SATURDAY, AUGUST 19, 1911. LA GRANDE EVENING OBSERVER.

Notice of Impounded Stock.

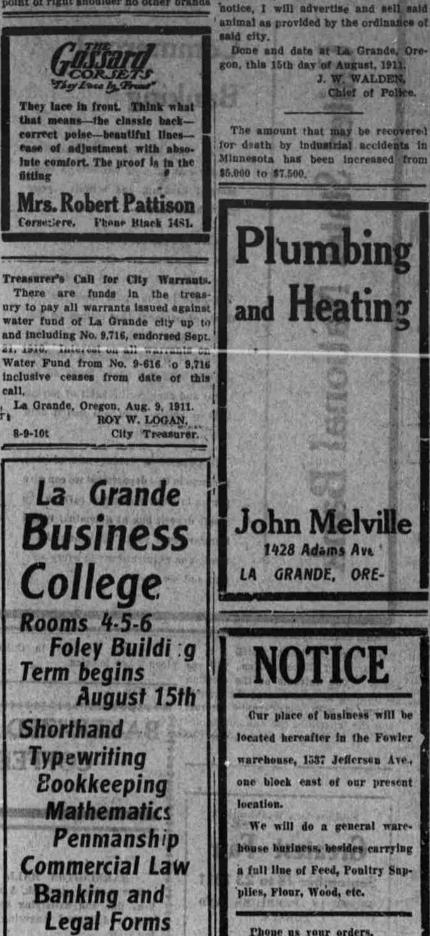
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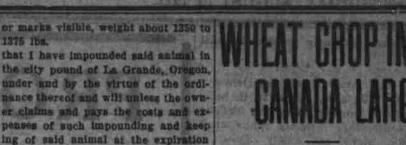
of ten (10) days from the date of this

Notice is hereby given that on the 12th day of August, 1911, I took up while running at large in the city of La Grande, Oregon, the following described animal, to-wit:

One gray mare about 15 hands and three inches high, branded "R" under point of right shoulder no other brands

call





ADDED RAILROAD FACILITIES TO BE SUPPLIED.

Thousands of Men to Rush Construc-Non During Next Two Years.

Winnipeg. Canada, Aug. 19 .-- In order to handle the enormous two hundred million bushel wheat crop this year the three big Canadian railway systems are pushing the work of new construction in western provinces, 356 miles of new lines having just been inspected by the Dominion Railway Commission and placed in service. Two thousand miles will be added to the total this year.

In addition to the work in the prairie provinces new tracks are being rapidly constructed in British Columbla. The Canadian Northern has lessened its gap between ocean and ocean to 25 miles by letting the contract for the construction of 160 miles between Hope northward to Kamloops. A force of 7000 men is expected to be at work in this section within a short time and the task must be completed within two years. Construction work is nearing completion on the line from Port Mann on the Pacific coast to Hope. The eastern and of the road is at Yellow Head Pass on its boundary between Alberta and British Columbia. From Kamloops northeast to Yellow Head there are 200 miles of mountains to crawl around, cut through or tunnel. The 160 miles between Hope and Kamloops run through the canyons of the Fraser and South Thompson riv-It is the most difficult part of era. the transcontinental road, and the most beautiful. The road from Yellow Head east to

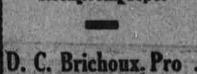
Edmonton is not yet in position to handle regular traffic. Work upon this section is being hurried as fast as possible, but there are several large bridges to be built, including those across the Pembina and McLeod rivers. It is possible that this section will not be ready to handle much freight traffic until next year. in the prairie provinces railroad

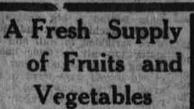
tracks seem to be springing out of the ground like magic. This year will see nearly two thousand miles of new road built. More than one thousand miles have been constructed or are under construction in Saskatchewan alone.

This province is in the throes of the greatest railway development any section of the world has ever known. The Canadian Northern is building 330 miles; the Grand Trunk Pacific is building 340 miles; and the Canadian Pacific is at work on 348 miles of new Most of this mileage contrack. sists of branch lines or extensions into the newly settled wheat districts. By the end of the year Saskatchewan will have 4,752 miles of track. This is more than half the mileage of the state of New York, and more than the state of Washington or of North or South Dakota. The new building is distributed among the three lines as follows: Canadian Pacific. From Outlook northwest 60 miles; Craver to Colonsay, 65 miles; Weybur to Lethbridge, 20 miles; Esteven to Forward, 35 miles; Regina to Bulyea, 10 miles; Lauder extension, 20 miles; second track from Moose Jaw to Pasqua, 7 miles; second track from Moose Jaw to Caron, 16 miles;; Moose Jaw south west, 35 miles; Swift Current southeast, 45 miles; Swift Current northwest, 35 miles. Grand Trunk Pacific: Melville to Regina, 70 miles; Battleford to Biggar, 50 miles; Regina to boundary line (U. S.) 90 miles; Regina to Moose Jaw, 40 miles; Young to Prince Albert, 90 miles. Canadian Northern: Aylesbury to Davidson, 15 miles; Battleford-Jackfish line, 40 miles; Thunder Hill extension, 70 miles; Deliste branch to Goose Lake line, 35 miles; Moose Jaw southeast 160 miles; Rossburg extension, 20 miles; Shellbrook line, 50 miles. East of Winnipeg new railroad work is being pushed. Sir William Mc-Kenzle recently made public announcement that all sections of the Canadian Northern under construction had been financed and that contracts would soon be awarded for all completed sections. The contract for the construction of 550 miles from

will be let in a short time. The preliminary estimates of the 1911 grain crops of the western provices show the used for more rallada. The Sankatchewan depart nent of agriculture estimates the theat acreage in that province at 5,598,235, an increase of 20 per cent over 1910. This will mean a produc-tion in excess of 100,000,000 bushels for the province. Manitobs and Al-berts will bring the total up to more than 200,000,000 bushels. An official of the Canadian Pacific says that 162,000 farm hands will be required to harvest the grain crops of the three provinces. About 50.000 laborers will have to be brought in to telp those already on the ground.



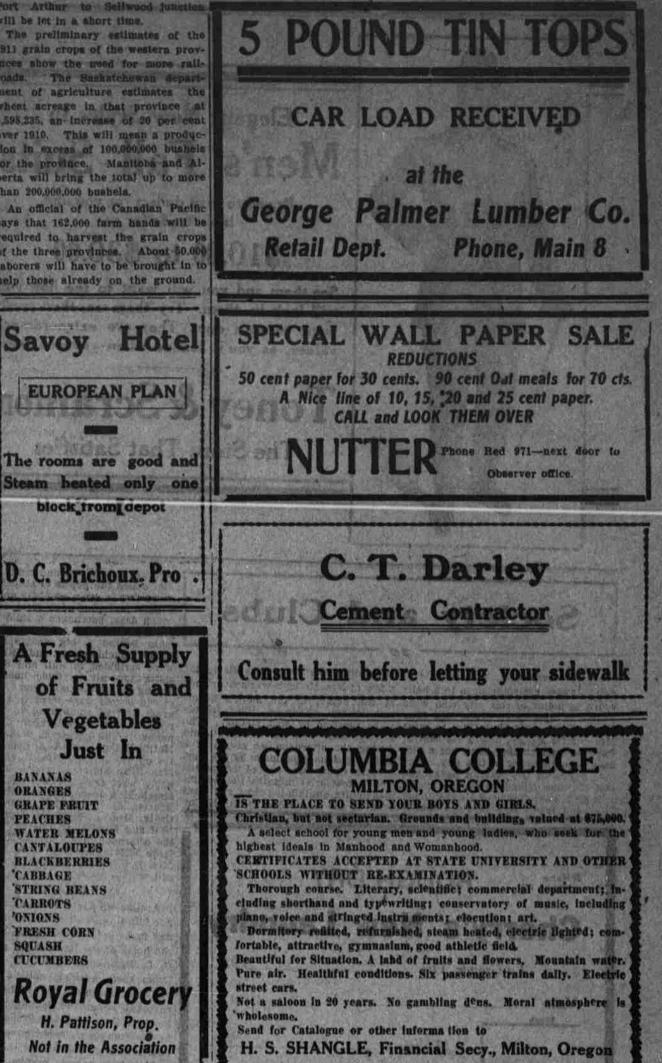




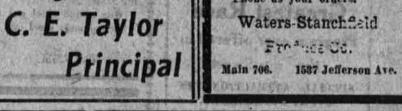
Just In

BANANAS

ORANGES GRAPE FRUIT PEACHES WATER MELONS CANTALOUPES BLACKBERRIES CABBAGE STRING BEANS CARROTS 'ONIONS FRESH CORN SQUASH CUCUMBE/RS **Royal Grocery** H. Pattison, Prop.



PAGET



NOTICE To those living along the route of

new sewers.

If connection with sewers are wanted at present, arrangements for same must be made immediate after ditch s open, at our office, room 6 Foley block. to mat eldason

G. H. SUTHERLAND THE PARTY OF THE PARTY BRG Rather PEARE. La Grande's Leading eweler



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