fighters of every state in the Union are in charge of the American system of trenches, saps, transverse and approaches. Expert companies of electricians are putting in an intricate system of battlefield illumination, including searchlights, trench lights, glare light apparatus and great piles of star bombs and rifle grenades.

But none of this complicated system of communication and approach must be visible to the enemy. It must all be dug in, buried or concealed by camouflage. The highways must be neutralized in color to blend with the landscape. The railroad tracks must not glisten.

All buildings must be half buried in the ground and the above ground portion disguised with bushes and shrubs and neutral colorings until they are invisible.

This is where the American artist does his bit. A number of well known American masters of color combinations are employed to precede the engineers and study out the problems of obscuring our operations, our troops and artillery and our lines of communication from the enemy. The actual work will be done by American sign painters and soldiers trained in the craft.

There's Not a Possible Buyer of Property in the City Who Does Not Watch the Classified Ads

Or, if there is, he is merely to "prove the rule"—as practically everyone who contemplates buying property, for a home or investment, realizes that some investigation of the ads. may save hundreds of dollars—or even bridge the difference between a good or a bad investment.