

The Farmers and Traders National Bank

of La Grande Oregon
NO. 4452

Capital	\$ 60,000.00
Surplus	14,000.00
Liability of Shareholders	60,000.00
Total	\$134,000.00

For the protection of its depositors! Depositors of this Bank are accorded such liberal treatment as shall be in keeping with the character and value of their accounts. We would be pleased to have your account.

JOSEPH PALMER, PRESIDENT. J. W. SCRIBER, CASHIER.
G. E. McCULLY, ASST. CASHIER. T. J. SCROGGIN, ASST. CASHIER.

FARMS FOR SALE IN THE GRANDE RONDE VALLEY

200 Acres with good improvements, all tillable land, 3 miles from railroad station and 14 miles from La Grande, Oregon	Price \$40 per acre
400 acres with good improvements, nearly all tillable land, about three miles from the railroad and 14 miles from La Grande.	Price \$38 per acre
160 Acres about 3 miles from the railroad and 14 miles from La Grande. No buildings	Price \$55 per acre
200 Acres, one mile from the town of Summerville, 15 miles north of La Grande and 3 miles from the railroad. All tillable land. No buildings	Price \$55 per acre
50 Acres, same class land as the above and adjoining	Price \$35 per acre
480 Acres, 2 miles from the railroad and 15 miles from La Grande. Good barn and small house, well watered. All good land	Price \$42 per acre
65 Acres, three and half miles from La Grande, all under cultivation. No buildings	Price \$75 per acre
160 Acres, 6 miles from La Grande. Good grain land. No buildings	Price \$25 per acre
160 Acres, 12 miles from La Grande, 2 miles from the railroad, first class improvements	Price \$65 per acre
1000 Acres 9 miles from La Grande, nearly all in cultivation, all good land	Price \$35,000.00

La Grande Investment Co.

POLEY HOTEL BUILDING LA GRANDE OR

Union Woolen Mills Indian Robes

We have received a consignment of Union Fleece Wool Indian Robes which we have on sale. These robes are suitable for coupon covers, steamer robes and ornaments for Indian corners. The price range is from \$8.50 up.

HENRY & CARR

HOUSE FURNISHERS AND UNDERTAKERS

Phone No. 621.

J. C. Henry, residence 664

J. J. Carr, residence 386

J A P A L A C

J A P A L A C

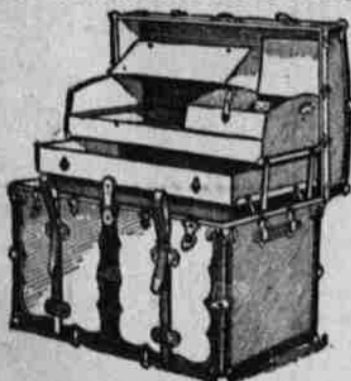
All Colors

Rejuvenates all thing about the house
From cellar to garret.
Wears like iron.

W. H. BOHNENKAMP,

Agent

J A P A L A C



ROMADKA READY ACCESS TRUNK

RAISING the cover brings every corner within reach without removing trays. Saves 1/2 the time of an ordinary trunk to pack or unpack. Easy to operate. Nothing to get out of order. Will stand all the knocks and hard usage of traveling. Costs no more than a common trunk.

24 Styles of.....\$5.00 and up.

SPECIALS

Supported bed springs	\$2.40
Unsupported bed springs	1.55
Mattresses, good ones	2.50
2 saddles, choice	3.00
Remington typewriter	40.00
15 cross cut saws	50c to 3.50
Hall rack	3.50
2 office chairs	3.50-5.00
Kitchen Treasure	3.25
Linealium	

A fine line of crockery at half price

F. D. Haisten,

PHONE RED 1161

Highest prices paid for Second Hand Goods.

President's Message

met last year, and it is anticipated that the President will discuss the so-called insular question with that frankness which he applies to all questions. In his last two messages to Congress he asked that the Philippines be knit closer to the United States by tariff arrangements, and it is probable that he will renew that plea.

Congress will be asked to take vigorous steps to enable the United States to participate in the new markets to be opened up in the far east. President Roosevelt believes that a special commission should be authorized to study the entire subject of Oriental trade. Congress has repeatedly ignored recommendations of this character, but it is believed that recent developments have aroused the whole world to the situation to such an extent that the matter cannot longer be ignored.

The President is gratified at the substantial increases which have been made in the navy, and believes the work should not stop. He refers to the lessons of the Russo-Japanese war as vindicating the battleship and concurs in the recommendation of the general board of the navy that three new battleships be authorized. The President believes that the United States should not be behind other nations which are now building 18,000 ton battle ships in the belief that the larger type is to dominate in future naval actions.

Other subjects to receive more or less attention in the President's message are the Hague peace conference, Venezuela, service pensions for Grand Army veterans, public land preservations, economy in postal service, refunding national indebtedness and expanding the currency, a delegate for Alaska, territorial admission, and various matters in regard to this country's foreign relations.

I urge upon the Congress the need of providing for expeditious action by the Interstate Commerce Commission in all these matters, whether in regulating rates for transportation or for storing or for handling property or commodities in transit. The history of the cases litigated under the commerce act shows that its efficacy has been to a great degree destroyed by the weapon of delay, almost the most formidable weapons in the hands of those whose purpose is to violate the law.

Let me most earnestly say that these recommendations are not made in any spirit of hostility to the railroads. On ethical grounds, on grounds of right, such hostility would be intolerable; and on grounds of mere national self-interest we must remember that such hostility would tell against the welfare not merely of some few rich men, but of a multitude of small investors, a multitude of railway employees, wage-workers; and most severely against the public as a whole. I believe that on the whole our railroads have done well and not ill; but the railroad men who wish to do well should not be exposed to competition with those who have no such desire, and the only way to secure this end is to give to some Government tribunal the power to see that justice is done by the unwilling exactly as it is gladly done by the willing. Moreover, if some Government body is given increased power the effect will be to furnish authoritative answer on behalf of the railroad whenever irrational clamor against it is raised, or whenever charges made against it are disproved. I ask this legislation not only in the interest of the public but in the interest of the honest railroad man and the honest shipper alike, for it is they who are chiefly jeopardized by the practices of their dishonest competitors. This legislation should be enacted in a spirit as remote as possible from hysteria and rancor. If we of the American body politic are true to the traditions we have inherited we shall always scorn any effort to make us hate any man because he is rich, just as much as we should scorn any effort to make us look down upon or treat contemptuously any man because he is poor. We judge a man by his conduct—that is, by his character—and not by his wealth and intellect. If he makes his fortune honestly, there is no just cause of quarrel with him. Indeed, we have nothing but the kindest feelings of admiration for the successful business man who behaves decently, whether he has made his success by building or managing a railroad or by shipping goods over that railroad.

The big railroad men and big shippers are simply Americans of the ordinary type who have developed to an extraordinary degree certain great business qualities. They are neither better nor worse than their fellow-citizens of smaller means. They are merely more able in certain lines and therefore exposed to certain peculiarly strong temptations. These temptations have not sprung newly into being; the exceptionally successful among mankind have been exposed to them; but they have grown amazingly in power as a result of the extraordinary development of industrialism along new lines, and under these new conditions, which the lawmakers of old could not foresee and therefore could not provide against, they have become so serious and menacing as to demand entirely new remedies. It is in the interest of the best type of railroad man and the best type of shipper no less than of the public that there should be governmental supervision and regulation of these great business operations, for the same reason that it is in the interest of the corporation which wishes to treat its employees aright that there should be an effective employer's liability act, or an

effective system of factory laws to prevent the abuse of women and children. All such legislation frees the corporation that wishes to do well from being driven into doing ill. We desire to set up a moral standard. There can be no delusion more fatal to the Nation than the delusion that the standard of profits, of business prosperity, is sufficient in judging any business or political question—from rate legislation to municipal government. Business success, whether for the individual or for the Nation, is a good thing only so far as it is accompanied by and develops a high standard of conduct—honor, integrity, civic courage. The kind of business prosperity that blunts the standard of honor, that puts an inordinate value on mere wealth, that makes a man ruthless and conscienceless in trade and cowardly in citizenship, is not a good thing at all, but a very bad thing for the Nation. This Government stands for manhood first and business only as an adjunct of manhood.

The question of transportation lies at the root of all industrial success, and the revolution in transportation which has taken place during the last half century has been the most important factor in the growth of the new industrial conditions. Most emphatically we do not wish to see the man of great talents refused the reward of his talents. Still less do we wish to see him penalized; but we do desire to see the system of railroad transportation so handled that the strong man shall be given no advantage over the weak man. We wish to insure as fair treatment for the small town as for the big city; for the small shipper as for the big shipper. In the old days the highway of commerce, whether by water or by a road on land, was open to all; it belonged to the public and the traffic along it was free. At present the railway is this highway, and we must do our best to see that it is kept open to all on equal terms. Unlike the old highway it is very difficult and complex thing to manage, and it is far better that it should be managed by private individuals than by the Government. But it can only be so managed on condition that justice is done the public.

It is because, in my judgment, public ownership of railroads is highly undesirable and would probably in this country entail far-reaching disaster, that I wish to see such supervision and regulation of them in the interest of the public as will make it evident that there is no need for public ownership. The opponents of Government regulation dwell upon the difficulties to be encountered and the intricate and involved nature of the problem. Their contention is true. It is a complicated and delicate problem, and all kinds of difficulties are sure to arise in connection with any plan of solution, while no plan will bring all the benefits hoped for by its more optimistic adherents. Moreover, under any healthy plan, the benefits will develop gradually and not rapidly. Finally, we must clearly understand that the public servants who are to do this peculiarly responsible and delicate work must themselves be of the highest type both as regards integrity and efficiency. They must be well paid, for otherwise able men cannot in the long run be secured; and they must possess a lofty probity which will revolt as quickly at the thought of pandering to any gust of popular prejudice against rich men as at the thought of anything even remotely resembling subserviency to rich men. But while I fully admit the difficulties in the way, I do not for a moment admit that these difficulties warrant us in stopping in our effort to secure a wise and just system. They should have no other effect than to spur us on to the exercise of the resolution, the even-handed justice, and the fertility of resource, which we like to think of as typically American, and which will in the end achieve good results in this as in other fields of activity. The task is a great one and underlies the task of dealing with the whole industrial problem. But the fact that it is a great problem does not warrant us in shrinking from the attempt to solve it. At present we face such utter lack of supervision, such freedom from the restraints of law, that excellent men have often been literally forced into doing what they deplored because otherwise they were left at the mercy of unscrupulous competitors. To rail at and assail the man who have done as they best could under such conditions accomplishes little. What we need to do is to develop an orderly system; and such a system can only come through the gradually increased exercise of the right of efficient Government control.

CORPORATIONS.

Yet, while not merely admitting, but insisting upon this, it is also that where there is no governmental restraint or supervision, some of the exceptional men use their energies not in ways that are for the common good, but in ways which tell against the common good. The fortunes amassed through corporate organization are now so large, and vest such power in those that wield them, as to make it a matter of necessity, to give to the sovereign—that is, to the government, which represents the people as a whole—some effective power of supervision over their corporate use. In order to insure a healthy social and industrial life, every big corporation should be held responsible by, and be accountable to, some sovereign strong enough to control its conduct. I am in no sense hostile to corporations. This is an age of combination, and any effort to prevent all com-

Continued on page 5

WANTED

Potatoes, Hay, Oats, Apples

We pay Highest Market Prices for all Produce

A car of strictly fresh eggs to arrive Saturday, Nov. 26. We quote these to the trade at \$8 per case of 30 doz.
A fresh consignment of fancy white clover honey from California which we sell to the trade at \$3.25 per case.
We have a lot of No. 2 apples which can be bought here at a very low price.

Oregon Produce Company

HAY, GRAIN AND FUEL

Are our specialties. Our feed roller is working steadily to supply the demand for good feed. We have on hand a lot of fine wild and timothy hay which we can sell you either by the bale or carload. The quality of our fuel is too well known to need description. We have two wagons and all they have to do is to deliver your order as soon as it is received at the office.

Grande Ronde Cash Company,

Jefferson Avenue



Suction EyeGlass

It does not wrinkle your nose and make you look older than you are.

Holiday goods are beginning to arrive. Best line ordered ever brought to the city.

J. H. PEARE.

Jewelry and Optician

STEWARDS' OPERA HOUSE

D. H. STEWARD, Manager and Proprietor

SIX NIGHTS and SAT. MATINEE H. L. LEAVITT, Presenting STARTING MONDAY DECEMBER 4

FOR SIX NIGHTS AND SATURDAY MATINEE COMMENCING

MONDAY, DEC. 4.

THE GREAT

McEWEN

AND COMPANY OF PERFORMERS ASSISTED BY

FLORENCE McEWEN, Queen of Illusionists.

The Great McEwan will cure the sick, make the blind see, the deaf hear, the lame walk and cure any obnoxious habit by hypnotism. Better and brighter than ever. Everything new. Magic, Hypnotism, Mind-reading, continuous performance. Some thing doing every minute

10c, 20c, 30c

EAGLES' NIGHT—FRIDAY DECEMBER 8

SEATS ON SALE AT VAN BUREN'S

A SPLENDID INVESTMENT

Is a mine which will build up your own town and country.

The Aurelia Mining Co.

Now offers the first block of stock of 100000 shares at 5c per share. The company has 400,000 shares of stock available for the development of the Standard Mines, which will be done conservatively, and as fast as possible. For further information call on

J. A. THRONSON.