

SENSATIONAL SPECIAL SALE

At THE FAIR STORE La Grande, Oregon

\$57,500 STOCK of high grade, Dry Goods, Clothing, Shoes, Furnishings, and Ladies' ready-to-wear goods goes on sale SATURDAY MORNING AT NINE O'CLOCK.

This will be the greatest money saving sale ever started in Eastern Oregon and means thousands of dollars saved to the people and surrounding county who are fortunate enough to be able to take advantage of this wonderful opportunity.

The sacrifice will be enormous but we must unload. We must have the money and it will be the biggest paying investment you ever made to supply your needs for many months to come while you can buy at such slaughter price.

Be on hand early Saturday morning and it will pay you to come here every day to take advantage of the great Sensational Specials that will be thrown out every day.

Every Item in the Store at Reduced Prices

THE FAIR

The Big Blue 60 Foot Sign is the Place

NORTH BANK ROAD OPENED

A Stevenson, Wash., dispatch says: Three miles west of Stevenson, shortly before noon yesterday, General Superintendent E. S. Forst of the Spokane, Portland & Seattle railway, and Mayor E. M. Green of Vancouver, drove the golden spike that heralded completion of the North Bank line from Pasco to Vancouver. Addresses were made by Railroad Commissioner H. A. Fairchild, Geo. H. Himes of the Oregon Historical society; General Traffic Agent Harry M. Adams, Chief Engineer Miller, J. C. Stapleton, of the C. R. & N., and one or two others. Tremendous cheering accompanied the event and the Fourth Cavalry band of 40 pieces, which is accompanying the excursion, played.

The excursion was met by the school children of Washington, with wicker buses and chairs. The Fourth Cavalry played at each stop and the whole trip has been an ovation, with farmers and other residents along the line wildly enthusiastic. At La Camas the party inspected the big paper mill.

Neither Governor Mead nor Governor Chamberlain is here. The excursion is in charge of Conductor J. A. Buckley and Engineer C. O. Frykholm. Arrangements were perfect and the trip is a success throughout. Short informal speeches were made at

luncheon by Mayor E. M. Green, George H. Himes and Judge C. H. Carey. All steam and electric lines in the northwest were represented, as were about 25 newspapers.

North Bank the Model Road.

The North Bank road is, in brief, a through connection with the two great Hill transcontinental lines, the Northern Pacific and the Great Northern. It stands today, and will probably for many years stand, as the model of perfection in the line of construction and fine equipment. Many miles of the road are blasted through solid rock. Numberless tunnels pierce the earth, in places where the builders might have avoided huge expense by building around these obstacles. The finest bridges that have ever been thrown across dividing water ways have been erected without regard to time or conditions or cost. All this has been done in the effort to secure the easiest gradients and the slightest curves.

The new line extends from a junction with the Northern Pacific near the southern end of the Northern Pacific bridge across the Columbia river between Pasco and Kennewick, Wash., and from this junction it runs as faithfully to an air-line as any road ever built, for a distance of 220 miles to Vancouver. From Vancouver to Portland, the western terminal, it is projected a distance of 10 more miles, the most costly 10 miles of the entire length of the road, for in this last stretch are found two magnificent and massive steel bridges, both double-track, one across the Columbia, more than a mile and a half in length, and the other across the Willamette, half a mile long, the two costing at least \$5,000,000.

Rise in 230 Miles is 307 Feet. There is absolutely no opposing

grade the whole length of the line from Pasco to Vancouver, and on the "back-stretch" the steepest grade is only 2-10 of 1 per cent, or a rise of 19.56 feet per mile. In other words, the total rise from Portland to Pasco, a distance of 230 miles, is but 307 feet, 1 foot 4 inches per mile, which is never perceptible to the layman, and hardly so to the experienced eye of the most skilled engineer.

The curves in the road need hardly be mentioned, and would not be, save that they are lesser in degree than those found in any railroad in the middle west, where engineering difficulties of any consequence are unusual. Three per cent is the greatest curve in the whole 230 miles, and this eliminates fixing any regulations as to the speed of even the fastest train that may be put into service.

The road has been graded to 10 feet above the extreme high-water mark of the Columbia, as fixed during the freshets of 1894, which exceeded by several feet all historic floods up to the present time.

The average person marvels much more at a beautiful bit of iron and steel construction than he does over a hole in the ground or a monster fill over swamps and other depressions. Therefore, the two mammoth bridges of the North Bank road, the one across the Columbia and the other spanning the Willamette, will serve as the greatest sources of admiration on the part of the public, with the possible exception of the great Cape Horn tunnel, which for a distance of 2000 feet is bored through solid rock, and big enough to accommodate a double-track line, should the demands of traffic ever warrant such improvement.

Summons.

In the Circuit Court of the State of Oregon, for Union County. William G. Peach, plaintiff, vs. Ella C. Peach, defendant.

To Ella C. Peach, Defendant, Greening:

IN THE NAME OF THE STATE OF OREGON, you are hereby required to appear and answer the complaint filed against you in the above entitled court and suit on or before the expiration of the time prescribed in the order directing the publication hereof, to-wit: six consecutive weeks from the date of the

first publication of this summons which is January 30th, 1908, and if you fail to appear, answer or otherwise plead within the said time the plaintiff will ask the court for a decree dissolving the bonds of matrimony now existing between this plaintiff and this said defendant and awarding the plaintiff an absolute decree of divorce.

By virtue of an order of the Hon. T. H. Crawford, Judge of the above entitled court, made and entered on the 24th day of January, 1908. This summons is published in the Weekly Observer, a weekly newspaper printed and published in La Grande, Union County, Oregon.

COCHRAN & COCHRAN, Attorneys for Plaintiff.

Stallions.

Owners of thoroughbred Percheron and Belgian stallions, please communicate with the Sugar company's office, Main 20.

Grande Ronde Lumber Co
PERRY, OREGON

CAN FURNISH LUMBER OF ALL KINDS
IN CAR LOAD LOTS

For 16 inch Chain Wood Delivered at your Home,
Call up V. E. BEAN, La Grande, Phone, Red 1741

THE KING OF CURES

DR. KING'S

NEW DISCOVERY

FOR COUGHS AND COLDS

AND ALL THROAT AND LUNG DISEASES PREVENTS PNEUMONIA AND CONSUMPTION

"Two years ago a severe cold settled on my lungs and so completely prostrated me that I was unable to work and scarcely able to stand. I then was advised to try Dr. King's New Discovery, and after using one bottle I went back to work, as well as I ever was."
W. J. ATKINS, Banner Springs, Tenn.

PRICE 50c **AND \$1.00**

SOLD AND GUARANTEED BY NEWBLES DRUG CO.

Complete equipment for resetting and repairing rubber buggy tires.

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D. FITZGERALD, Proprietor
Complete Machine Shops and Foundry