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CURREY BROS., ED'S AND PROP

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**ADVERTISING RATES**  
Display Ad rates furnished upon application. Local reading notices 10c per line first insertion, 5c per line for each subsequent insertion. Resolutions of condolence, 5c per line. Cards of thanks, 10c per line.

Union county's prosperity is based upon her varied and diversified industries.

This edition is all home print. The Observer office is decidedly well equipped.

No one is idle except from choice in the Grande Ronde Valley. There is work at good wages all the year round for all.

The La Grande brick yards made over two million brick this season and then could fill only a portion of the orders received.

The owners of our largest saw mills say that Union county timber will last at the present rate of cutting, for at least seventy-five years.

The two large stone quarries near La Grande furnish employment to a large number of people during the greater portion of each year.

Not less than three cold storage and artificial ice plants will be installed in La Grande in 1907. There will be no more ice famines in the Grande Ronde Valley.

The Pacific coast market for cattle, hogs, sheep and poultry pay better prices than the Eastern markets. Stock shipments are in consequence seldom made to the east.

Ten acres of fruit land here will yield a net income over the living expenses of a family and all cost of cultivation of the land—and that net income will be expressed in four figures.

Over a large area, termed many years ago the Sandridge, now acknowledged to be second to no part of the valley for productiveness, the roads are always perfect at all seasons of the year.

A large cannery somewhere in this valley will be erected as soon as the right parties become aware of the great opportunity here. The fruits and vegetables necessary are raised in large quantities now.

Coal has in the past few years become in general use in the valley and now supplies about one-third of the fuel demand. Coal in ton lots is delivered by La Grande dealers at \$7. Wood costs from \$4 to \$4.50 a cord.

A vinegar factory on a large scale is awaiting the combination of capital and experience. La Grande with her superior transportation facilities would be an ideal location for such a plant. The apples to run it with are here, too.

Strawberry culture offers one of the best fields for profit either on a small or extensive scale. Nowhere are finer or larger berries grown. They mature late and bring prices equal to the first pickings of the early season sections.

Leading life insurance companies credit Oregon with the lowest rate of mortality of any state in the Union. This is of importance to the seeker for a home. Union county has one citizen who is in his 107th year, yet retains his faculties in all respects scarcely impaired.

La Grande is naturally the distributing center for a large area of country. This is emphasized by the fact that many of the Pacific coast jobbers ship here in carlots and re-ship by local rates. The day is not far distant when someone will start a wholesale grocery and provision house in La Grande.

Hog-raising is one of the profit-producing pursuits of this valley. The price has not been below \$1-2 cents a pound on foot during the past six years and has reached at times a cent more than that, during portions of each year. The largest hog in the world was raised in Union county on alfalfa and grain, and exhibited at the Lewis and Clark exposition in Portland by Kiddle Bros.

Grande Ronde Valley is over 2,700 feet above sea level.

Grande Ronde Valley is a valley of homes. Farms to rent are exceptionally scarce.

There is room for three times the present population in the Grande Ronde Valley.

Cheap and abundant electric power makes all kinds of manufacturing possible in any part of the county.

Union county has reason to be proud of her school system, which is second to no public school system in the west.

Since the packing-house exposures, Grande Ronde Valley farmers are receiving a premium for home-cured meats.

Union county offers remarkable inducements to homeseekers on account of low living expenses and healthy climate.

J. H. Rinehart & Son of Summerville are among the largest prune growers in Eastern Oregon. They own their own dryer and market their product in carload shipments.

This edition is an urgent invitation to you, Mr. and Mrs. Easterner or Middle Westerner, to come to this alluring valley and make a home under the most favorable conditions.

There are two constantly flowing artesian wells in Union county. Neither is below a depth of 700 feet. A company is now under contract to bore 1,500 feet which will probably result in securing a gusher.

If there is any section of the United States that possesses more diversified valuable natural and acquired resources and advantages than does the Grande Ronde Valley, we have neither seen nor heard of it.

The best farming lands can be bought at \$50 an acre. When planted to fruit the land speedily acquires a value of from \$200 an acre up. Wild land can be had as cheap as \$3 an acre, but it is not worth much except for grazing purposes.

Well-traveled people who have visited here and examined the opportunities of the Grande Ronde Valley, unanimously admit that they have never seen a section offering more to industrious newcomers with small capital.

If you desire any further information in regard to the Grande Ronde Valley after you have read this edition, write to any real estate firm represented in its columns or to the commercial clubs of La Grande, Union, Elgin or Cove. Write today.

It is a well known fact that a large percentage of the original pioneers of this valley are still living, in Union county. To come here once is to stay from choice. No one who has lived here a short time believes he can better his condition by moving.

The flouring mills of Union county have sufficient capacity to grind all of the wheat produced in the valley. This means that local competition is so strong that the grower realizes from 2 to 5 c. a bushel above the shipping market. There is a big saving in sacks, too, when the wheat is sold direct to the mill.

Union county is alluring to all conditions and classes of people. Varied industries furnish employment to the extent that the labor commissioner of Oregon in his annual report credits Union county with being third in the state's list of counties as an employer of labor. There is always work for the laboring man here. For the homeseeker our reasonably priced fertile lands, good markets, climate and social conditions appeal. To the business man a county with such large and varied resources makes sure a uniformly large volume of business. He knows that chance of failure will be his fault alone under such favorable conditions. To the investor a careful study of the situation is all that is necessary.

Union county's present population is about 20,000. Grande Ronde Valley alone will easily support 50,000. The people are coming west by trainloads seeking just what this valley offers them. A little hustling will secure our share.

**POLITICAL STATUS**

Union county is normally Republican by several hundred majority but in local affairs there is a large independent vote and the result for years has been that when the votes are counted, the offices are distributed between the two great national parties.

**A Sportsman's Paradise.**

The mountains of Union county abound in big game, such as bear and deer, and there are plenty of grouse and pheasants. Trout, of several varieties, salmon, salmon trout, and white fish team in the streams and rivers. Game laws are well observed.

This large special edition of the Observer is all home print. Few offices in the state have a better equipment.

**CENTRAL RAILWAY OF OREGON**

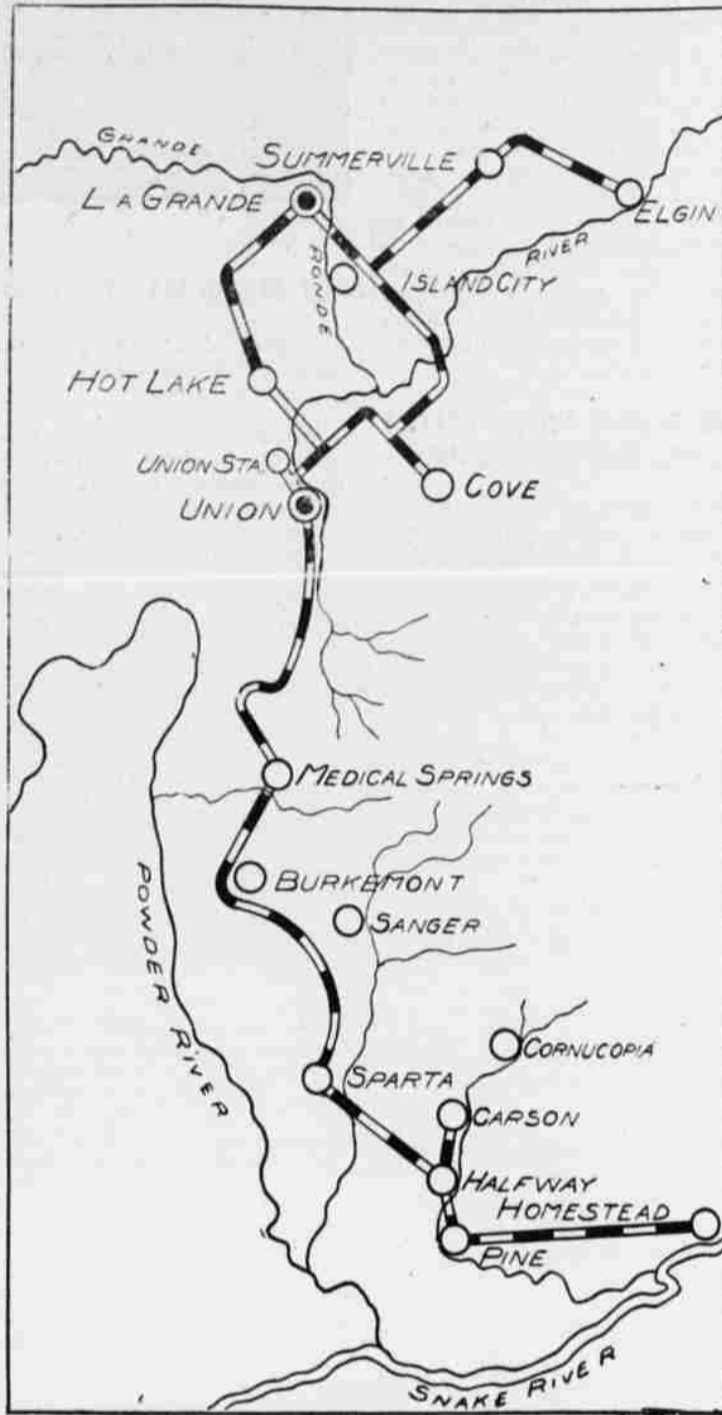
**A Railroad Now Being Constructed that Will Greatly Aid in the Development of the Grande Ronde Valley.**

The Grande Ronde Valley is a land of opportunity.

Favored to an extraordinary degree by natural conditions, it is destined to become a vast garden—and that quickly. Nature has provided here a soil and climate that together make possible the most profitable crops, and with the competition of the transportation facilities now in course of construction this valley will require only an increased number of ambitious farmers to speedily become the most pro-

important, but the fact must not be lost sight of that the Central Railway of Oregon is a separate and distinct corporation and in no way a part of the trunk line with which it connects.

It is very evident that this new road will prove profitable from the start. And that is right and fair. It is also evident that its interest are merged in the development of this immediate section, and its broad and liberal policy will be to encourage and foster individual enterprise along its line.



ductive area of its size in the whole United States.

The Central Railway of Oregon is opening up to the possibilities of fruit and vegetable culture, mechanical industries, factories, etc., practically the entire area of this extensive valley.

The railroad is not a prospective possibility but an assured certainty, backed by ample capital, with route selected, and work of actual construction well under way. Much of the grading has already been done. The ties and steel rails for many miles of road are on the ground, and an immense force of men is at work. This railroad will have over 55 miles of steel track (standard gauge) in the Grande Ronde Valley, and about 200 miles altogether.

In the Grande Ronde Valley the road will run from Hot Lake to Union, Union to The Cove, Cove to La Grande, La Grande to Hot Lake—giving a belt line through the most fertile portions of the valley. From a point near La Grande the railroad will also extend to Summerville on the north. Leaving Union the road will follow Catherine creek, touching (or passing near) Medical Springs, Indiana mine and Copper belt in the gold sections to Sanger and Cornucopia, and thence to Pine Valley. The outlook now justifies the expectation that the road will be completed from Union, La Grande and Summerville to Sanger in 1906 and it is certain that the entire line will be finished during 1907.

It is not an "air line" road, the idea being to solve the transportation problem in the Grande Ronde Valley rather than to curtail mileage. The railroad will be operated as rapidly as constructed, considerable equipment being already on hand and more on the way here. So fast is the construction work progressing that the beet crops near Cove, Hot Lake and Union will be handled this season. True, the cars will have to be delivered to the O. R. & N. at Hot Lake or Union stations for transfer to La Grande this year, but before another crop is raised the line will be completed to La Grande.

The line is already regarded as one of the important feeders of the O. R. & N. and will soon become the most

management of this road sees clearly that the Grande Ronde Valley affords alluring opportunities for intensive farming, canneries, saw mills, cereal factories, etc., and the road is providing transportation facilities, such as would not be thought of by any trunk line, with the belief that the present owners of the land or new purchasers will extensively engage in these profitable pursuits. The valley has ample territory to support from five to six times its present population. The natural resources are here, and the field is open to both large and small investors.

The railroad is not seeking to build up any one section of the valley to the detriment of some other locality, but will encourage investments everywhere along its line. It is in existence to haul freight and passengers and will endeavor to augment the volume of its traffic by inducing individuals to locate in this valley.

No section of the Pacific coast has a more varied list of attractive opportunities to offer the manufacturer and husbandman.

The nearby timber should be manufactured into lumber, boxes, etc., right here, and the railroad company is already in touch with several such prospective enterprises.

The grain grown in this valley ranks second to none, and factories for the manufacture of cereal foods would find an advantageous location here. This is a field of industry almost untouched on the Pacific coast, and no other location surpasses the Grande Ronde Valley in natural inducements for such factories.

A straw-board factory would pay. There is a tremendous demand for this sort of paper, and the raw material is now practically going to waste on hundreds of valley farms.

There is "big money" to be made in the extensive planting of truck. Such vegetables as cabbage, onions, celery, etc., will find a ready market at high prices, and the highest quality is easily produced here.

The possibilities in fruit-growing are as yet hardly realized, and profits need not be confined to marketing fresh fruit. A factory to manufacture jelly, marmalade, etc., would be a paying industry. The same could be said of

elder and vinegar factories. Sufficient fruit goes to waste now to supply the requirements of several factories of this sort.

There is an opening for canneries to handle cherries and other fruits and vegetables.

In bringing about development of all kinds, the Central Railway of Oregon intends to co-operate in any reasonable way with the fruit associations, commercial bodies and individual citizens and investors of this valley. Knowing full well that there is an eager Eastern market for every possible product of the soil of this section, it proposes to furnish the all-essential transportation facilities that will start these products on their way.

It does not take a dreamer or optimist to see the great benefits the people of this valley will secure through the operation of such a railroad. From purely selfish motives of material advantage the railroad's only request (free right-of-way) should be gladly granted by every one approached. No effort is being made to sell stock locally, nor is any bonus asked—right-of-way being the only thing requested from Grande Ronde Valley property owners. This request is being met in the right spirit and the railroad is experiencing little or no difficulty in that respect.

The Observer regards the building of the Central Railway of Oregon as the most important work viewed from any standpoint, that has marked local history, for it will put this valley in a class by itself so far as transportation facilities are concerned.

**GOODNOUGH MERCANTILE & STOCK CO.**  
(Elgin, Oregon.)

General Merchandise, Vehicles, Implements—Lumber Manufacturers—Proprietors Elgin Milling Co.

The Goodnough Mercantile & Stock Co. is the most important commercial enterprise of Elgin.

A large general merchandise business is done, trade being attracted throughout the immediate vicinity and well into Wallowa county. Full lines of farm implements, wagons and buggies are carried as well as hardware, lumber, doors, windows, etc.

The main store building is 22x160 feet, with basement, supplemented by an implement warehouse 40x160 feet. These buildings afford none too much room for the large stock carried in all lines. Several portable saw mills are operated in the vicinity of Elgin by the company, the combined cut being about 5,000,000 feet annually, most of which is marketed in the middle west.

The Elgin Milling Co. plant, a part of the business, is a 60-barrel mill, and a large amount of bran and chopped feed is also turned out.

The officers of the company are F. J. Holmes, president; W. J. Dishman, vice president; Frank E. Smith, secretary, and E. P. Staples, treasurer.

Since the above was written, the following article has appeared in the Elgin Recorder:

W. I. Dishman, who has been one of the leading stockholders in the Goodnough Mercantile & Stock Co. of this city, has disposed of his interest in that firm and has purchased the Elgin flouring mill from the Elgin Milling Co., in which he was formerly a third owner. This is one



FLOUR MILL AT ELGIN.

of the most important changes that has transpired in this city. Mr. Dishman has been connected with the G. M. & S. Co. ever since its organization and had been closely identified with the business interests of this city. The members of the G. M. & S. Co. also composed the Elgin Milling Co. and the change is practically a trading of Mr. Dishman's stock in the mercantile establishment for the flouring mill.

**LA GRANDE CIGAR FACTORY.**

J. H. Willis, Prop.—Located in Gazette Building—Phone Black 162.

This essentially home industry, which was established by Mr. Willis last April, produces cigars that on their merits deserve the patronage of local people.

"Otello," a bit smoke, excels in aroma and is a trade-winner wherever introduced. Call for it. If your dealer has not got it, he will probably have it next time you come.

In 10-cent goods, this factory turns out "El Stino" and "Blue Stocking."

"Hand-Made," a nickel cigar is full value for the money.

All of these cigars are made under the best of hygienic conditions by well-paid white labor, from selected tobaccos.

Mr. Willis is originally from Des Moines, Iowa. He likes this western country, is convinced of the bright future of La Grande, and is here to stay. Ask for the La Grande Cigar Factory cigars and you will help build up a local industry, besides getting full value for your money.

Physician and Surgeon of Cove, Ore. It was Dr. S. L. Corpe, of Cove, who first discovered and published in a medical journal (Medical Sentinel, May, 1905) the function of the vermiform appendix.

He declared that "The appendix is not a rudiment of a lengthened caecum, as has been taught by some standard text books, but is a distinct organ, having a distinct function," and he fully describes this function, etc.

It is a distinction to the Grande Ronde Valley that this now generally accepted theory should have been given to the world by a local practitioner.

Dr. Corpe is a very successful physician and surgeon, a deep thinker and a ceaseless student. He is noticeably energetic and up-to-date in his methods, keeping fully abreast of the times.

He quickly recognized the value in surgery of X-ray photographs, and was the first surgeon in the valley to secure an X-ray apparatus. For two years it was the only one in the county. It is a large and powerful machine.

Needless to say he has a large practice in this valley.

He is the son of honored pioneer parents, and he remains in the Grande Ronde Valley through love of this country and its people. No man has greater faith in a grand future for this favored section.

**J. A. RUSSELL.**  
(Successor to Grandy & Russell.)

**Fresh and Cured Meats**  
In point of volume of trade and equipment, this business is justly entitled to more than ordinary mention in the Observer's review of local trade conditions.

In direct line of succession it was established ten years ago, and from August, 1905, until a few days ago, was conducted by Grandy & Russell. This partnership has now been dissolved and Mr. Grandy retires from the firm.

J. A. Russell, who is now sole proprietor, is a practical butcher of long experience, and is both well and favorably known in this valley.

He operates three retail markets in La Grande, and does a considerable wholesale business in this city, adjacent towns and numerous camps. Altogether 14 people are employed. Part of the facilities is a large slaughter house, and only the best of selected meats are handled. Mr. Russell, with J. M. Bull, will feed 400 head of cattle at the best sugar factory yards this winter. Prime beef steers alone furnish the beef. The mutton, pork, veal and lamb are the best money will buy. The sausages and bolognas sold are made right here, the hams and bacon are cured here, and the firm makes its own kettle-rendered lard.

Game and fish are handled in season, and a specialty is made of bulk pickles, etc.

Viewed from any standpoint it is a large business, and one of the most important in this city. In the days of packing house exposures, it is comforting to know that the local business is so largely in the hands of a man who fully realizes his responsibility to the public, and who furnishes the very best of meat. The growth of the business may be relied upon to fully keep pace with the progress of this city.

**ST. LOUIS LIVELY & FEED STABLE**

J. A. McCarthy, Prop.—Phone Black 1151.

The roads leading out of La Grande give an excellent opportunity for pleasure driving, and the St. Louis Livery will furnish a rig that affords every comfort and which in appearance would be creditable anywhere.

There are plenty of good driving horses among the 27 head of livery stock in the stalls of this stable, and some of them are speedy enough for any one. The vehicle equipment is neat and attractive, and a number of the rigs are rubber-tired. There is a big four-horse "carry all" at this stable for the use in summer of outing and fishing parties. In the winter it is mounted on runners for party sleigh-rides.

Horses are boarded by the day, week or month, and are not only well fed but are carefully looked after and kindly treated. There is room for from 15 to 20 boarding horses. Teams and drivers are furnished for commercial men or others who want to be driven to nearby towns.

The fittings include eight box stalls, and horses needing the services of a veterinarian may be put up here. You select the veterinarian you want.

The commodious two-story building has a 150 foot front and is 120 feet deep. It affords ample room for all requirements of the business.

The St. Louis Livery was established 20 years ago. Mr. McCarthy secured an interest last November, and since April has been sole proprietor. He employs four or five people.

The most reasonable prices prevail, and your patronage will be appreciated.

The receipts of the La Grande post-office are considerably over the \$10,000 a year mark, and the city is thus entitled to free mail delivery. The inspector has sent in a favorable report and the system will soon be improved.