

La Grande Evening Observer

ALL WESTERN OREGON SUFFERING FROM TERRIFIC RAIN AND SNOW STORMS

ENORMOUS FINE FACES STANDARD

(Scripps News Association)
Chicago, Jan. 4—The Standard Oil Company faces a possible sum total penalties of nearly a hundred and sixty-one million in fines as a result of the decision made by Judge Landis yesterday when he held that the Standard was not entitled to an immunity bath.

STATIONARY ENGINEERS CONFERENCE

(Scripps News Association)
Wheeling, W. Va., Jan. 4—The fourth annual conventional of the Nat. Assn. of Stationary Engineers commenced here today when there was a very large attendance of delegates. The convention this year is expected to be very important as special discussions are announced on various subjects, such as increased safety contrivances, economy in operating steam plants, etc. The convention will sit until tomorrow night when the annual dinner will take place.

WOODMEN OF THE WORLD ATTENTION

All members of the Woodmen of the World are requested to be at the meeting this evening as business of importance will come before the meeting. State Organizer Pettett will be present and address the camp. Come early.

Both Gordon and Teddy Gibson little folks in pastor Gibson's home are much improved, having been sick with cold for the last few days.

SMASHUPS ARE DAILY OCCURANCE

(Scripps News Association)
Stockton Cal., Jan. 4—The Southern Pacific north bound, was wrecked at Mantica at seven this morning. The engine, mail car, baggage and two sleepers and a day coach went in a ditch, badly wrecked. The only seriously injured reported was a tramp passenger which the sleepers had pinned in the wreckage. Residents of Mantica chopped them out with axes. No one else was injured beyond a shaking up.

STORMS ARE RAGING AND COAL GONE

(Scripps News Association)
Minneapolis, Jan. 4—Forty stations along the Great Northern in North Dakota are without coal. The storms that have become general over the United States will cause untold suffering. The farmers are burning up their hay and straw and preparing themselves for resting on the mercies of the winds. The Interstate Commerce is sending agents to their relief.

NEGRO HANGED IN VIRGINIA

(Scripps News Association)
Roanoke, Va., Jan. 4—John Hardy, the negro desperado who was found guilty in November of the murder of Policeman R. M. Beard in a raid on October 11th on a negro dive, was hanged in the jail here this morning.

TRACK IS WASHED OUT

(Scripps News Association)
Portland Ore., Jan. 4—The heavy downpour of rain and the strong winds of yesterday continued this morning. All rivers in western Washington and Oregon are brimful and the worst floods of the season are the prospects. The Willamette is at its highest stage and is bordering on the danger line. Traffic on the Southern Pacific is blocked, by slides and business on the O. R. & N. is completely blocked by monster slides at Boneville, 20 miles east of here. Yesterday two hundred passengers were marooned at that point, but were brot to Portland today by boat. Many sections of Western Oregon report the worst storm of the season.

SERIOUS AT ROSEBURG

Roseburg, Ore., Jan. 4—The river is still twenty-three feet above low water mark and is still rising. The railroad bridge is riddled and carried out. Traffic is tied up.

NO SIGNS OF ABATING

Portlane, Jan. 3—At noon today the storms show no signs of abating. Railroad officials in this city cannot announce when traffic will be resumed.

CORVALIS WATER SYSTEM GONE
Corvalis Jan. 4—The city water system was washed out by floods today and the city mains are perfectly dry. The city is in constant danger of fire.

BRIDGES GONE AT DRAIN

Drain, Ore., Jan. 4—The streams in this vicinity are all over their banks and many bridges washed away. The lower portions of the city are submerged and tracks badly injured. The Scottsburg stage is long overdue and fears are entertained for its safety.

NO SEAT, NO PAY

(Scripps News Association)
La Crosse, Wis., Jan. 4—The city council is considering an ordinance which will make it a misdemeanor and punishable by a fine for conductors to collect fares from passengers on streetcars who are not provided with seats.

THE EAST SUFFERING HEAVY RAINS

Carmills, Jan. 4—The Wabash river is rising four feet an hour and all creeks are flooded and much damage being done. Dozens of families were driven east of the city. The rains and warm weather are remarkable incidents in this season of the year.

MACHINERY HERE FOR ICE PLANT

The machinery to be used in the ice manufacturing plant now being installed by Julius Roesch, has arrived, and is today being moved from the railroad yards to the brewery where for the next two months, men will be busy installing this new industry.

The mechanism of this device is not so complicated as one who has not seen a similar machine, would think. A monster compressor, a few pipes that serve as ammonia condensers and half dozen steel tanks constitute the outfit. The machine is heavy and cumbersome, necessitating considerable time in moving and installation. Mr. Roesch anticipates that it will take two months to have it in working order.

TRAFFIC SLOW IN LA GRANDE

Due to the landslide at Boneville Oregon, passengers and mail from the West have not been seen in La Grande since yesterday morning. Last night's number two only reached a point twenty miles east of Portland when it encountered the slide and the same is true of this morning's six. A stub train is expected from the west tonight sometime carrying mail. Two coaches were sent east from The Dalles this morning but carried no mail.

WEST IN RAILROAD CRISIS

(Scripps News Association)
Chicago Jan. 4—The strike conferences have been in progress for weeks between the officials and representatives of the railroads west of the Mississippi, and it is now certain that practically all lines in

the country are involved. Hannahan, chief of the firemen and enginemen's union says "We hope to settle controversies about the increase of twenty percent in wages, but the strike fever is growing and it will become uncontrollable unless we can settle within two weeks".

ATTEMPT TO CHECK THE HARRIMAN MONOPOLY

Investigation May Divulge how Harriman, Formerly a Broker, Ultimately Controls Many Big Roads.

New York, Jan. 4—The Federal investigation of the Harriman system of railroads, which was postponed from Dec. 28 to accommodate Mr. Harriman, was opened here today. The proceedings will be of the greatest importance as the investigation is aimed to determine whether, broadly, a single railroad interest is likely, to come into domination of the transportation system of the country in the near future, as it is now asserted that the rapid growth of the Harriman lines will cause inquiry as to whether the Standard Oil group, which is assumed to back Harriman in the way of securing control of the railway interests of the country. It is known to the members of the Interstate Commerce Commission, who are conducting the investigation, and to Attorneys Kellog and Severance who will handle the points of law at issue, that the administration considers this the most important step it has as yet taken against any railroad combination. The government was aroused by the wonderful strides of Harriman and Attorney Kellog today announced that every power will be exhausted to break the great Harriman merger and check its march towards centralization. Harriman however realizes that he has aroused the energies of the administration and is about to fight a political battle as well as a financial one. Special attorneys Kellog and Severance have it is stated, collected evidence to show that the Harriman mergers were combinations formed to stifle competition and it is also stated that Mr. Stuyvesant Fish, the deposed president of the Illinois Central road, control of which was purchased by the Harriman interests, will give some important evidence in connection with the merger during the inquiry. Mr. E. H. Harriman and a number of other officials of the Union Pacific roads have been summoned to appear before the commission to give information regarding the merger, and are in attendance.

The investigation is occasioning considerable comment and is sure to be watched with interest from all parts of the country. It was announced before the commission sat that an enormous volume of evidence had been collected against the Union Pacific. The investigation is looked on by railroad men as of supreme importance for should the evidence sustain the charges, it will mean the complete destruction of Harriman's work for years in gathering under his control numerous railroad systems but on the other hand, if the commission conclude that the charges are not sustained it will mark him as the greatest railroad genius of his age. It is admitted on all hands that Mr. Harriman has made remarkable progress in the railway world and his methods have been most adversely criticized he has permitted no consideration whatever to swerve him from his determination to establish the greatest combination of railroads known in the world. He now controls 25,000 miles of road representing a capitalization of \$2,000,000,000 and is still seeking fresh fields.

The interstate commission, after hearing numerous complaints and after carefully going over the matter, decided to hold the inquiry when legal advice was supplied by high government officials who stated that Harriman in the case of the Union Pacific, not only violated the Sherman-Anti-Trust Law, but also the Interstate Commerce Law and the statute against conspiracy. Evidence will be adduced to show that the Oregon Short Line Railway Company has been used by Mr. Harriman as a holding company and when it is not a competitor of the Union Pacific it will be stated in evidence that Mr. Harriman and the Standard Oil interests have been using the holding company as a mere cloak to hide their violation of the law in suppressing all competition between the Union Pacific and the Southern Pacific, which are parallel lines, and by geographical location should be actual competitors as allowed by law. Abundant evidence, it is stated, will be given to show that Mr. Harriman and his associates have succeeded in stifling all competition between the two roads. Amongst those in attendance to give evidence on subpoena is Mr. J. C. Stubbs director of traffic and control of the two lines who it is stated dictated rates and distributed traffic business for which he received a salary of \$50,000 a year.

It is expected that the evidence which will be adduced will show how Harriman from the status of an unknown broker rose to be absolute dominator of 25,000 miles of railroad and the Interstate Commerce Commission announce that they propose to learn how it was made possible for a man in a few years to figure himself into the control of \$2,000,000,000 worth of property. The investigation will show how he manages to control it and how he is able to dictate prices to men at the head of other systems and at the same time manipulate the stock market apparently at will. A very large number of witnesses will be examined for both sides and it is expected that the Commission before two months at will not be in a position to submit its report before two months at least.

The Interstate Commissioners hesitate to let the Harriman interests know exactly what lines they will pursue. The plan will not be developed in full until the commissioners trial set in January at Chicago.

STATE TAXES HIGHER

In response to a telegram from the County Court to the Secretary of State information was received that the state tax for 1907 as apportioned to Union county was \$22,857.50, which is \$8,920 larger than last year.

Free Oregon State Lands Irrigated

You are entitled to 20, 40, 80 120 or 160 acres FREE

you simply pay for the cost of irrigation, which is \$10.00 per acre, payable one-fourth cash, balance in three equal annual payments. Title direct from the STATE OF OREGON. This land is going fast; do not delay; call or write today.

EASTERN OREGON COLONIZING CO.
Foley Block La Grande, Oregon



OYSTER TIME
is always looked forward to with expectancy. What more luscious than a plate of Blue Points on the shell, or a stew, or a fry, or broiled.
OYSTERS, OYSTERS, OYSTERS
any way you want, is the way we serve them. Oysters we keep are the best in the land and all have a good pedigree. If you want to give an oyster party, our restaurant is the place to bring them to. We hope to see you many times during oyster season.
OPEN DAY We sell weekly AND NIGHT meal tickets for \$4.50

THE MODEL RESTAURANT
J. A. Arbuckle Proprietor