

**THE OBSERVER**

**BRUCE DENNIS**  
Editor and Owner.

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**PROPERTY VALUES.**

Is it generally known that La Grande real estate is advancing? If there is any doubt one should do a little investigating on his own account and find out. More residence property has changed hands here in the last three months than most people realize. There is a process of improvement going on in individual holdings that is remarkably nice to behold. The town is advancing in that slow steady manner which insures permanency, which insures increased valuations, which decides for once and all that the city of Eastern Oregon is now and will be La Grande.

Some splendid things are in store for this locality. It is like all eastern communities—where the pay rolls are there is built the city. Where industry is already humming there is where added industries seek to locate. And the field is broad here for more enterprises that employ labor. They are not on paper with a possibility of promotion stage and then sink, but they actually exist and the general public is beginning to realize.

La Grande in the future is a pretty picture to behold, for we have the goods here to deliver and with the assistance of large capital that is seeking safe investment we are going to deliver those goods.

**WHERE ARE THE MOTOR CARS.**

Manager England, of the Central Railway of Oregon, has not been heard from lately regarding his motor cars which he proposed to put on between Union, Coos and La Grande. This is one of the most important improvements that could be installed in the way of transportation and it is sincerely hoped there will be no slip in the matter.

It was understood that Mr. England had the cars in transit from the east and their arrival is anxiously awaited by the people of the county. As near as can be learned there could be traffic arrangements made with the O. W. E. & N. company to use its tracks the portion of the distance necessary, all of which causes a general demand for the motor service to become intensified and causes all eyes to rivet on Mr. England whose idea it was to install the service.

The strike situation is a matter of general regret because of its seriousness. Mr. Kruttschnitt refused to recognize the federation of shop employees and the inevitable followed, for the shop men honestly feel they have a right to such recognition. It is not too late for a reconciliation of the matter and we believe that with rec-

ognition of the federation the men would be willing to compromise on many other points. If the companies refuse this point determinedly it is a hard to see anything but a long drawn out struggle between capital and labor—a thing which will weaken business and work a hardship on the entire country. However, it is one of the things in life to be expected and there is no use to get frantic about it. All questions have two sides and it is but natural for the advocates on either side to hang for what they want.

**RAILROAD EARNINGS IN 1910**

(From the Providence Journal.)  
Poor's Manual of Railroads for 1911 which has recently been published is in itself evidence of the vast extent to which the transportation business in the United States has grown, for it is a bulky volume of almost 3,000 pages. From its feeble beginning two generations ago, the American railroad industry has expended until it is now represented by a capital stock of \$8,380,819,190, a bonded debt of \$9,600,634,906, other bond obligations of nearly a billion, and total liabilities of \$21,839,360,776. Taking the first two items, for the sake of comparison, it will be found that there has been an enormous increase in the last 10 years, the capital stock in 1900 was only \$5,804,346,250 and the bonded indebtedness \$5,578,592,754. But meanwhile there has been of course a very great increase in the value of the railroad property of the country and in its earning power. Gross earnings in 1900 were \$1,501,695,378 and net earnings \$483,247,526; in 1910 gross rose to \$2,504,580,939 and net to \$910,090,812.

These newest figures may be profitably compared also with the corresponding totals for 1909. Gross earnings in the earlier year were \$2,519,212,763 and net \$852,153,286. It should be pointed out that just what is meant by the year 1910 by the compilers of the manual is a little uncertain. Apparently, however, some of the figures are for the fiscal year ending June 30, while others are for the calendar year ending December 31. The compilers figure out a gross increase of 11.59 per cent over 1909, while the interstate commerce commission, using the reports for the year ending June 30, calculates the gain as somewhat more than 14 per cent. For the layman, however, the important fact is that there was a substantial gross increase, and that this was accompanied by an increase in net, figured by Poor at 7.85 per cent.

There are now 242,107 miles of steam road track in the United States, against 238,856 miles a year ago. The increase, 3,251 miles is small compared with that of some earlier years, but is large enough to show that we have not yet reached the end of the era of American railroad construction. The total length of the railroads of the world is perhaps 630,000 miles, so that our share of the whole is close 40 per cent. Against our 242,107 miles Russia had at last accounts 41,000, Germany 37,000, India 31,000, France 30,000, Austria-Hungary 26,000, United Kingdom 23,280, Canada 22,966, Australia 16,250 and Argentina 15,500. If to the figures given for this country are added the figures for second, third and fourth tracks, sidings, etc., it will be found that the aggregate is 249,876 miles, against 343,387 in 1909, 333,776 in 1908 and 324,033 in 1907. Ad-

ditional testimony to the recent growth of the business may be discovered in such details as have to do with the increase in the size of the rolling stock in use. Thus: a new locomotive for the Atchafalyp road has a total weight of 462,450 pounds, or, with the tender, 700,000 pounds, as much as an entire train would have weighed a few years ago.

Coos Bay Harbor: Peter Loggie and E. G. Flanagan are in the field east of Myrtle Point securing right of way for the Boise road. They are sent out by local men, it is believed, who desire to do what they can to induce the Clarke road to build in here.

**NEWS FORECAST FOR THE COMING WEEK.**

Washington, D. C., Sept. 2.—President Taft, in the intervals between his games of golf and other outdoor amusements at Beverly, is expected to put in more or less time blocking out his speeches on the tariff, currency reform, reciprocity and other subjects on which he will speak on his coming western trip.

The political campaign in Canada will be carried on vigorously during the week. Sir Wilfrid Laurier will continue his speechmaking tour in support of reciprocity in Ontario, with meetings in Windsor, Stratford, Sudbury and other places. Mr. Borden, the opposition leader, will carry his campaign into the Maritime Provinces.

The week will see the formal opening of the big government dam in the Ohio river at Fernbank, near Cincinnati, the largest movable wicket dam in the world, and the only one made entirely of concrete and steel. The completion marks one of the most important steps to make the Ohio river navigable the year around.

The New York legislature will reconvene Wednesday to take up matters of the proposed new charter for the City of New York.

Thursday is the day set for the democratic primaries in Virginia, the result of which is expected to determine the two United States senatorships. Senators Martin and Swanson are candidates for re-election and are opposed by Representatives Jones and Glass.

Governor Harmon is to be the speaker at the democratic barbecue to be held in Boston Saturday. The event will be of interest to political circles as the speech will be the first that the Ohio governor has delivered in the east since his name became prominently mentioned in connection with the presidential nomination.

**PERT PARAGRAPHS.**

WE may all be slightly twisted, but we don't care to have other people try to follow our crooks and turns.

There is no time like the present simply because the present is the only time.

If marriage is a lottery why do ministers continue to be a party to it?

When we go on a voyage of discovery we are not hunting for our own faults.

Misfortune isn't desired, but it is a wise man who manages to profit by it.

You can't always judge a man by the quality of his coat. It may be borrowed.

Keeping still has seldom got any one into trouble.

We much prefer the people that go without saying to those who say without going.

Some men are good natured and others are bachelors.

Many an ideal is hatched out in August that gets frostbitten in October.

Disenchantment.

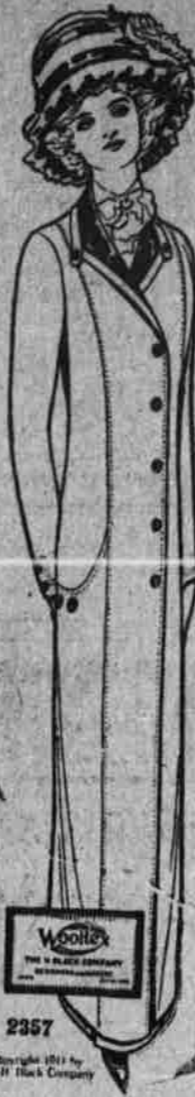
"Do you believe in love at first sight?"  
"Yes."  
"You think there is something in it, do you?"

"Sure. It is the only time that I ever am in love. The next time I see her it's all off."

Glad.

"I just hate Brown."  
"What are you going to his wedding for then?"  
"Cause I want to goat."  
"Goat?"  
"Yea. I know the girl he's marrying."

**:-:ANNOUNCEMENT:-:**  
**:-: WOLTEx FALL STYLES RECEIVED :-:**



Many becoming models in new Fall and Winter ready-to-wear garments now on display in our **LADIES READY-TO-WEAR DEPARTMENT**

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**Woltex Quality is better but Woltex Price is not higher.**  
**\$50,000 spent yearly for style alone in Woltex.**

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**Treasurer's Call for City Warrants.**  
There are also funds in the treasury to pay all warrants issued against the water of La Grande city up to and including No. 9,729, endorsed September 21, 1911. Interest on all warrants on water fund from No. . . . to No. 9,729 inclusive ceases from date of this call.  
La Grande, Oregon, Sept. 1, 1911.  
ROL W. LOGAN,  
City Treasurer

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**FIFTIETH ANNUAL OREGON STATE FAIR**  
SALEM, SEPTEMBER 11-16, 1911.  
HOME COMING WEEK.  
LIVESTOCK, POULTRY AND AGRICULTURAL EXHIBITS, RACES  
FREE ATTRACTIONS AND AMUSEMENTS.  
**FERULLO'S GREATEST BAND**  
REDUCED RATES ON ALL RAILROADS. SEND FOR PREMIUM LIST AND ENTRY BLANKS.  
**Frank Meredith, Secretary**  
Salem, Oregon.

**PREJUDICE against SPECTACLES**  
Many people are prejudiced against wearing spectacles because of some foolish notion or hearsay. Spectacles are essential to the relief of eye troubles, and nothing will take their place. If there is trouble with your eyes the sensible thing to do is to consult an eye specialist. I am a specialist in the treatment of eye troubles, and invite investigation as to my **SUPERIOR EQUIPMENT** and ability to relieve all eye troubles. You may save yourself much discomfort by consulting me at once.  
I grind all my glasses.  
**HEACOCK**  
Eye Sight Specialist

**Mint Marshmallows in 10c tins** | **THEY ARE DELICIOUS AT SELDER'S**  
**Barallona Filberts** | **A Cream Nut**  
**Filippi Almonds**  
**Toasted Rolls** Peanut Butter Flavor

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Efficiently conducted, not only in the interests of its stock holders, but of its depositors and patrons as well; With officials well known and trusted in the community. With capital, surplus and undivided profits of \$210,000,000 and total resources of \$1,000,000,000.

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