

WHEN THE LEAVES BEGIN TO FALL IT IS TIME TO THINK OF

WINTER SHOE

We are ready to serve you with complete lines of men's, women's, boys' and children's seasonal footwear, that for quality, workmanship, durability and price cannot be surpassed. You can't afford to miss this opportunity.

Closing out the Ralston Stock

WE DO YOUR SHOE REPAIRING IN FIRST CLASS STYLE



Lewis Building, Opposite Sommer House

T. M. STUBBLEFIELD

La Grande National Bank

ESTABLISHED 1887

Capital Stock, Surplus and undivided profits \$160,000

Comparative statement of deposits for five years

September 6, 1900	\$291,007 65
" 30, 1901	551,505 38
" 15, 1902	498,375 84
" 9, 1903	555,501 39
" 6, 1904	571,854 02
November 9, 1905	615,029 52

OFFICERS AND DIRECTORS

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Largest Brewing Plant in Eastern Oregon

Ask for La Grande Beer and get the Best

LA GRANDE BEER IS MADE IN LA GRANDE AND SHOULD HAVE THE PREFERENCE



When you wish a nice juicy roast or a tender steak or a piece of boiling meat or pot roast, just phone Main 48, and you will soon have exactly what you desire.

J. BULL & CO.

Phone Main 48. Remember the phone is on the directory as Boss Meat Market main 48.

CHICKENS WANTED—Two dozen white or brown leghorn pullets, need not be pure blooded, but nearly so. Address and state price. W. H. Briggs, Starkey, Oregon.



GO A-HUMMING

It's surprising how our canned goods have caught on. It keeps us busy as bees to fill the orders from the people that have tried 'em. We have 'em in tins and glass—The best in the market.

Perfected Stock goods a specialty. Standard goods, best and cheapest.

GEDDES BROS NORTH FIR STREET

President's Message

or limitation of wages; it damages the small investor, discourages thrift, and encourages gambling and speculation; while perhaps worst of all is the trickiness and dishonesty which it impels—for harm to morals is worse than possible harm to material interests, and the debauchery of politics and business by great dishonest corporations is far worse than any actual material evil they do to the public. Until the National Government obtains in some manner which the wisdom of the Congress may suggest, proper control over the big corporations engaged in interstate commerce—that is, over the great majority of the big corporations—it will be impossible to deal adequately with these evils.

I am well aware of the difficulties of the legislation that I am suggesting, and of the need of cautious and temperate action in securing it. I should emphatically protest against improperly radical or hasty action. The first thing to do is to deal with the great corporations engaged in the business of interstate transportation. As I said in my message of December last, the immediate and most pressing need so far as legislation is concerned, is the enactment into law of some scheme to secure to the agents of the government such supervision and regulation of the rates charged by the railroads of the country engaged in interstate traffic as shall summarily and effectively prevent the imposition of unjust or unreasonable rates. It must include putting a complete stop to rebates in every shape and form. This power to regulate the rates, like all similar powers over the business world, should be exercised with moderation, caution and self-restraint; but it should exist, so that it can be effectively exercised when the need arises.

The first consideration to be kept in mind is that the power should be affirmative and should be given to some administrative body created by the Congress. If given to the present Interstate Commerce Commission or to a reorganized Interstate Commerce Commission, such commission should be made unequivocally administrative. I do not believe in the government interfering with private business more than is necessary. I do not believe in the government undertaking any work which can with propriety be left in private hands. But neither do I believe in the Government flinching from overseeing any work when it becomes evident that abuses are sure to obtain therein unless there is governmental supervision. It is not my province to indicate the exact terms of the law which could be enacted; but I call the attention of the Congress to certain existing conditions with which it is desirable to deal. In my judgment the most important provision with which law should contain is that conferring upon some competent administrative body the power to decide, upon the case being brought before it, whether a given rate prescribed by a railroad is reasonable and just, and if it is found to be unreasonable and unjust, then, after full investigation of the complaint, to prescribe the limit of rate beyond which it shall not be lawful to go—the maximum reasonable rate, as it is commonly called—this decision to go into effect within a reasonable time and to obtain from thence onward, subject to review by the courts. It sometimes happens at present, not that a rate is too high but that a favored shipper is given too low a rate. In such a case the Commission would have a right to fix this already established minimum rate as the maximum; and it would need only one or two such decisions by the Commission to cure the railroad companies of the practice of giving improper minimum rates. I call your attention to the fact that my proposal is not to give the Commission power to initiate or originate rates generally, but to regulate a rate already fixed or originated by the roads upon complaint and after investigation. A heavy penalty should be exacted from any corporation which fails to respect an order of the Commission. I regard this law to establish a minimum rate as being essential to any scheme of real reform in the matter of railway regulation. The first necessity is to secure it; and unless it is granted to the commission there is little use in touching the subject at all.

Illegal transactions often occur under the forms of law. It has often occurred that a shipper has been told by a traffic officer to buy a large quantity of some commodity and then after it has been bought an open reduction is made in the rate to take effect immediately, the arrangement resulting to the profit of the one shipper and the one railroad and to the damage of all their competitors; for it must not be forgotten that the big shippers are at least as much to blame as any railroad in the matter of rebates. The law should make it clear so that nobody can fail to understand that any kind of commission paid on freight shipments whether in this form or in the form of fictitious damages, or of a concession, a free pass, reduced passenger rate, or payment of brokerage, is illegal. It is worth while considering whether it would not be wise to confer on the Government the right of civil action against the beneficiary of a rebate for at least twice the value of the rebate; this would help stop what is really blackmail. Elevator allowances should be stopped, for they have now grown to such an extent

that they are demoralizing and are used as rebates.

The best possible regulations of rates would, of course, be that regulation secured by an honest agreement among the railroads themselves to carry out the law. Such a general agreement would, for instance, at once put a stop to the efforts of any one big shipper or big railroad to discriminate against or secure advantages over some rival; and such agreement would make the railroads themselves agents for enforcing the law. The power vested in the Government to put a stop to agreements to the detriment of the public should, in my judgment, be accompanied by power to permit, under specified conditions and careful supervision, agreements clearly in the interest of the public. But in my judgment, the necessity for giving this further power is by no means as great as the necessity for giving the Commission or administrative body the other powers I have enumerated above; and it may well be advisable to attempt to vest this particular power in the Commission or other administrative body until it already possesses and is exercising what I regard as by far the most important of all powers I recommend—as indeed the vitally important power—that to fix a given maximum rate, which rate, after the lapse of a reasonable time, goes into full effect, subject to review by the courts.

All private car lines, industrial roads, refrigerator charges, and the like should be expressly put under the supervision of the Interstate Commerce Commission or some similar body so far as rates, and agreement practically affecting rates, are concerned. The private-car owners and the owners of industrial railroads are entitled to a fair and reasonable compensation on their investment, but neither private cars nor industrial railroads nor spur tracks should be utilized as devices for securing preferential rates. A rebate in icing charges, or in mileage, or in a division of the rate for refrigerating charges is just as pernicious as a rebate in any other way. No lower rate should apply on goods imported than actually obtains on domestic goods from the American seaboard to destination except in cases where water competition is the controlling influence. There should be publicity of the accounts of common carriers; no common carrier engaged in interstate business should keep any books or memoranda other than those reported pursuant to law or regulation, and these books or memoranda should be open to the inspection of the Government. Only in this way can violations or evasions of the law be surely detected. A system of examination of railroad accounts should be provided similar to that now conducted into the national banks by the bank examiners; a few first-class railroad accountants, if they had proper direction and proper authority to inspect books and papers, could accomplish much in preventing willful violations of the law. It would not be necessary for them to examine into the accounts of any railroad unless for good reasons they were directed to do so by the Interstate Commerce Commission. It is greatly to be desired that some way might be found by which an agreement as to transportation within a State intended to operate as a fraud upon the Federal interstate commerce laws could be brought under the jurisdiction of the Federal authorities. At present it occurs that large shipments of interstate traffic are controlled by concessions on purely State business, which of course amounts to an evasion of the law. The Commission should have power to enforce fair treatment by the great trunk lines of lateral and branch lines.

Fine Cards

The Observer has taken a number of orders for engraved visiting cards as a result of the advertising we have been doing for the past two weeks. These cards are extra fine and should give us a call and see our fine of samples before ordering.



When The Turkey Comes

To you in our restaurant you will have a triple feast. Your eyes will feast on its tempting appearance. Your nostrils will feast on its appetizing odor. Your palate will feast on its delicate flavor.

Eating It

Will be a joy to be remembered. With all this in prospect, what's the good of bothering with a home dinner. Spend Thanksgiving here and be happy.

The Model Restaurant

J. A. Arbuck's, Proprietor
OPEN DAY AND NIGHT We sell weekly meal tickets for \$4.50

DINNER TRIMMINGS

We have just received a fresh carload of groceries for the fall and early winter-trade. Preferred Stock canned goods, Heinz pickles and vinegars. New walnuts, soft shell almonds, pecans and filberts. Hot House lettuce, fine celery, cauliflower, sweet potatoes and other fine vegetables. Fruits of all kinds.

THE CITY GROCERY AND BAKERY
E. POLLACK, Propr.

STODGARD LUMBER CO.

Sash and Doors
Lumber,
Lath,
Shingles,
Mouldings, Etc.

All Good Material comes from our Yard

A FAIR JUDGE



Of wall paper will not be overruled by a higher court if he decided that the interior decorations furnished by Staniels & Jarman and attached to your walls and ceilings by their skilled artisans, were the best obtainable for anywhere near their price. The patterns we display, our taste in combining colors and our "sticking" ability will bear comparison.

STANIELS & JARMAN,

Dealers in Wall Paper, Paints, Oils, Glass, Etc



POULTRY

Every lover of fresh Poultry will appreciate the delicate flavor of the Chicken, Turkey, Duck, etc, that we sell.

Our Roast Beef is rich and juicy and we aim to give you the choicest cuts at very moderate prices.

Rohr & Company

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Through the Willamette, Umpqua and Rogue River Valleys, of Western Oregon, pass Mt. Shasta, through the Sacramento Valley to the many famous resorts on the line of the

SOUTHERN PACIFIC

For beautifully illustrated booklets, descriptive of California resorts, address,

W. R. COMAN, Gen. Pass. Agt. Portland, Or.

LA GRANDE SCHOOL OF MUSIC

PROF. DAY, PRINCIPLE.

MRS. DAY, ASSISTANT.

This is one of the best musical institutions in the state, and that people in this city and valley are beginning to discover the advantage of the school. The system is the latest and most practical, and includes all the latest discoveries in the art of teaching music. The school is divided into two departments: No. 1 is for beginners from 6 years of age and are taught the first three grades. Pupils come one hour each day. This is no kindergarten system but far superior. In No. 2 the grades are from 2 to 5. Here they graduate. Pupils take one or two lessons a week as they desire. No scholars will be permitted to remain in this school who do not study. Opposite the Foley House over the candy store. Phone 423.

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CREAMERY BUILDING

Notice of Final Settlement

NOTICE IS HEREBY GIVEN, that the undersigned administrator of the estate of George Gettle, deceased, has filed her Final Account, as such Administratrix, with the County Court of Union county, Oregon, and that the Judge of said court has fixed December 15th, 1905, at 10 o'clock, in the afternoon, of said day, as the time for hearing objections, if any there be, to said report and Final Account.
Dated November 10, 1905.
TERESA GETTLE,
Administratrix estate of George Gettle, deceased.
C. L. SMITH, Attorney for Petitioner.